

Tasar Australia



Newsletter of the Australian Tasar Council



September 2003

www.tasar.org.au

Tasar Australia Newsletter



September 2003

Australian Team
2003 Worlds
Canada

Tasar Major Events

Sydney Tasar Regatta Woollahra Sailing Club

Saturday 27, December 2003 to Monday 29, December 2003

Tasar Southern States Championships Mordialloc Sailing Club

Thursday 8, January 2004 to Sunday 11, January 2004

Victorian Tasar State Titles Yarrawonga Yacht Club

Saturday 6, March 2004 to Monday 8, March 2004

27th NSW Tasar State Titles

Wangi Wangi RSL Amateur Sailing Club

Friday 9, April 2004 to Monday 12, April 2004

31st Australian Tasar Championships

Mission Beach Sailing Club, Queensland

Saturday 3 July 2004 to Saturday 10 July 2004

2005 Tasar World Championships

Darwin, Northern Territory

June - July School Holidays 2005

President's Message

Welcome to the next edition of our newsletter, it is a bumper edition with a good cross section of articles.

One of the reasons for the size of this edition is that the TAV has decided to no longer publish their own newsletter and instead have all their contributions included in the National newsletter. They are to be congratulated for this.

There is also a good wrap of the 2003 Worlds. This was a superb event and the NATA is to be congratulated for their efforts.

The next Worlds are to be held in Darwin in 2005 and we have a hard act to follow to put on a great regatta. Keep an eye out for details and start your planning now as I

am sure this will be an event not to be missed.

With the next Nationals not being held until July next year some additional regattas have been organised for the Christmas New Year period. There is the Sydney Tasar Regatta at the end of December and Tasar Southern States Championships in Melbourne in early January.

The NOR for the next Nationals at Mission Beach will be in the next edition of the newsletter which I plan to produce in December.

Until then, good sailing.
Chris Parkinson

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World Council News

The World Council met in Victoria on June 23, 2003. Minutes are available on the WTCA website.

Here are some of the more newsworthy items.

Next Worlds

The next Tasar World Championships will be held in Darwin, NT, Australia in July or August, 2005. Based on presentations made by Chris Parkinson, this promises to be a great event at a superb venue. Check for further details as they become available.

Hull Weight

The World Council considered the issue of hull weight, and voted not to propose any change in the interim minimum hull weight (class rule D.3.2) at this time. The minimum hull weight remains at 68kg, at least until after the next Worlds.

Proposed rule changes

The World Council is proposing four changes to the class rules. Each change will be voted on by all 10 regions and/or districts, and a majority of 7 districts must vote in favour if a rule is to be approved. The approval of the Advisory Council and the ISAF is also required. The proposed changes are discussed below (the actual wording of the proposed rules has not yet been finalised)

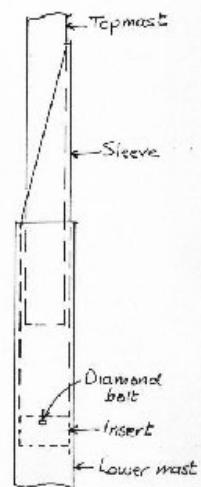
1. Hounds to deck measurement and topmast support
A rule specifying the minimum measurement from the hounds to the deck will be proposed. There have apparently been some instances of people reducing this measurement (by shortening their lower mast) to increase rake. This is difficult or impossible to detect by inspection. If this is a problem, The only way to address this problem (if it is considered to be a problem) is by specifying the minimum hounds to deck measurement.

The World Council was aware that an earlier hounds to deck measurement was declared to be unenforceable by the Jury at the International Regatta in Melbourne in 1998, because the Jury believed that the measurement could change during sailing, as the top mast, or a fitting on it, bedded into the lower mast.

To avoid this problem, and to improve the durability of all Tasars, the proposed new rule will require that the topmast is supported on an insert held in place inside the upper mast by the top anchor bolt for the diamonds. The insert is made from the same section as the topmast sleeve. This is the way the topmast is supported on all current Australian and North American Tasars. It is a simple, cheap and elegant solution to the problem of providing a durable support for the topmast, and avoiding the bedding in, and related damage to both mast sections, that can occur when the topmast is supported either by the hounds fitting or by sitting directly on the diamond bolt.

Inserts are available in North America for less than \$10 US. They can also be cut from an old topmast sleeve, using a table saw with a metal cutting blade. The insert

can be positioned in the lower mast in the required location to support the topmast (and hounds) at the correct height, before a hole for the diamond bolt is drilled in the insert. If necessary (eg. to correct a measurement problem), the height of the topmast & hounds could be increased by cutting a shim from the same section, and dropping it in on top of the insert.



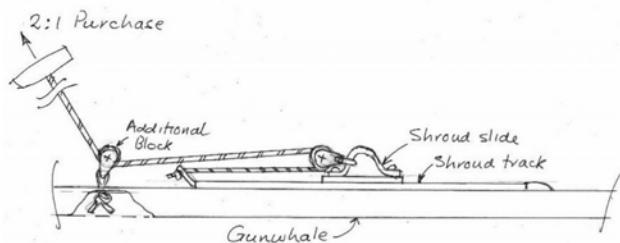
Reading some of the correspondence generated by the earlier hounds to deck rule suggests that there may be opposition to this proposal for two reasons. Some people feel a measurement to control modifications to mast height is unnecessary, and some will resist a requirement to retrofit old lower masts to provide the proposed method of support. Debate on this will be useful. If the rule is adopted, it won't be enforced until the next worlds

2. Adjusting forestays and or shrouds while sailing
Concern was expressed that some crews have been adjusting their shrouds and forestays before or between races, while on the water. This involves removing pins or shackles, and has the potential to result in dismasting. A rule will be proposed to prohibit this practice. It will not prevent a crew going ashore (or to a dock) between races to makes this change.

3. Revised shroud pull backs

The class rules C.2.2 (k) allow "A simple line and block purchase system with a mechanical advantage of two" for pulling the shrouds back. The rule also specifies that "Adjustment shall be effected immediately to the rear of the slide."

A change will be proposed to allow fitting an optional additional block, immediately aft of each shroud track. In boats where the shroud pull back line is led through a hole in the deck or gunwale, aft of the track, a length of line coming up through this hole could be used to locate the additional block.



This block will not change the purchase, which will still be 2:1. It will make it easier to pull the shroud back if you are pulling from any angle other than directly aft of the track.

The requirement in the current rule for adjustment to be "effected immediately to the rear of the slide" would be

World Council News (Continued)

inconsistent with the objective of this proposed change. New wording will be proposed that limits the length of the pull back line, so you will have to be close to the slide to use the pull back (no pulling the leeward shroud back from the windward side!) although not necessarily "immediately to the rear" of it.

4. Length of the mainsheet strop

Responding to ongoing complaints and debate, the World Council agreed to propose a change to rule C.2.3 (d). This rule currently requires the mainsheet strop to be 250 mm +/- 10 mm. The proposed rule will require a minimum length only, of 240 mm (the min required by the current rule). Basically, the idea is that you must have a mainsheet strop, but we don't really care how long it is, as long as it is at least 240 mm. This effectively restores the status quo that existed before the rule was introduced.

Approval of interpretations

Interpretations 31, 32 and 33 were approved. There was considerable debate about 33, which permits removal of the shroud stoppers, but it was approved.

Technical Development committee

A proposal from Australia for a technical development committee was approved. The committee will have a chair appointed by the World Council, and members from each region. (Note: this section revised and corrected 2003-08-04).

In accordance with the Tasar class Constitution, and with the approval of the World Council, dues may be levied from each region to pay for developments, experi-

ments, etc. The idea is that funds can be provided for experiments and trials such as the mylar jib that has been tried in North America (and which was paid for by Todd Blumel). No funds will be levied until there is a need for them.

The Technical Development committee would report to the World Council, and any rule changes required to implement any new idea or change would be submitted to a vote of the membership in the normal way (ISAF approval is also required for changes to the class rules).

World Council members

The elected members of the World Council are:

President

Chris Parkinson, NSW, Australia

Vice President George Motoyoshi, Japan

Chief Measurer Dave Bretherton, Victoria, Australia

Executive Secretary Richard Spencer, North America

The ex-officio members are the Presidents of the Tasar regions:

Allan Johnson, North America

Constantijn Udo, Europe

Chris Parkinson, Australia

George Motoyoshi, Japan

There was an enthusiastic vote of thanks to outgoing President, Cathy Sherwood, and Chief Measurer, Todd Blumel.

Richard Spencer

Executive Secretary

2003 Tasar World Championships - Canada The Douglass Report

Our lessons from the worlds

Nicole and I have been sailing together for 6 years now. We have both learnt a lot about the Tasar and Nicole in particular has improved as a sailor. The result is an ability to sail the boat at the top end of the fleet in essentially all conditions. That's step 1.

Preparation

Our preparation for the World's started at the Melbourne Nationals. We had hoped to go very well there and we came away with our bum smacked. All good lessons for us though – we lost 2 good races because I didn't sign on for heats 1 and 2, and lost another very good placing with a capsize, something we hadn't done for four years. Complacency and not following a routine were the major errors there. Both compounded by a lack of sailing and hence fitness. Our other noticeable problem was our loss of speed through a tack. We had also not been happy with speed down-wind (a previous strength) which we put down to our body weight/boat weight (144/72) combination.

So we came away from Melbourne with a number of jobs.

- i) Re model our tacking and jybing routines.
- ii) Do something about my body weight
- iii) Get a lot of sailing in and get sailing fit.
- iv) Seriously hunt for a boat on or around minimum weight.



The Douglass Report (Continued)

We also re-thought team responsibilities. Nicole's better knowledge and skills were a two edged sword – invaluable but sometimes counter productive! Counter productive because differing opinions can sometimes be taken personally and that is not good in a boat which requires a lot of team work. Two minds are often better than one, but a decision needs to be made, so we talked about the disruption that occurred when our two minds differed, and agreed in the end I had to make the decision and right or wrong we went with it – no questions asked, no grudges held or offence taken.

So how did we do?

It would be boring to tell all the details but in short we achieved all four of our designated jobs. The most important was job number i) which we accomplished by watching/learning/crying/screaming/doing/screaming/ doing/doing/doing. The point being that now a messed up tack is better than our previously good one.

We bought a good boat late in the piece and did not have enough sailing in it before the regatta but we did have enough to get confidence and that was sufficient to go forward.



What did we do right?

Big fleet racing is different. This is especially so at the World's where the top 25 have the ability to win heats. So what did we do right?

1. Preparation

We were comfortable in the boat. Our speed was there. We used preliminary regattas like the NSW States and our interclubs to sort things out to improve our boat speed to the best we could do. We were both fit. I had dropped 5-6 kilograms before the regatta and we had both spent a lot of time on the hiking bench.

We got the site early. We had time to see the race area for ourselves, time to talk to the locals and time to settle in. Our boat was in good condition on arrival thanks to Graham Hanna's organization and Chris Parky's work in packing the container. Also important was the time we had to get over the jet lag which most of our compatriots

did not. We sailed everyday for the week before the regatta except for two days. One of these was a 30 knitter and the other was always planned, the day before the regatta started. So by the time we got to start in the Practice race we had a good handle on what the wind was going to do, what the tide would do and we had our sea legs back.

2. Stuck at it

After a 5th in the Practice Race we blew it in the first heat (36th). We also had poor results in the 4th (23rd) and 6th (19th) heats. Each day we put the previous results behind us and gradually climbed the rankings. With only one drop race in the regatta and a top field, you just had to be patient. After 6 races, we said lets start again and sail the next six as if it were a series on its own. This worked well for me and I sailed a much smarter second half of the regatta.

In a number of individual races we improved 10 places or more by taking one or two boats each leg. There were instances of major gains but they were rare. In the main you just had to stick at it (I've heard that somewhere before).

3. Starting

With three exceptions we started well. Especially toward the end of the regatta we took advantage of the mid line sag to have good clear air starts. The sag was more pronounced due to strong incoming tides which pushed the whole fleet back from the line. Our preparation had helped us recognize this better than many of our opposition.

4. Reaches

There were only two races with triangles out of twelve heats. We sailed the first reach very low in each of these two races and made a lot of ground in each case. In a large fleet of top quality boats the boats following the leader are bound to try and go over each other and hence going way above the lay line. Therefore staying low paid even more than usual.



The Douglass Report (Continued)

What we did wrong

1. Poor options

Start 1 of race 1 with a strong down wind current, and a heavily biased pin end. We took the poor option of going for the ace start. We were with 20 others who know how to start and 20 who almost knew how to start and we got buried big time.

The right option was $\frac{3}{4}$ the way down the line in clear air. The result was a 36th (not helped when the whisker pole fitting jammed on the mast at the last mark).

We had a near miss at the bottom mark in Race 9. I thought we had room and the other boat didn't. To avoid a last minute collision I bore away hard and ended up 20 metres below the mark. This cost us 6 or 7 places. The right option was to make a good rounding, forsake one place, and worry about the room argument later.

2. Obviously wrong tack

I had a brain explosion and sailed the obviously wrong tack or jibe on a number of occasions. Two of these cost many places and the others undoubtedly cost some. The two worst occurred when I tacked away at the bottom mark to get clear air but rather than tacking back quickly we continued on the wrong tack. I quietly cursed myself afterwards when I faced up to the fact that I had pursued the "Obviously Wrong Tack". Anyone who has read Stuart Walker can relate to what I'm saying.

3. Preoccupation

In heat 4 we had a near perfect start and about $\frac{3}{4}$ the way to mark 1 were vying for the lead. We made a tactical blunder which resulted in a lee bow and dropping back about 6 places. Another small mistake saw us at about 10th at the first mark. This was one of those heats where I sailed the obviously wrong tack, and the only race where we went backwards through the fleet. I put into down to a preoccupation with the first mistake. Tenth at mark 1 was one of our better positions yet it resulted in our worst finish other than heat 1.

4. Sailing away from the start line in light weather

Don't sail away from the start line in light weather!!! Martin Linsley and I were caught out in Race 6 when we sailed away from the start line to test opposite sides of the course. With the firing of the start sequence while we were out there we just managed to get back with 15 seconds to spare. Luckily it was a general recall anyway, because it was going to be a shocker.

What we did learn?

Technically all of the lessons except 4 were re-learned for me. But reinforcement and repetition are always good.

1. In top fleet racing aggressive moves have serious consequences and if you don't get it right you are in deep trouble. Hence our start in Heat 1 and mark rounding in Heat 9 cost us serious points. There were countless other examples in the re-

gatta of people have DSQ or losing 15 places doing 720 degree turns due to overly aggressive manoeuvres. I'm not talking about misjudgment out in the open or going the wrong way – just plain crazy moves with something like 1/63 odds.

2. Commence the regatta conservatively. We were the only boat in the top 33 that dropped Heat 1. A good lesson learnt again- early heats are for setting up the regatta, not major risk taking – see mistake 1 above.
3. Listen to and trust your knowledge and judgement. Our preparation had provided me with plenty of information about tide yet in a number of early heats, I ignored this. It all fell into place when we mentally restarted the regatta at Race 7.
4. Boom strop and pumping. All the North American boats I saw had the strop at the bottom of the mainsheet assembly. This enabled easier pumping of the mainsail down wind. It was also noticeable that the North American boats pump a lot more than us – particularly on runs. I'm not convinced that it made much difference but I would have to test it in non race conditions.
5. Mark roundings must be smooth. The most important things at a mark are a smooth rounding, being on the inside and having a good exit from the mark. If you can't get inside it is probably better to slow down and get a smooth rounding and a good exit.
6. Don't sail away from the start line in light weather. See mistake 4 above.

Conclusion

We had an enormous amount of fun and satisfaction preparing for and sailing at the worlds in Victoria.

Despite the slightly smaller fleet due to SARS (or whatever) the competition was nothing short of sensational. This is exaggerates the consequences of mistakes and makes lessons that much clearer. We will sail on to enjoy the benefit of these lessons, which I am sure I will have to "re-learn" (again) somewhere down the track.

Rob Douglass

Chukkel 2710



Canada Worlds - Eriksson Report

What a couple of weeks it turned out to be, lost in the wilds of British Columbia, surrounded by the likes of black bears, grizzly bears, sea otters, seals, killer whales and that fantastic breed of people who love to sail Tasar dinghies.

The trip over to Vancouver turned out to be a bit of an adventure in itself. I set out from Melbourne, boarding a Qantas flight to Sydney where I was to meet up with the flight to Los Angeles. Departure time arrived and we pushed back away from the terminal, only to stop there for what seemed a relatively long time. After awhile, the pilot announced that we had a problem with one of the main fuel pumps. There was an indicator lamp showing that the fuel pump had failed, and since it was an important item for the operation of the aircraft, it had to be thoroughly checked out before we could depart. We ended up taxiing back to the gate and had to wait almost an hour whilst the maintenance crews dealt with the problem. Our late arrival in Sydney did not cause too much of a problem as the Los Angeles flight was not due to depart Sydney until about 2pm.

On boarding the flight to LA, I found the seat I was allocated was in the centre of the aircraft and I was unable to get into and out of my seat without disturbing the passenger sitting next to me. Oh the joys of flying "Cattle Class". Fourteen hours sitting in a cramped seat flicking from movie to movie is not the best way to travel. Have you ever noticed that the movie you would really like to watch is only available to first and business class passengers? I made a mental note that I am going to have to win Lotto before I travel next time.

Finally we arrived in LA, deplaned and headed off toward Immigration and Customs. One had to wonder if we had actually landed in the right country, for a great many of the announcements were in Spanish, not English. Every now and then someone would wish us a Happy Father's day as we walked what seemed to be many kilometres to baggage collection and immigration. Now everyone knows that Father's Day is not in June, it is in September!!!! As I walked along that barren tunnel, wondering what all these Spanish announcements were supposed to mean, I would politely thank those who wished me a happy Father's Day. I decided not to correct their mistake and thereby save them any embarrassment. Mr Diplomatic... that's me, odd people these Americans.

I eventually arrived at the area where we were to be processed through immigration, and joined an extremely long queue. I was then informed that I had to fill out a green form, (the airline crew told me I didn't need that one, just a customs form as I was a transit passenger). So I moved aside, filled out the form and went to the back of the queue.

Finally I was granted permission to set foot on US soil, and found my baggage. I then joined another long queue and waited to be processed through customs. What a difficult place to enter is the US. The process seemed to take forever. Finally I made my declaration

that I was just passing through the United States en route to Canada.

After all the effort of having to assure the officials that I was not staying in the US, I was free to leave the airport terminal and make my way across to the Air Alaska terminal way over on the other side of the complex. Had I wanted, I could have just flagged down a cab and disappeared into the crowd.

Having found the Air Alaska terminal, I had to go through all the security checks once again. This time having to give up my belt, shoes and so on.... Looked weird, all these people stripping down, arms raised as they attempt to get through security. One lady had to take the collar off her pet Poodle ... do dogs fly in the states in the aircraft cabin????



Finally I reached the gate for my flight to Vancouver.... But where is the plane?.... time passes and the departure time approaches. then the announcement. "You will notice that the aircraft is not at the gate. It encountered a technical problem on its flight to LA, and is now undergoing maintenance to locate and repair the fault. We expect there will be about an hour delay".

I wonder, that makes two faults on two flights this trip, what happens if we get another whilst the plane is in the air?

Finally I board the aircraft for the 3 hour flight to Vancouver.... And I have a window seat ... got to be happy with that. I head down to the back of the plane and right at the back is my seat. I sit down, look out the window.... There is a bloody great engine blocking the entire view. So I wonder why did they bother to put a window there in the first place.

As the passengers board, I see familiar faces.... All the people who were surrounding me in the Qantas Cattle Class were also headed to Vancouver... and we were all bunched at the back of the plane. Fortunately there were very few passengers on this flight and were told that we could sit in any seat we wanted. This actually turned out to be a most enjoyable leg of the trip, with spectacular passing views of snow capped mountains under us, which also included Mt Rainer and the blown out Mt St

Canada Worlds - Eriksson Report (Continued)

Helens. I have never travelled on an airline that seemed so laid back and casual.

Finally we arrive in Vancouver, and having recovered my baggage, passed through customs and headed off to immigration. The officer manning the desk perused my passport and then watching me very closely, asked what my business was in Canada. I told him I was here to compete in a sailing regatta. He then asked where I was intending to stay, and I told him 'Victoria'. Then he asked me how I was intending to get there... now I thought what's with the 20 questions?.... I was tempted to say "walk", but thought I better not fool with this guy... and said I was going to catch the ferry from Tsawassan. He kind of looked me up and down suspiciously then handed me back my passport and wished me an enjoyable stay.



I thought I might wish him a happy Fathers Day but thought better of it.

I headed off to the information counter to enquire as to how I might get to Tsawassan and the ferry terminal. I was very happy to learn that I could catch a bus from the airport into Victoria itself... the bus actually travels on the ferry. Great... much less hassle and the fare was \$39 Canadian for the whole trip. Not too bad at all.

I then learn that I had just missed a bus, and the next one would not leave until about 6:30 pm. And the trip would take about three hours all up. That would get me at the Naval Base sometime after 9:30pm. It is going to be dark. I hope there will be someone to meet me... They are expecting me now aren't they???? What if the place is locked up???

So, here I was with a couple of hours to kill. What should I do? Aha, a bar. I will have a refreshing ale and while away the time. I order a Heineken and hand over \$5 Canadian. The barman looks the \$5 note and then at me. He then says "That ain't gonna cover it!!". Ok, so I hand over another \$5. All I got back was a few pieces of change..... Hmmmm better make this beer last a real long time.

Finally I board the bus, and by this time I had been on

the move for almost 36 hours with no sleep. Once aboard the ferry though, all thought of feeling tired vanished. The scenery was amazing. Around every turn there was another vista to take in. Pine tree covered islands all around, I must say that it was the best ferry trip I had ever experienced. 9 pm came and went with the sun still high in the sky, and it began to look as though as though I would not have to find my way to my lodgings in the dark after all.

Finally the bus pulls into the bus station in downtown Victoria, and I grab a cab to the wardroom.

I walk up to the entry. I almost have a coronary when the cabbie drives anticlockwise around the roundabout outside the entry to my lodgings for the next two weeks. I push through the outer glass door , then find the inner door is locked. Now what do I do?

As I contemplate my position, a car pulls up outside. Maybe it is the duty person. Nope, it is another who is in the same position as I find myself. As it turns out this happens to be the new base Commodore, and he is not a happy player. The duty officer was supposed to meet him, and was nowhere to be found. He gave me a lift down to the dockyard checkpoint. The security officer tells the hapless Commodore that he does not have a key for him, and asked if he has seen a guy called John Eriksson. Me!!! Thank heaven for that!!

I received a brown envelope and in it are the keys to my room and the locked front door. My problem solved but alas not my companion. We decide that we will use my key to get into the building, and hopefully his room will be unlocked. He said as we parted ways in the elevator, that if his room is locked up he would check into a hotel back in town. I'd sure hate to be the one who had to face him in the morning.

The two weeks I spent in the Wardroom at the Canadian Forces base was indeed most enjoyable experience and spent in very comfortable surrounds. It was breathtaking to be able to sit down to breakfast with a view of the glassy water of the race area, deep blue in colour with the snow capped Olympic mountains in the background. At times, a deer and its fawns could be seen outside the dinning room window feeding and playing in the morning sunshine.



Canada Worlds - Eriksson Report (Continued)

The Tasar World Championship was hosted at the Canadian Forces Sailing Association at Esquimalt on Victoria Island near Vancouver. This event attracted a total of 62 Tasars from as far afield as the USA, Canada, Japan, England and Holland. The Australian team was one of the strongest teams to contest these titles having 20 entries, only being beaten by the USA with 22.

I must say that it was quite an experience sailing in a place where the scenery all around us was breathtaking, with a backdrop formed by the snow capped Olympic Mountains in the USA, across the bay. There were many photographs taken during this event and hopefully we may see a few shots of a fast moving Tasar with these snow capped mountains in the background. Should make a good poster to advertise the class.

The Canadian Forces Sailing Association, very much to their credit is heavily involved in getting disabled people onto the water, providing such boats as the Access 303, Martin 16, and International 2.4s. As a lead up to the serious competition, the Canadian Forces challenged the Australian Forces to a series of races to determine who would be the "Cock of the Walk", using a pair of each type of boat plus our two navy Tasars. It is with much pleasure that I announce that the Australians took the trophy.

The main event, the Tasar Worlds, provided mixed fortunes. The sailing conditions could only be termed as ranging from "Drifters" to extremely blustery conditions that provided wet, wild rides that at times terminated in an icy dunking for quite a few of us. With water temperatures of around the 10 degree mark, this was not the greatest experience in the world, and once having taken a dip, one was a bit reluctant to provide an encore performance. I managed to take a swim during the invitation race, and having once had the experienced the shock when I hit the water, made sure that it was indeed the only swim that we would take for the remainder of the series.

To give testament to some of the conditions, there is a great photo of Martin Linsley and Nick Grey almost airborne on the regatta web page. This was taken during a practice session just before the start of the competition.

In the lighter conditions the skill of all was sorely tested as we laboured upwind against a current which at times ran anywhere from 1.5 to 2.5 knots in the opposite direction. This indeed made it difficult to get a good start (well, for me at least) and caused many problems at the windward mark as the fleet had to tack, tack and tack yet again to get around. Many of us who managed to claw our way to a reasonable position were extremely frustrated to see our hard earned gains wasted away by misjudging the effect of the tide. Many also found themselves doing obligatory 360 degree penalty turns as well, having drifted down onto the mark.

Congratulations must go the three top places getters, all from the USA, who sailed a terrific series. McKees in first, followed by the Buchans, and then the Renehans. Craig McPhee from South Australia followed them grab-

bing a well deserved 4th place. The top performer from the ADF was Martin Linsley and Nick Grey in 18th place, Wayne Hale and Dean Turner in 19th, myself and Jason King in 52nd with Mark Barnes and Bruce Eddes in 57th.

The two weeks I spent in Victoria BC will always be a memorable time, and the scenery from the balcony of our accommodation in the wardroom of the Canadian Forces Base Esquimalt was breathtaking. We were very well looked after by our hosts at the Canadian Forces Sailing Association and hope that some day we may be able to return the hospitality.



During the time over there, we managed to get in a bit of sight seeing and sample some the night life to be found in downtown Victoria and the surrounds, did a trip out to Race Rocks and saw some Orcas. We also sampled the local food, and consumed a fair amount of the local brews. The salmon was delicious and I tried it in many different forms.. grilled, BBQed, salad, sandwich (big bread roll) etc.

If anyone has the opportunity to go over there for a visit I can assure you that you will have great experience indeed.

John Eriksson

Tsunami 2747



The BARE ALL report of the 2003 Tasar World Championship

This world championship report is a 'full monty'. It bares all; reveals my shortcomings.

What a great event it was! I could write heaps on it, but I'm leave the basic descriptions to others - apart from observing that the 2003 Ronstan Tasar World Championship seemed to have the highest standard of Tasar fleet racing I've ever seen. This report is more personal (and so more likely to receive editorial rejection), but it could, I'm hoping, prove cathartic.

My crew Nick (a RAAF flight lieutenant based near Newcastle) and I finished 18th in the 62 boat fleet of the 2003 Ronstan Tasar World Championship. This was at least eight places lower than hoped for and three worse than thought possible. (Well - in five previous world championships I placed better than 10th.) Some serious analysis is required!

In the 12 races of the series Nick and I placed 11, 3, 16, 40, 27, 25, 12, 36, 18, 12, 10, and 9. To have won the Championship we would have to be better by 17 places: with better consistency we might have finished in the top 10. So why didn't we?

The problem didn't seem to be boatspeed - we were OK in that area. Before competition began we tuned boat-on-boat with the three top US boats. Both then and during racing there was no indication we were sailing slower than the best. (Indeed, I reckon all the boats in the top half of the fleet had similar boatspeed.)

No, other factors are responsible and, although they overlap they can be grouped as psychological, preparation and tactics. So here's my 'fault-card':

Psychology

lacking positive thinking – 5 places - My psych was wrong. The single-minded, self-confident 'killer instinct' was lacking. Instead 'enjoying the game' was more important. I was reasoning that the lack of regular sailing with Nick, the condition of the boat, our limited amount of recent big-fleet racing, and the serious training of others should lower our expectations. I therefore sailed passively: too risk averse at the start, lacking assertion when infringed against, and too ready to accept others' judgments.

Inappropriate focus – 2 places - Too often my concentration was fixed 'in the boat', considering sail and boat trim, wind strength and waves. Too little did I 'get my head out of the boat' and observe the race. Consequently we hit laylines early, over-stood the windward mark, and missed persistent windshifts.

Preparation

boat preparation - 1 place - My 'relationship' with the boat was lacking. It was a government furnished, Navy Tasar: basically equipped and reflecting its training purpose. New sails helped and we did polish her; but the hull was scratched, the foils were imperfect, the lines not 'just so', and the fittings not optimized for personal performance.

laziness – 1 place - We tried, but in retrospect we could have reached the start-line earlier and spent more time analyzing the wind, current, wave conditions and course. We could also have better focused on these things between races, rather than relaxing and socializing with fellow sailors.

Tactics

the start - 4 places - I was insufficiently positive; too often just a fraction slow off the line, frequently sandwiched between known 'performers'. Consequently we were soon in 'dirty wind', faced with suffering it and slowing, or tacking, ducking sterns and seeking clear wind. We lost strategic choice.

current flows – 2 places - On one start misjudging a contrary tidal current at the pin necessitated looping-round and a port tack start. More importantly, misjudging the flow at the windward mark necessitated extra tacks, hitting the thing (was it twice or three times?) didn't help either.

judgements – 2 places - We made some good decisions, particularly on the long runs, but some approaches to the windward mark were shockers. Arriving there for the first time in a race in anywhere between 10th and 40th places one had to be on starboard tack. There were no gaps, and bearing away on port invited infringement calls. Yet joining the starboard queue for rounding required judgement. Tack on the layline and someone could be guaranteed to either lee-bow you or tack in your wind. So when?

So there they are, my faults or, more positively, my opportunities for improvement. But I shouldn't ignore the things that did work well and which need reinforcement for future performance. Many things Nick and I did worked well, and our 'having fun' heads that list. So we're now looking at the 2004 Australian Tasar Championship (Mission Beach, QLD, Jul 04) and the next World event (Darwin, May 05)! We're aiming to improve.

Before signing-off, I should report that, before the Tasar event, the ADF Sailing Association convincingly beat the Canadian Forces Sailing Association in a challenge match. Multiple match races were sailed using the RAN Tasars, 2.4 'minikeelers' Access 3.2 and Marten 16 dinghies. The racing was good and the camaraderie great. We Aussies now look forward to hosting the 'Canucks' some time in the not too distant future.

Martin Linsley



2003 Tasar Worlds

What a fantastic site for a world regatta – a backdrop of snow covered mountain peaks, the possibility of sighting seals, sea lions and sea-otters and the likely sighting of the magnificent Orcas which are the largest of dolphins and like their cousins that we see at Balnarring, love to play with boats and show off by leaping clear of the water!

Not so fantastic was the water temperature – reputably 10 degrees centigrade, but it felt less. I can vouch for this as I “tested” it four times. Although the overall number of competitors was down to 62 boats, due somewhat to the SARS epidemic, it was considered to be the highest standard ever. Winners were: The McKees of U.S. A., both of them Olympic medal winners. Second were another couple in the masters category [combined age 80+] Carl and Carol Buchan of U.S.A. who won the last worlds in 2001 in the U.K. Third were Canadians the Renehans and fourth Craig McPhee and Kevin Kellow of South Australia who had four wins in the series of 12 races and were the best of the Australian contingent. Not far behind in 6th place were the ex-Westernport sailors, Paul and Megan Ridgway. Westernport was well represented by Warren Stahel [who usually sails at Chelsea] in 48th place, John Eriksson of Cerberus S.C. and Mordialloc in 52nd and me and my Canadian crew Andrew Scott at 59th. Unfortunately Moira was unwell with laryngitis and a form of asthma while we were away and was not able to sail in the competition. My crew was

a young 420 sailor from the local club.

The regatta was very ably conducted from the Combined Services Sailing Association with assistance from officers of the Canadian Navy and Royal Victoria Yacht Club. It was a great success and we all enjoyed the great hospitality offered by our hosts. Those salmon steaks were out of this world!

Prior to the sailing, Moira and I saw a little of the region, a week-long cruise on the Star Princess along the Alaskan coast calling at Juneau, Ketchikan and Skagway and sailing up to the face of the mighty Sawyer glacier. A day at Victoria followed where we visited the world famous Buchart Gardens and then went out amongst the Orcas in the afternoon. A tour of the Rockies by coach to Banff and return by the Rocky Mountaineer train completed our Canadian sightseeing. On the way home we detoured to the “Big Island” of Hawaii where we had several pleasant days with friends, with whom we explored the actively volcanic island, including viewing the glowing lava flow at night.

The next Tasar World Championship will be in Darwin in two years time and apart from the great sailing and an opportunity to escape the Victorian winter weather there will be so much to see in the Northern Territory. We can't wait!

BRYAN HILL

2003 Tasar Worlds - From the Spectator Viewpoint

Unfortunately this was my role for the 2003 Worlds in Victoria Canada. By the time the championships began I had regained most of my voice, was on the second lot of antibiotic etc. but didn't have much energy at my disposal. However I seized the opportunity of hitching a ride on the spectator yachts and getting out of the over-heated stuffy, airconditioned atmospheres, which I don't think were helping recovery. I certainly started to feel much better out on the water. Bronwyn and Sarah Ridgway were my companion “hitchers” and we had a great time.

One afternoon after watching the progress of the races for a while, our skipper that day suggested a trip up to Victoria harbour. His wife was also on board and off we set. We motored all the way, had a tour of the harbour including points of interest, waved to the funny little ferries like dinky toys, with a central funnel and were on our way back when the wind came up rather strongly. The skipper was a bit worried about how his passengers would handle the conditions but when he found out that we thought it was just great to be out there, he abandoned ideas of returning to Victoria and organizing cars to take us back.

Another very interesting event was the start of the 10th race. I think. We were keeping a close watch on the flags, as far as possible, listening for the blast of the gun and were very puzzled as to whether the race had

started or not. It is usually a more or less straight line for a few meters. Not this time. “Is it a recall? Have they started or haven't they? Why are some of the boats away behind the line? Yes, there doesn't seem to be a recall. They appear to be on their way. What is wrong with that last boat? It's still not across the line.” Thus went the conversation. This exhibition gave an indication of what the sailors were up against. The currents were so strong on this occasion that unless the skippers were able to utilize what wind there was to maximum advantage the dinghies went backwards instead of forwards. It was funny to watch, but not for the competitors. The currents in the area are so tricky that there is a whole book,



2003 Tasar Worlds - From the Spectator Viewpoint (Continued)

which gives charts of the directions of currents at specific times of the day on specific days. Tricky!

Bronwyn, Sarah and I had a different skipper and yacht each day and we took turns to take some goodies to sustain us all. It was very pleasant when the skippers turned off the engine and we reached up and down under foresail. So quiet and peaceful! We were able to get in quite close to the fleet without disturbing the competitors' progress and keep a close watch on the Aussies.

Of course the theory was that we would motor back to the marina, which has a very narrow and tricky entrance and narrow berths. Wrong! Engines don't always start up or keep going once started, so in keeping with Murphy's Law of sailing, that is exactly what happened one

afternoon. The motor would not keep going. I have the greatest admiration for our skipper on that occasion in being able to dock the yacht, under sail till the exact moment to furl the foresail, with an untried crew, us, and without so much as a bump. He was so calm about it too and with all those very expensive yachts surrounding us!

The arrangements made for spectators and the friendliness of the Canadian club members made the World Tasar championships a memorable experience for those of us who were not able to take part in the actual competition but enjoyed being out on the water and close to the action.

Moira Hill.

Tasar ASSOCIATION OF NEW SOUTH WALES 2003/2004 SUMMER SAILING PROGRAMME

Balmoral Sailing Club			
Sat 18 Oct 03	Race 1	am Coaching Clinic	TT Heat 1 2:00 PM
ACT Titles – Batemans Bay Sailing Club			
Sat 08 Nov 03	Race 1		10:00 AM
Sat 08 Nov 03	Race 2		2:00 PM
Sun 09 Nov 03	Race 3		10:00 AM
Sun 09 Nov 03	Race 4		TT Heat 2 1:00 PM
Bethwaite Skiff Series - Round 2			
NSW Tasar Short Course Championship - Round 1			
Sat 06 Dec 03	Royal Prince Alfred YC - Pittwater		
Sun 07 Dec 03	Royal Prince Alfred YC - Pittwater		TT Heat 3
Sydney Tasar Regatta			
27- 29 Dec 03	Woollahra SC		
Bethwaite Skiff Series - Round 3			
Sat 24 Jan 04	Sydney – Woollahra SC		
Sun 25 Jan 04	Sydney – Woollahra SC		TT Heat 4
Bethwaite Skiff Series - Round 4			
Sat 14 Feb 04	Lake Macquarie – Wangi Amateur SC		TT Heat 5
Sun 15 Feb 04	Lake Macquarie – Wangi Amateur SC		
Woollahra Sailing Club			
Sun 15 Feb 04	am Coaching Clinic		
NSW Tasar Short Course Championship - Round 2			
Sat 13 Mar 04	Speers Point Amateur Sailing Club (3 Races)		1:00 PM
Sun 14 Mar 04	Speers Point Amateur Sailing Club (3 Races)		TT Heat 6 1:00 PM
27th NSW Tasar State Championships			
Wangi Wangi Amateur Sailing Club			
Fri 09 Apr 04	Race 1		2:00 PM
Sat 10 Apr 04	Race 2		9:30 AM
Sat 10 Apr 04	Race 3		2:00 PM
Sun 11 Apr 04	Race 4 & 5 back to back		1:30 PM
Mon 12 Apr 04	Race 6		

Batemans Bay SC Report

The small Tasar fleet at Batemans Bay Sailing Club was as committed as ever in 2002/2003. There are four Tasars competing regularly. New to the class was Graham "Butch" Johnston who has previously won the Sydney Hobart race on performance handicap in his other boat, the Adams 12 "Barcoo". Butch and his crew Annie Hodge improved throughout the season to easily take out the season pointscore. The club championship was shared between old rivals the Dougli (Rob and Nicole Douglass) and Ferrets (Lachlan Brown and Trish Collocott). Gary Foley gave the helm of "Sea Ferret" to his son Tom for the last race of the season which they won. Perhaps Gary should have done this earlier!

The Tasar sailors hosted a successful sailing camp at Wallaga Lake near Bermagui the weekend before Easter. 12 families attended. Interestingly the records show that two early Tasar Nationals were held at this venue.

BBSC conducted the ACT Tasar Titles last November which were well received by all the visiting sailors. The club will be looking to host this event again in the coming season. There were 8 Tasars at the Burke Batemans Bay Regatta held the weekend after Easter. There was good light air racing on the Saturday but no breeze and no racing on the Sunday. Rob and Nicole Douglass won from Lachlan Brown and Trish Collocott with Rick and Carmen Longbottom third.

The keenness (stupidity?) of the BBSC sailors was evident in the many regattas that we attended at distant venues. At the recent Woollahra and Balmoral interclubs all four BBSC Tasars competed. For me however the highlight of the season was the Nationals trivia night where through a combination of arse and class BBSC was once again triumphant.

Lachlan Brown

Speers Point Amateur SC Report

The beginning of September and spring means the start of the sailing season, and we're ready to leap into it after the winter lay-off (for some), and travels to Canada and throughout NSW for World Titles and winter races (for others).

Our congratulations to Peter & Jillian Wilson and Chris & Beryl Parkinson for their efforts at the Worlds. We'll be watching out for hot performances on the waters of Lake Macquarie!

This season is the 21st Tasar season at our Club – like a good wine, we're maturing nicely! And may even come of age soon! Our fleet is an active one, with competition at many levels, and this year we're welcoming Graeme Probert in Tasar 2088 (he's a former Tasar sailor) and Andrew Wright in Tasar 1913 to our ranks. There's a chance we may have not only Julia Fitzgerald as a female skipper, but also Nicola Howe at times too. The sizable contingent of young people in our fleet (including Julia, her brother Matthew, Ben Howe, Fleur Robinson, Lew Nolan) will keep us on our toes as they are gaining size, stature and skill.

This season we have a mixture of scratch and handicap starts, as well as sprint racing and a marathon. There's

lunch available at our canteen, and after each Club Championship heat (at least) we celebrate our achievements (or otherwise) with a barbecue at the clubhouse.

Speers Point ASC welcomes Tasar sailors who may be in our area – beautiful Lake Macquarie – as residents or visitors to come and sail with us on Saturday afternoons. There's a competitors' meeting at 12.30pm for a start at 2pm, and you can enjoy the advantages of spacious grassed rigging area, clubhouse with superb view and our company – right up until Anzac Day. Special events include:

- the Speers Point Regatta, part of the Lake Macquarie City Games, on 25-26 October 2003
- Christmas party after sailing on 13 December 2003
- the Marathon around Lake Macquarie on 17 January 2004
- Tasar Short Course Championships Round 2 on 13-14 March 2004
- our Anzac Day Regatta on 25 April 2004

Jane Klein

Assistance Wanted

The ATC and NSWTA are seeking people with skills in the areas of marketing, journalism, graphic design or photography to assist in marketing and promoting the Tasar. If you can assist in any way, then please contact Chris Parkinson or Graham Hanna or myself.

Tony Keevers
NSWTA Publicity Officer
Email "tkeever@landcom.nsw.gov.au"

Document Stands

I am seeking surplus A4 perspex document stands that may be suitable for displaying information leaflets and newsletters on Tasars at sailing clubs, etc. If you have any stands or know where we can obtain same, please contact Chris Parkinson, Graham Hanna or Tony Keevers.

Tony Keevers
NSWTA Publicity Officer
Email "tkeever@landcom.nsw.gov.au"

22 Years Of Tasars

This season marks 22 years of Tasars at Concord & Ryde Sailing Club. The August 1981 edition of Tasar Association Newsletter records the following

"This season sees the introduction of Tasars at Concord/Ryde Sailing Club. The club is the most western club in Sydney located on Sydney Harbour and its associated river system and hence services a large area of the metropolitan area. The club has made Tasars welcome to complement their fleets of catamarans, NS14s, Moths, Herons, Flying Elevens and Manly Juniors. The Tasar will commence sailing in "A" Division of the club. At present, Ian and Robert McMaster (Tasar 1848) and Warwick and Chris Wood (Tasar 1851) own Tasars and Laurie and Martin (Club President) Wiblin are on the verge of ordering. The club house is located immediately adjacent to the Ryde Bridge on the southern side of the river, and we sail on Saturday afternoon starting at 2.15pm. The season commences on the 5th September

1981 and all Tasars are invited to sail and assist the initial promotion of the class within the club. Any person wishing further information regarding Concord should ring me - Warwick Wood"

Since the above article, widening of the Concord Ryde Road Bridge has necessitated relocation of the Club's premises to the northern side of the Parramatta River at Waterview Street, Putney Park. The clubhouse can now be found nestled amongst mangroves with a beautiful outlook over the Parramatta River. After 22 years, the Concord and Ryde Tasar fleet still enjoy sailing their Tasars in a friendly and relaxed atmosphere.

If this is the sort of Tasar sailing you are seeking, away from the chop and busy conditions of the harbour, then why not visit us at Concord & Ryde. Our sailing season starts on Saturday 6th September at 2.00pm. For further information, contact Tasar Class Captain Tony Keevers on (02) 9743.1719.

Victorian President's Report

I think this is my first Newsletter as President, and a lot of changes have been made since the last article I wrote. Becoming President is probably the least momentous. As you will notice, amongst other things, we have rolled the Victorian newsletter into the National one.

Unless you have been completely out of touch, (Canada perhaps??) you will be aware of the work that has been done over the last 12 months to further invigorate the class here in Victoria. The original source of the impetus to do this was partly due to the discussions held last year through the Tasar OneList, regarding the future of the class, and how the class goes into the future.

At that time strong cases were made representing every point of view about what the future of the class was over the next decade. (Worryingly, opinions ranged from extinction, through to staying the same. Why did nobody see the class growing?) Here in Victoria, we saw a vibrant and enthusiastic class where demand for boats was high, and the enthusiasm of class members was very strong. It was very difficult to relate what we saw, to the more apocalyptic predictions that were being made.

On the other hand, it also seemed to us that any organization which is not going strongly forward, is going backward. The fact is that the Tasar, to retain it's numbers in a sport which seems to be diminishing generally, will need to win a larger slice of a pie which is shrinking. To reinforce this, our membership renewals, while not dropping steeply, were not growing.

There was not doubt that we were in a comfort zone, and if we did not think long and hard about where we were going, our future may not be so rosy.

The class was being challenged, and that challenge was well made, and timely, if uncomfortable, and confronting.

From that impetus, a huge amount of work was done, and a document detailing the aims of the Victorian association, and how we want to achieve those aims has been developed. At this time, I must say a big thanks to

all the people, on and off the Committee for their efforts in putting together this review. But in particular, this has been a huge effort by Jon Ross, who along with looking after our Web site, and Bulletin board, has pulled this all together.

I do not propose to go into detail again about the events which we are holding, and the logic behind them. I will ask you, in your own time, to look at the Future Directions Document which is available on the Web site, and feed back to me, either directly, or through the Bulletin board , your thoughts, and suggestions as to how we can grow the class, and maximize our enjoyment of it. Enclosed with this magazine is a copy of the program for this season.

Between now and the next magazine, we will be holding our Traveller's Trophy series. This is a major event with major prizes up for grabs. We will be presenting our class to four major clubs, and the greater the attendance, the greater will be the chances of attracting new members to our class. Not only that, the events are blue ribbon events in their own right, and will be fun for everybody. We hope to see a number of NSW boats make the trip south for the first Bethwaite Design Regatta to be held at Royal YC of Victoria in early October. This looks like being great fun, and we should be able to show those 49ers, 29ers, B14s etc, just who is the premier class.

In January, we will be holding the Southern States Championships again. Those who have attended before will know that at this time of year, we can expect 15 knot breezes, and warm sparkling water. I would urge all the South Australian, and NSW sailors to give this one a go. You will be pleasantly surprised just what a great place Port Phillip Bay is to sail on.

Anyway, until next time, great sailing, and have fun.

Ray Martin

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Two Dry Martinis

Albury Wodonga Yacht Club

Albury Wodonga Yacht Club kicks off its 2003-2004 season on the weekend of the 6th & 7th of September with its "Spring Regatta"

Lake Hume is at about 50% capacity at time of writing, more than enough for competitive sailing and most sailors are very keen to get on the water after last season's restricted opportunities.

Lake Hume is a magnificent place to be "on the water" at this time of year, surrounded by green hills and in full view of the snow covered Victorian Alps.

It is not quite so much fun being "in the water" at present with temperatures pretty low – so it remains to be seen how many Tasar sailors take part in the weekend activities.

We look like having 4 Tasars on the water this season.

Club Class Champions Wes and Liam Ward will again

be the Tasar crew to beat.

Peter Kalin has handed over the tiller to son Alex who will sail with Alister Clements as crew.

Tim Paramore will be there to keep us honest; and Jeff and Julian Stirling will be attempting to learn as much as possible and be as competitive as we can.

Harry Jacobs has sold his Tasar – but we hope to get him into one on occasion.

Our club has a very positive buzz to it at present, with substantial improvements to facilities achieved during the off season and new members joining to maintain numbers.

We could do with a few more Tasars on the water of course, and invite any members travelling to call in for a sail or chat.

Cheers – Jeff Stirlings

Season 2003/04 Victorian Traveller's Series

This upcoming season, the TAV has scheduled an exciting round of Traveller's Series races with the emphasis on participation and social events. We have tried to select events and clubs that will showcase Tasar sailing to the widest possible audience whilst providing excellent racing conditions.

Also, to encourage participation from everyone in the Tasar sailing community, from our world class sailors to the raw beginners, we are providing some extremely worthwhile prizes. These prizes will be awarded on a participation, scratch and handicap basis with the major prizes being awarded on a participation basis. Basically, every race you compete in will entitle you to a token in a draw to be held at the presentation night. The more you compete, the more tokens you have in the draw, the better chance you have of winning. The prizes are –

1st prize – A New Tasar Jib!!

2nd prize – Custom-made Tasar Boat Cover

3rd prize – Two Ronstan Sailing Smocks

There will also be prizes awarded for 1st, 2nd and 3rd on a scratch and handicap basis. Something for everyone!

The events and dates are

4/5th Oct – Bethwaite Designs Regatta, Royal Yacht Club of Victoria

18/19th Oct – Sail Sandy Regatta, Sandringham YC

8/9th Nov – Four of a Kind Regatta, Chelsea YC

29/30th – Short Course Racing, Geelong YC

There will be a social function on the Saturday night at each of these events culminating with a Traveller's Series presentation night at RGYC. We hope that most will make a weekend of it at Geelong and the TAV has made a bulk motel booking at the Rippleside Park Motor Inn. Contact details are (03) 5278 2017 to make a booking – mention your with the Tasars for the discount rate of \$94 per double.

If you have any questions about any of the sailing or social events, please don't hesitate to contact your local club rep or committee member.

Jonathan Ross
Chaos Theory 2673

Favourite Tasar Photograph or Story

Do you have a favourite story or photograph that depicts the essence of Tasar sailing? If so then please forward it to Chris Parkinson, Graham Hanna or Tony Keevers for possible inclusion in future newsletters or promotional material.

Tony Keevers
NSWTA Publicity Officer
Email "tkeever@landcom.nsw.gov.au"



This is a piece of equipment used on some Tasars.

What is it and what is it used for?

Please submit your answers to parkys@ozemail.com.au

The correct answer will be in the next edition.

Victorian Tasar Short Course Championships

Some exciting news for our events calendar and the promotion of Tasar sailing in general. The TAV has negotiated with the Boating Industry Association and Docklands YC to hold the inaugural Victorian Tasar Short Course Championships on Victoria Harbour early next year. This event will be held in conjunction with the BIA's Summer Boat Show and will be a fantastic opportunity to showcase the Tasar to the thousands of people that visit the show.

For those unfamiliar with the event, the Summer Boat Show showcases boating in general with both land based and on-water displays. It is held at Victoria Harbour which is part of the rapidly developing Yarra River Docklands precinct and drew 40,000 people last year. Picture short course racing at Darling Harbour for a comparison. The concept is to hold four racing sessions over two days right under the noses of the viewing public.

From the BIA proposal, "the BIA has agreed to promote the event via Summer Boat Show advertising campaign through the following means:

- Dedicated PR release targeted at relevant media announcing the Championships.
- Inclusion on all media Summer Boat Show What's On media releases
- Use of our Boat Show ambassador Tammy Van Wisse
- Promotion of event in all media - Herald Sun, Radio, TV commercial etc

The value of the above campaign amounts to \$144,000.

We could also assist the event by providing a PA system, that will be available for on water activities such as your event." In essence, we can piggy back on the BIA marketing campaign and raise the Tasar profile across the board.

We have also had agreement from the BIA to provide space to exhibit a Tasar and they would like to discuss the opportunity for the public to take part in demonstration sails.

It is our hope that this event will be a resounding success and become a permanent fixture on the Victorian boating calendar. The event is to be held on Sat, 31st Jan & Sun, 1st Feb, 2004 so mark these dates into your calendar. The Docklands YC will also be hosting a social function for us on the Saturday night in their riverside marquee so it should be quite an enjoyable Summer's weekend for those participating.

With this event, we have the opportunity to lift the Tasar's profile in a fashion normally beyond the means of a volunteer organisation. Please get behind your committee and let's collectively showcase what Tasar sailing is all about - having a good time on and off the water.

Jonathan Ross

Chaos Theory 2673

Club Report McCrae Yacht Club.

The Tasar sailors at McCrae are looking forward to this coming season, and the Opening day happens on Saturday 25th October.

In addition to the seven Tasars from last season we are being joined by two new boats, namely Jon Ross, and Jon's son Kyle, as his crew. Jon Ross is the Vice President of the Tasar Association of Victoria.

The other new boat to our fleet will be sailed by David Churcher & wife, Heather.

Many of us would remember David and crew Simon McKeon for the successful defence of the Little America's Cup and the subsequent defeat to an American crew in 1988 . David brings a wealth of experience to our class and therefore we can look forward to some great tussles in our division.

Club championships and aggregate racing is highly competitive within our club and whilst some of our skippers and crews are often unable to participate in National and interstate competition we enjoy an enormous pleasure from our Tasars, where the division aggregate is a prized trophy.

This year is the 41st year since the establishment of the McCrae Yacht Club, from a humble boat shed with a grant of land from The Shire of Flinders, to the present

site of Crown Land along side the McCrae Lighthouse which dates back to the 1880's and is still in use as a navigation point.

Furthermore, the McCrae Yacht Club has been the venue for many International and World Championships, namely the Little America's Cup, B14 & Interdominion Paper Tiger Championships, therefore being voted by the VYC, as the best Off the Beach Yacht club in Victoria for 2002 is indeed a wonderful achievement.

Michael Bray
Outwardly Hostile
771

For Sale

Tasar 2718

Excellent sails and foils all extremely well looked after, aluminium cradle.

Placed 4th in 2000 Lake Macquarie national Titles
\$10 500. With trailer \$11 000
Ph 03 50372344 or 02 4421 5873.

Westernport Yacht Club - Balnarring Beach

It looks good for increased Tasar competition this coming season. Joe Etherson has traded his Impulse for a Tasar, Colin and Josh Franke have graduated from a Sparrow and new sailors, Phil Crane and Kathy Tan have purchased Paul Whittington's boat. H.M.A.S. Cerberus is only a few kilometers away from the Club and by arrangement with the Club they conduct their off-beach sail training at the Club and also keep several Tasars here. Members of Cerberus Sailing Club are entitled to sail at W.Y.C. and with Greg Dalton as their Secretary, and some push from John Eriksson and Warren Reynolds, we expect to have a much increased participation from the Navy men and women. We must also mention the regulars – the Pedicinis, the Hills, and David Clark and his brother. Visitors are always welcome, 1330 hrs on Sundays being the start time.

W.Y.C. is strong on involvement in the Community. We started this season on 12th September with the first round of Teams Racing for Secondary Schools. Beacon Hills, Dromana, Rosebud, Padua, Westernport and Woodleigh had a great day. Of great assistance was ex-

Tasar sailor, Peter Tardrew [who more recently won a second in the Melbourne-Osaka Race] as the advisor and umpire.

Next event will be the Victorian Tasar Weekend on 20th and 21st September. Near-beginners will train on Saturday and the more experienced on Sunday. President Ray Martin will show us how.

Early November we participate in the "Try Sailing Day", then the first week in December is "Water Safety Week" and we will have children from four local Primary Schools participating in Power Boat, Sailing and Rowing activities. In the last week of school we have Primary School children for a day's sailing, where we harness the experienced Secondary School members to act as skippers and trainers. Promising and keen Primary School children are awarded scholarships to attend a formal sailing course. We hold three or four sailing courses for members and the public each season.

Bryan Hill.

Chelsea Yacht Club News

One of the real highlights of an otherwise very cold winter was the participation in Vancouver of no less than four Chelsea Yacht Club members sailing the 2003 Tasar Worlds. We have been regaled with stories of huge tides and the devastating effects they have if you're caught in the wrong place, of the first day with big breezes in freezing conditions, of light winds and brilliant sunshine killer whales and snow capped peaks, and the usual tales of "if only....." Perhaps the most important thing of all (and isn't this what yacht racing is all about?) – everyone, it seems had a wonderful time. A full report and results appears elsewhere so read on. Our congratulations to the first Ozzi Team, Craig and Kevin from SA sailing "More Small Things". They would have like a better result but can be proud of their fourth as can Paul Ridgeway and daughter Megan ending up sixth – well done!

We look forward to seeing Warren Stahel's boat sporting the powder coated (or similar) aluminium jib tracks used in the States. By all accounts these work a lot better than our stainless ones do, as there is no need to ease the jib sheet in order to slid the fairlead down the track. Just lift the plunger and down it goes. Neat!!

"THE EDGE", Dave and Dorris Bretherton's most times unbeatable boat is migrating north to be replaced by a brand spanking new Tasar to be fitted out North American style. We eagerly look forward to seeing it on the water and wish them every success!

Bugger - what are we going to do if it's any faster than their old one?

After being aborted twice due to Green Algae in the water at Yarrawonga the Victoria State Titles were sailed on Westernport Bay. With very short notice Balnarring Yacht Club pulled out all the stops and hosted a fine event. Greg and Brother Malcolm Shabcott pulled off their first State Titles since 86/87 with a great display of tactical sailing in predominantly light conditions to get top step of the podium. Well-done guys on keeping the CYC flag flying.

The Winter Champs at Hazelwood was a close encounter with Derick & Gwen Warne of CYC taking it from Martin & Sue Sly on a count back. The Tasar fleet was well represented at what must be one of the worlds' unique sailing venues. Where else is the air temperature 12C and the water anything between 20C and 24C depending on where you are.

On the home front our new Commodore for the 2003/4 season is Dave Bretherton. Congratulation on your appointment, we all look forward to another fantastic summer's sailing.

And as if that isn't enough for one person to take on, Dave is also the World Tasar Measurer. Being a one-design class quite what that involves beats me but I'm sure the Class and us members will benefit from Dave's knowledge and enthusiasm.

CYC is hosting a Rules Night on 11 September with a couple of high powered (and very knowledgeable) speakers. What an ideal way to get revved for the new season. Have a look at the Tasar Forum for more details

Derick Warne



2003 / 2004 TAV Sailing Programme

Date	Event	Venue	Time	Social Event
Training Weekend				
Sat, 20th Sep	Beginners group	Westernport YC	am/pm	to be confirmed
Sun, 21st Sep	Intermediate sailors	Westernport YC	am/pm	
Travellers Series Event 1 Williamstown				
Sat, 4th Oct	Bethwaite Designs Regatta	Royal Yacht Club of Vic	TBA	Sat night - "Back to Childhood"
Sun, 5th Oct	Bethwaite Designs Regatta	Royal Yacht Club of Vic	am/pm	
Travellers Series Event 2				
Sat, 18th Oct	Sail Sandy Regatta	Sandringham YC	am/ pm	Sat night - "Mid-Life Crisis"
Sun, 19th Oct	Sail Sandy Regatta	Sandringham YC	am/ pm	
Vic / SA Challenge South Australia				
Sat, 1st Nov	Heats 1 & 2	Rivoli Bay SC	pm	Yes - Sat night
Sun, 2nd Nov	Heats 3,4 & 5	Rivoli Bay SC	am/ pm	
Mon / Tue 3/4th	no racing - relax / travel time			
Travellers Series Event 3				
Sat, 8th Nov	Four of a kind regatta	Chelsea YC	am/pm	Sat night - "Knees up in a Retirement Village"
	Four of a kind regatta	Chelsea YC	am/pm	
Travellers Series Event 4				
Sat, 29th Nov	Short Course Racing	Royal Geelong YC	pm	Travellers Series Presentation
Sun, 30th Nov			am	Recovery Breakfast
Sail Melbourne				
Thu, Jan 8th	Registration / Heat 1	Mordialloc S.C	am/pm	
Fri, Jan 9th	Heats 2 & 3	Mordialloc S.C	am/pm	
Sat, 10th Jan	Heats 4,5,6	Mordialloc S.C	pm	Yes - Sat night
Sun, 11th Jan	Heats 7,8,9	Mordialloc S.C	pm	
Australia Day regatta				
Mon, 26th Jan		McRae YC	am/pm	Yes - Club BBQ
Victorian Short Course Championship - Melbourne				
Sat, 31st Jan	Short course racing	Docklands YC	pm	Yes - Docklands YC
Sun, 1st Feb	Short course racing	Docklands YC	am/pm	
Schnapper Point Regatta				
Sat, 7th Feb	Format - to be confirmed	Mornington YC	pm	Yes - MYC function
	Format - to be confirmed	Mornington YC	am/pm	
Victorian Championships				
Sat, 6th Mar	Heats 1 & 2	Yarrawonga YC	pm	AGM & Function
Sun, 7th Mar	Heats 3, 4 & 5	Yarrawonga YC	am/pm	TBA
Mon, 8th Mar	Heat 6	Yarrawonga YC	am	Presentation
Winter Championships - Morwell				
Sat, 5th Jun	Heats 1 & 2	Latrobe Valley YC	pm	Yes - Sat night
Sun, 6th Jun	Heats 3 & 4	Latrobe Valley YC	am/pm	Yes - Sun night
Mon, 7th Jun	Heat 5	Latrobe Valley YC	am	Presentation

NT Tasar Association News



Another beaut sunset from the Darwin Sailing Club

The 2003 NT Tasar Championships were held in July and heaps of fun was had by all who participated. The conditions turned into traditional Darwin stuff with fluky land breezes in the morning which turned to light sea breezes during the afternoon races.

The first three places were hotly contested in all races. Damien Ford and Amelia Butler in Tasar 774 'Swat', were triumphant against the 2002 NT State Champions, Thomas Winter and Gareth Jackson who claimed 2nd place in Tasar 2072 'Bogey Boat'. Stuart Templeton and Zoe Chilman were 3rd in Tasar 1830 '69 Exclusion'. The minor placings were also hotly contested with Tasar 1962 'Desire' (Lucille Taulelei & Sally Jones), Tasar 26 Phase III (Garey Neenan & Maree Andrew) and Tasar 2063 'Couch Potato' (Jarred Seccafien) fighting it out to the end.

Many thanks to the NTYA for sponsoring this event and to the Darwin Sailing Club as host.

The Darwin Sailing Club only had two competitors representing us at the Tasar Worlds this year held in Victoria, Canada. Dan Turner, sailing as crew, with Wayne Hale achieved a 19th overall placing, however with some misfortune of being DSQ'd in one of the races which could have seen them in the top 15. Russell Ford was the other Darwin Sailing Club country member, teaming up



Damien Ford & Amelia Butler in 'Swat'.

with Alexandra Almond and gained 27th place.

Once again the Tasar Association held their mid year Christmas party in July on the beach which was a great night. The tide came in and tried to wash us away but thanks to some innovative thinking by Stuart Templeton and Danny McManus we were able to stop the tables from sinking into the sand and only half the guests got wet feet!

Damien Ford



Lucille Taulelei & Sally Jones in 'Desire'.



Stuart Templeton & Zoe Chilman in '69 Exclusion'.

NT TASAR ASSOCIATION CHAMPIONSHIPS

1. Tasar 774 (Swat) – D. Ford & A. Butler
2. Tasar 2072 (Bogey Boat) – T. Winter & G. Jackson
3. Tasar 1830 (69 Exclusion) – S. Templeton & Z. Chilman
4. Tasar 2063 (Couch Potato) - J. Seccafien
5. Tasar 26 (Phase III) - G. Neenan & M. Andrew
6. Tasar 1962 (Desire) - L. Taulelei & S. Jones

SA Tasar News

Somerton Yacht Club

The class at Somerton is very much on the increase. Congratulations to Craig McPhee winning the South Australian yachtsman of the year award, he came second in just about every major Australian Tasar event last season, except the National title which, he and Kevin won. He is a great ambassador for the class at our club always available to assist and coach anyone who asks. A well deserved winner. Hopefully next season Tasars at Somerton will start to break into double figures on a more regular basis. A few people have bought new sets of sails for next season which, no doubt will hot up the competition. With the exciting set of races the SA Tasar Association has planned for next season most can't wait for the weather to warm up and get into it! Indeed the Darwin Worlds may see some new faces on the water in Adelaide during this season.



Port Pirie Yacht Club

There hasn't been much change in the Pirie Tasars for the coming season.

Sailing will be Mr Bean with Alan and Tina Moore and Trouble and Strife with Eli Moore and Isaac Brooks. The sailing results saw Mr Bean win the club handicap series for mixed fleet racing.

The Tasar Association is keen to foster Tasars in this locality and is planning a coaching and training event at nearby Wallaroo Sailing club in order to support Port Pirie and also create interest with Wallaroo members. This follows a very successful two day training event held at Port Pirie last season.

Rivoli Bay Sailing Cub

The SA Tasar Association has again scheduled the Victorian – SA Challenge at the fantastic Rivoli Bay venue. Scheduled for the November 1st and 2nd (Melbourne Cup period for Victorians) this is a must attend event for all metro and regional based Tasars. Short course racing over two days with fantastic seafood BBQ on Saturday evening and optional winery tour for non-combatants and hangers-on.

Henley Beach Sailing Club

The SA State titles are scheduled for the long weekend in January 2004 at the metropolitan club of Henley Beach. Because of the late decision on this venue the exact format of the racing is yet to be decided.

Port Lincoln Yacht Club

The racing at Port Lincoln was fast and furious with the club Championship only being decided on the last race of the season. Brett Wiseman came up trumps after a keen struggle with the Woods boys, Terry Boyce and Tiffany Evans.

With the advent of the Worlds in Darwin, rumour has it that a few former Tasar sailors may come out of retirement.

Tiffany Evans will be on the lookout to recruit a new crew, anyone who is fit, athletic, tall, willing to get wet and 85 kg can apply.

Bob Wright



Tinaroo Sailing Club 2003 Report

Tinaroo SC have fielded a Tasar fleet varying from 1 to 5. As always, Peter MacGregor has outstripped the fleet, sailing under the expert guidance of his 13-year-old son, Duncan, with the rest of us making valiant but futile attempts to keep up with them.

There has been a small flurry of purchasing of inactive boats by potentially more active sailors, so we are hopeful of an increase in fleet numbers by the end of the year. We also have some young sailors coming up through the teams sailing ranks - expect to see them at the helms of Tasars by next year.



Queensland State Tasar Titles Mission Beach 5-6th July 2003

The organizing committee had decided to run the Queensland titles in Mission Beach this year as a practice run for the Australian National Titles next year. What a place to sail! The laid back atmosphere of North Queensland, beautiful Dunk Island as a backdrop and waters that if you didn't have a wetsuit on in July you wouldn't lose your breath if you went over. However the aim in racing is not to fall in, as this is not fast! We had gone over the boat with a fine tooth comb, polished the hull and foils fixed all the little problems that you know are there but are not really a problem yet, and generally made sure things were working well. We didn't want a repeat of another regatta in Bowen where we had broken a rudder pintle and lost steerage 300 metres from the finish in a race we couldn't afford to drop.



The race course with Dunk Island in the background

In the week before the State Titles the weather was great for fishing, diving and tourists, No Wind! However, on the evening before the Regatta the wind gods became very active. A beautiful breeze of about 15 to 20 knots greeted us the next morning, along with a few scuds of rain. My son and I weighing in at the modest combined crew weight of 175kgs find things a bit tough in light winds and marginal planning conditions, so things were fine for us. Some of the lighter crews were feeling a touch apprehensive looking at the waves and thinking of the last week of 5 knot winds. Stephen and I were in our element, screaming reaches where you pop up on the plane a nanosecond after rounding the first windward mark and don't slow down or stop yahooing until you go round the wing mark are fun for us. Surfing swells and keeping alert down wind make your adrenaline pump and you don't have time to worry about anything else. Hiking hard upwind and being able to stay flat with the bit of extra weight is hard work but rewarding when you can work your way through part of the fleet. Stephen my son, and my crew, was much smaller when we first started sailing together after he came out of sabot's. Although it is now five years later, we still have fun in 99% of races and finish each race with a hug or a handshake. However, I don't pick him up and put him in the boat anymore! Although he has increased in size we now really work together well, and for us, this is what it is all about.



Launching from the beach

Stephen and I estimated that with the current crop of sailors here in North Queensland and the windy conditions we should get a top 5 if we didn't make any mistakes. We didn't expect to be up with Peter and Wendy MacGregor or any of the Heath Boys (they had three boats in the Regatta). Also Jarad Moulday who had recently returned from Tasmania and Peter Graham would also be hard to beat. We knew that after them, there was a group of seven or eight people who could fill the next group in any position, and we were in that group!



After race drinks and tales

After the morning weigh in and briefing 15 boats headed out to see who was the fastest around the buoys. Three races were planned for this day and two on the Sunday so that we could have five races in the series. Lachlan Heath and Jay Whittem in Beebop, Warwick Heath and David Duncomb in Rocksteady and Peter MacGregor and Kevin Mouldy in Tortle established early on in the first race their superior skills and for the rest of the series they were keeping each other honest. Lachlan and Jay sailing on home waters showed they had the goods and won the titles. The next group of Peter Graham and Jarad Mouldy in Double G, Stephen and I in Filling in time, and Mitch Heath and Jalen Andreatta on Maggie May swapped positions on buoy roundings for the whole series as well. Greg and Judy Heath in Crusader (Head organisers extrodinaire) Paul and Tony Whittem in Heridity, David Grigg and Gary Andrews in Whisper and Stephanie Creedy and Rebecca Ross in Stepping Stone

Queensland State Tasar Titles (Continued)

fought it out for the next lot of places throughout the day. The rest of the fleet sailed gallantly through the rising wind and waves and all of us were tired at the end of three races. However as this is the "Champagne Class" we all toasted each other's efforts. The tales of good times and bad on the ocean got better as the sun set and we looked out through the palms to Dunk Island. A great day!



Stephen and I showing everyone on the beach how not to finish a race

The next day bought more of the same and we went out to finish the series with two more races. Lachlan and Jay cemented their unassailable lead while Peter and Warwick fought it out for second place and eventually tied. Peter dropped his rig in race four, as did Lachlan in race two. Some of the others after race four decided that they would watch from the beach while the rest of kept pushing our boats and ourselves. Four hundred metres from the finish while looking for the last mark Stephen and I took our first swim of the series by putting our whisker pole in the ocean at high speed while surfing down the face of a wave. We got back up and kept going as Peter Graham and Jarad Mouldy got past us after asking if we

were OK. However the bottom was not as far away as the height of our mast and our mainsail was not the right shape any more. We rounded the bottom mark with a broken thwart, bent mast, no feather, and stuffed whisker pole and worked our way slowly to the finish line. Mitch and Jalen were coming up fast and I don't think they knew we were a bit broken so we crossed the finish line just half a boat length in front of Maggie May on opposite tack. Stephen and I finished the series and wound up fourth a good result for us and we had a lot of fun. Although some of us found the series heavy going we have also had races where there has been very little wind, I guess that is sailing and we just have to take it as it comes.



Greg and Judy Heath Organisers and their boat Crusader

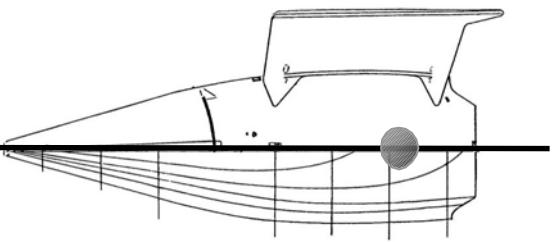
We hope you come and join us next year from the 3rd to the 10 of July for the Australian Tasar Championships in tropical North Queensland and have fun in the sun. Thankyou to all the workers that made this Regatta possible and the Mission Beach sailing club for organising this championship.

John Jacob
Filling in Time 2337

Plac	Sail	Boat Name	Skipper	Crew	Agg	Race 5	Race 4	Race 3	Race 2	Race 1
1	2134	Beebop	L Heath	J Whittem	4	1	1	1	(16.00F	1
2	1838	Rocksteady	W Heath	D Duncomb	9	3	2	-4	2	2
2	2536	Tortle	P Macgregor	K Mouldy	9	2	(11.00F	3	1	3
4	2337	Filling in	J Jacob	S Jacob	14	5	3	2	4	-5
5	949	Double G	P Graham	J Mouldy	17	4	4	-6	5	4
6	2317	Maggie May	M Heath	J Andreatta	19	6	5	5	3	-6
7	1849	Crusader	G Heath	J Heath	32	(16.00C	6	9	9	8
7	2123	Helerity	T Whittem	P Whittem	32	(16.00C	7	8	6	11
7	1698	Whisper	D Grigg	G Andrews	32	16.00C)	9	7	7	9
10	537	Stepping	S Creedy	R Ross	38	(16.00C	8	10	10	10
11	1678	Kybost	M Creedy	B Philippa	48	16.00C	(16.00C	12	8	12
12	1002	Revenir	R Kerr	S Gleed	50	16.00C	(16.00C	15.00F	12	7
13	1766	Ra	J Philippa	S Jacobson	54	16.00C	16.00C	11	11	(16.00
14	1811	Waterham-	T Simmonds	S Lindsay	60	16.00C	16.00C	15.00F	16.00F)	13
15	94	The Firm	D Ross	J Ross	62	16.00C	16.00C	16.00C	(16.00F	14

Bethwaite Skiff Series

2003/2004



Tasar

B14

29er

49er

59er

NOTICE OF RACE

VENUES

Leg 1 4/5 Oct '03	Royal Victoria YC,	Melbourne, Vic
Leg 2 6/7 Dec '03	Royal Prince Alfred YC, Pittwater,	NSW
Leg 3 24/25 Jan '04	Woollahra SC,	Rosebay, NSW
Leg 5 14/15 Feb '04	Wangi SC,	Wangi, NSW

ORGANISING AUTHORITY

The Organising Authority is Bethwaite Design in conjunction with the class associations and host venue yacht clubs.

RULES

The Bethwaite Series 2003/04 will be governed by the rules, as defined in the Racing Rules of Sailing and the respective class rules of the classes participating. The penalty for breaking a rule of part 2 shall be a 360° turn. This changes Rule 44.1. The Sailing Instructions may describe alternative penalties for breaking rule 42 (propulsion). Direct on-water judging may be used.

DISPLAY

Signage, Boats may be required to display advertising of the venue and event sponsors as indicated by the Organizing Authority. Event and other signage may be supplied at registration at each venue.

ELIGIBILITY

ISAF Eligibility according to Appendix 2 is required for competitors.

CLASSES

Tasars, B14's, 29er, 49er and 59er classes are invited to participate.

ENTRIES

The entry fee for each event will be \$40 per boat, shall be made to Bethwaite Design.

Entries for each event shall be made on the official entry form available on the Bethwaite Design website. The fully completed entry forms shall be received by fax (02 9938 4723).

Entries may be accepted on the day, all entries must be received before 10am on the day.

REGISTRATION

Competitors shall register at the sailing office of the host club at each venue by 10am before the first race.

COMPETITION FORMAT / SCHEDULE OF RACES

Each event will comprise of up to 10 races. 5 races are required for 1 discard and 8 races for 2 discards.

SCORING SYSTEM

The low point Scoring System, Rule A2, will apply to all Racing. There is provision for handicap results and prizes at each event, handicaps to be organised by the respective class associations.

LIABILITY AND INSURANCE

Competitors will participate in the Bethwaite Series 2003/04 entirely at their own risk. The Organising Authority will not accept any liability for personal or material damage, injury or death, sustained in conjunction with, prior to, during or after the Bethwaite Series 2003/04. The Organising Authority disclaims any and all such liability.

INFORMATION and ENTRY ADDRESS

Bethwaite Design, (02) 9938 6003 Email:
info@bethwaite.com www.bethwaite.com

Tasar web site www.tasar.org.au



Notice of Race

for

SAIL MELBOURNE 2004 DINGHY CLASSIC incorporating the TASAR SOUTHERN STATES CHAMPIONSHIP

The Sail Melbourne 2004 Dinghy Classic will be held from 10th – 11th January 2004. Additional races will be held for the Tasar Southern States Championship on 8th and 9th January 2003. The Organising Authority for this Regatta is Yachting Victoria Inc. The Regatta will be conducted by Mordialloc Sailing Club Inc. on behalf of the Tasar Association of Victoria Inc and Yachting Victoria Inc.

1. RULES

The Sail Melbourne Dinghy Classic and the Tasar Southern States Championship will be governed by the rules as defined in *The Racing Rules of Sailing 2001 - 2004*.

The AYF Prescriptions and AYF Special Regulations, Part 2, Off the Beach Boats will apply.

The regatta is classified Category "C" in accordance with the ISAF Advertising Code (RRS Appendix 1).

Competitors may be required to display Event sponsor's name(s)/logo(s) and bow numbers. If required, the Organising Authority will supply these items and they shall be affixed and/or worn as prescribed in the sailing instructions.

The Organising Authority reserves the right to refuse advertising by a boat or competitor when it is in conflict with the laws of the Victorian and /or Australian Governments.

2. ELIGIBILITY & ENTRY

Eligible boats may enter the Sail Melbourne Dinghy Classic on the official Entry Form, which shall be lodged, with the Organising Authority or through the official electronic form on the Sail Melbourne International Regatta website. The fully completed entry form shall be received at the entry address no later than 5th January 2004 accompanied by the required fee (refer Fees).

Entries into the Sail Melbourne Dinghy Classic will be divided into class based divisions when there are twelve or more of the one class. The remainder will compete within Miscellaneous Divisions to be decided on yard-stick (Divisions are to be as publicised on the official notice board at close of registration). A minimum of fifteen (15) entries are required for the conduct of the regatta.

Entries into the Tasar Southern States Championship will only be accepted for Tasar class yachts, whose skipper and crew are members of an AYF affiliated club and one of whom is a financial member of a Tasar Association which is a constituent of the World Tasar Council.

2.1 Entry Confirmation

All entries, when accepted, will be displayed on the Sail Melbourne International Regatta website. This display should be considered as a confirmation of entry.

3. FEES

The entry fee in the Sail Melbourne Dinghy Classic is \$65.00 per boat for entries received prior to 1700 hrs on 5th January 2004. Competitors born on or after 1st January 1987 will be charged \$40 for entries to the Sail Melbourne Dinghy Classic received prior to 1700 hrs on 5th January 2004. Late entries will be accepted until 1100 hrs on the 10th January 2004, and are subject to 20% late entry supplement.

Entry fee in the Tasar Southern States Championship is \$95.00 per boat for entries received prior to 1700 hrs on 5th January 2004. Boats with both crew members born on or after 1st January 1987 will be charged \$70 for entries to the Tasar Southern States Championship received prior to 1700 hrs on 5th January 2004. Late entries will be accepted until 1100 hrs on the 8th January 2004, and are subject to 20% late entry supplement.

Entry fees are stated in Australian AUD\$ and include GST. Entry includes an invitation to the presentation function.

4. SCHEDULE OF EVENTS

4.1 Registration

Competitors in the Tasar Southern States Championship shall complete registration at the host club between 0900 hrs and 1200 hrs on Thursday 8th Jan 2004.

Competitors in the Sail Melbourne Dinghy Classic shall complete registration at the host club between 0800 hrs and 1100 hrs on Saturday 10th Jan 2004.

4.2 Event Schedule

Tasar Southern States Championship

Thursday 8th Jan 2004

0900-1200	Measurement & Registration
1230	Information Session
1400	Racing Commences – max 2 races

Friday 9th Jan 2004

1100	Racing Commences – max 4 races
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Saturday 10th and Sunday 11th Jan 2004

Refer to Sail Melbourne Dinghy Classic Event Schedule

Sail Melbourne Dinghy Classic

Saturday 10th Jan 2004 and Sunday 11th Jan 2004

6 races will be sailed from 10th Jan - 11th Jan 2004. The first warning signal will not be made before 12:00 hrs on 10th Jan 2004.

Resails will be scheduled at the discretion of the Race Committee

5. MEASUREMENT

Each boat, where applicable, shall hold a valid measurement certificate. Competitors may be required to produce the certificate at any time. Measurement checks and inspections may be carried out at any time. A Boat notified of inspection shall follow the instructions of the Race Committee.

Notice of Race

SAIL MELBOURNE 2004 DINGHY CLASSIC incorporating the TASAR SOUTHERN STATES CHAMPIONSHIP

6. SAILING INSTRUCTIONS

Sailing Instructions will be available after 22nd December 2003 on the Sail Melbourne web site and from Sail Melbourne Headquarters for collection one week prior to the event.

They will also be available at registration.

7. RACING AREA

Racing will be on the waters of Port Phillip in the vicinity of Mordialloc SC.

8. COURSES

The courses to be sailed will be Trapezoid and/or Windward / Leeward and/or Triangle courses and will be detailed in the Sailing Instructions.

9. SCORING SYSTEM

RRS Appendix A Scoring, Low Point Scoring System will apply to the Dinghy Classic. A minimum of three races are required to be completed to constitute the regatta.

Tasar Southern States Championship – a minimum of 5 races are required to constitute a championship. If 7 or more races are completed a competitor's worst single score may be excluded.

10. BUOYANCY

All competitors shall wear personal flotation devices which are in good condition and are in accordance with the specifications issued or approved by a national authority affiliated to the International Sailing Federation, or a standards organisation, or certification authority, recognised for the purpose by its respective government.

Attention is drawn to Fundamental Rule 1.2

11. SUPPORT BOATS / COACHES

Team Managers, Coaches and other support personnel shall keep 100m clear of the course area during racing, except when asked to assist by the Race Committee.

12. RADIO COMMUNICATIONS

A boat shall neither make radio transmission whilst racing nor receive radio communications not available to all boats for the purpose of obtaining outside assistance. This requirement also applies to mobile telephone communications.

13. PRIZES

Trophies will be awarded to the 1st, 2nd and 3rd placed boats in each division of the Sail Melbourne Dinghy Classic and the Tasar Southern States Championship that meet the eligibility requirements.

Additional prizes may be awarded at the discretion of the Organising Authority.

14. RIGHTS TO USE NAME AND LIKENESS

In participating in the Event, a competitor automatically grants to the Organising Authority and the sponsors of the Event, the right in perpetuity, to make, use and show, from time to time and at their discretion, any

motion pictures, still pictures and live, taped or film television and other reproductions of him/her during the period of the competition for the said Event in which the competitor participates and in all material related to the said Event without compensation.

15. ENTRY DISCLAIMER

It is the competitor's decision to enter the Event or to start and continue in any race. Competitors shall accept that their participation in the Event is at their exclusive risk in every respect. See Rule 4, Decision to Race.

The Organising Authority, and the respective Host Club(s), their officers, members, servants and agents accept no responsibility in respect of loss of life, personal injury or loss or damage to property which may be sustained by reason of their participation or intended participation in the Event or howsoever arising in connection with the Event.

16. INSURANCE

All boats competing in the Sail Melbourne Dinghy Classic shall have third party insurance cover of not less than AUD \$1,000,000 (recommended AUD \$10,000,000) or equivalent thereof in any other currency for any accident. All owners/competitors who sign the Entry Form are deemed to have made a declaration that they hold such cover.

Competitors shall produce evidence of such insurance at registration.

17. LAUNCHING, RIGGING ETC

Access to the course area is from the host venue. To ease congestion on Saturday 10th, the club will be open on the Friday prior from 1700 hrs for competitors wishing to deliver their boat to the Sail Melbourne Dinghy Classic.

18. AMENDMENTS

Any amendments to this Notice of Race will be posted on the Sail Melbourne website:

www.sailmelbourne.com.au no later than October 1st, 2003

19. INFORMATION & ENTRY ADDRESS

Sail Melbourne International Regatta
C/o Yachting Victoria
PO Box 83 / 77 Beach Road
Sandringham
Victoria 3191, AUSTRALIA
Phone: +61 (03) 9597 0066
Fax: +61 (03) 9598 7384
Website: www.sailmelbourne.com.au
E-mail: info@sailmelbourne.com.au

VENUE:

MORDIALLOC SAILING CLUB
Foreshore, North Aspendale (Melways ref 92 E2)
Clubhouse Phone & Fax: 03 9580 8816
Email: msc@mordiallocsc.com.au
Internet: www.mordiallocsc.com.au

ENTRY FORM

SAIL MELBOURNE 2004 DINGHY CLASSIC

INCORPORATING THE TASAR SOUTHERN STATES CHAMPIONSHIP DINGHY CLASSIC IO - II JANUARY 2004 / TASARS 8 - II JANUARY 2004

Entries may also be made online at www.sailmelbourne.com.au

PLEASE PRINT CLEARLY

Event entered:	Tasar Southern States Championship <input type="checkbox"/>	Sail Melbourne Dinghy Classic <input type="checkbox"/>
Class of boat entered:	Division entered: Open <input type="checkbox"/> Junior <input type="checkbox"/>	
Sail Number and Boat Name (including National Letters if applicable)		
Skipper First Name	Last Name	
Date of Birth (dd/mm/yy)	Male <input type="checkbox"/>	Female <input type="checkbox"/>
Address		
City	Country	Zip/Postcode
Telephone	Fax	
Email		
Address in Australia (if known)(Overseas Visitors only)		
Telephone in Australia (if known)(Overseas Visitors only)		
Home Yacht Club	AYF Memb. No. (Australian Residents only)	
Crew 1. First Name	Crew 1. Last Name	
Crew Date of Birth (dd/mm/yy)	Male <input type="checkbox"/>	Female <input type="checkbox"/>
Home Yacht Club	AYF Memb. No. (Australian Residents only)	
Coach Name	Coach Telephone	
Coach Address		
Skippers best performance:	Class:	No of entrants:
Year:		

Please tick if you DO want to receive the Sail Melbourne Newsletter Please tick if you DO NOT wish to receive special offers and information of interest from sponsors from time to time

ENTRY DECLARATION

'I agree to be bound by the Racing Rules of the International Sailing Federation (ISAF) and all other rules that govern the event. I acknowledge that Rule 4 (Decision to Race) places me solely responsible for deciding whether or not to continue racing. I further acknowledge and agree that in consideration of the Sail Melbourne 2004 Dinghy Classic Notice of Race Clause 15 (Entry Disclaimer) that my participation is entirely at my own risk. I acknowledge that I have insurance cover of not less than AUD\$1 million.'

Signature _____ Date _____

PAYMENT

Return to: Sail Melbourne International Regatta,
PO Box 83, Sandringham Victoria 3191, Australia. Fax: +61 3 9598 7384
Email: info@sailmelbourne.com.au Website: www.sailmelbourne.com.au
(All entry fees are stated in Australian AUD\$ dollars and include GST.)

Please find enclosed <input type="checkbox"/> cash \$AUD <input type="text"/>
<input type="checkbox"/> a cheque (payable to the Victorian Yachting Council) for \$AUD <input type="text"/> or debit my
<input type="checkbox"/> MasterCard <input type="checkbox"/> Visa Card <input type="checkbox"/> Bankcard for the amount of \$AUD <input type="text"/>
Card Number <input type="text"/>
Expiry Date _____
Name on card _____
Signature _____

ENTRY FEE

Sail Melbourne 2004 Dinghy Classic:

For entries received prior to 17:00hrs on 5th January 2004 fees are as follows:

Senior Entry: AUD \$65.00 Junior Entry: AUD \$40.00

Entries received after 11:00hrs on 10th January 2004 are subject to a 20% late entry supplement. (Junior entries must be born on or after 1st January 1987)

Tasar Southern States Championship:

For entries received prior to 17:00hrs on 5th January 2004 fees are as follows:

Senior Entry: AUD \$95.00 Junior Entry: AUD \$70.00

Entries received after 11:00hrs on 8th January 2004 are subject to a 20% late entry supplement. (Junior entries must be born on or after 1st January 1987)

PARENTS TO SIGN FOR ALL ENTRANTS UNDER THE AGE OF 18 YEARS

I, _____
of (address)
being the Parent, Legal Guardian or Custodian of (skippers name)

consent to him/her participating in Sail Melbourne and indemnify the organisers and officers of Sail Melbourne and the respective host sailing clubs.

Signed: (Parent, Legal Guardian or Custodian)

PARENTS TO SIGN FOR ALL ENTRANTS UNDER THE AGE OF 18 YEARS

I, _____
of (address)
being the Parent, Legal Guardian or Custodian of (skippers name)

consent to him/her participating in Sail Melbourne and indemnify the organisers and officers of Sail Melbourne and the respective host sailing clubs.

Signed: (Parent, Legal Guardian or Custodian)