

# Tasar Australia



**Newsletter of the Australian Tasar Council**



**September 2004**  
**[www.tasar.org.au](http://www.tasar.org.au)**

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September 2004

# Tasar Australia Newsletter

Craig McPhee & Kevin Kellow closely followed by Rob & Nicole Douglass at Mission Beach

## Tasar Major Events

**SA Tasar State Championships**  
**Rivoli Bay Sailing Club**  
Saturday 26, February 2005 to Sunday, 27 February 2005

**Victorian Tasar State Championships**  
**Yarrawonga Yacht Club**  
Saturday 12, March 2005 to Monday 14 March 2005

**WA Tasar State Championships**  
**Royal Perth Yacht Club**  
Saturday 19, March 2004 to Sunday 20, March 2005

**28th NSW Tasar State Titles**  
**Wangi Wangi RSL Amateur Sailing Club**  
Friday 25, March 2004 to Monday 28, March 2004

**2005 Tasar World Championships**  
**and**  
**32nd Australian Tasar Championships**  
**Darwin Sailing Club**  
Friday 1 July 2005 to Friday 8 July 2005

## President's Message

What a great event the Nationals at Mission Beach were and the Queensland Tasar Association and Mission Beach Sailing Club are to be congratulated for their efforts in organising and running this event.

The 63 entries far exceed expectations and was the largest since the Worlds in Melbourne. There were good numbers in all categories except the Super Grand Master where Bryan and Moira would dearly like some competition.

Peter Chilman, chairman of the Darwin Worlds organising committee, gave a presentation on preparations for the World next year. This was enthusiastically received and a fleet in excess of 100 is expected.

The sailing season is about to start in the

southern States and what a hectic season it will be with most Associations planning lead up events for the Worlds.

The interest in the Tasar is at a high level at the moment and there is a strong demand for second hand boats, particularly quality ones. If you know of any for sale, please ensure that they are advertised on our web site.

The Bulletin Board section of our web site is a great place to promote all events, please use it.

I plan to publish the next edition of the newsletter in December and therefore I would like to receive your contributions by the end of November.

Until then, good sailing.  
Chris Parkinson

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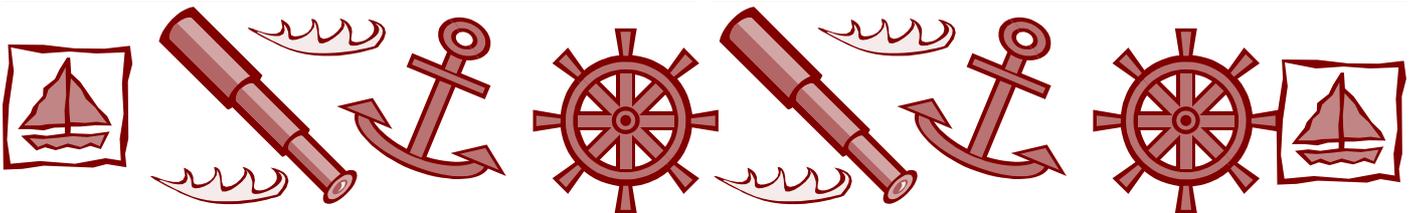
## Voting on changes in the Tasar class rules

All proposed rule changes pass.

With five "yes" votes just in from the Japan Tasar Association, all the proposed changes in the class rules have now been approved by the required seven regions and/or districts. The changes will not go into effect until they are approved by the ISAF, which should occur at the ISAF council meetings in November.

The proposals were approved at the World Council meeting in Victoria, BC in June 2003. The wording for the five proposed changes in the Tasar rules can be found on World web site at [www.tasar.org](http://www.tasar.org). They are also discussed there.

Richard Spencer  
Executive Secretary, World Tasar Class Associatio



## Future Directions

The 2004 Tasar Strategic Planning workshop was held recently. The over-riding objective to come out of the session was to seek ways to extend the lifecycle of the Tasar class. There are many things we can do collectively to promote the class and increase our sailing enjoyment. These have been detailed in the updated strategic plan. (To be published soon on the website once the final draft has been finished.) On top of these initiatives, perhaps the major facet of extending the life cycle of the Tasar relates to the boat and its supply, now and into the future.

The fact that something in the vicinity of 20 new Tasars will be built this calendar year is testament to the ongoing appeal of the boat. If you talk amongst Tasar sailors though, there are a few major causes of concern that need to be addressed in order to keep the class moving forward. These concerns relate mainly to –

- The cost of Tasars and equipment such as foils and sails
- A lack of uniformity in boats from one region to another in terms of sails and fittings, compromising the classes one-design principal

In an ideal world, all Tasars would be built in one location, all with standard fittings and equipped with sails made in just one loft, using the same materials and template. Everything would be half the price it is now too!

Well, this may sound a little far fetched but I think all would agree a worthwhile goal to strive for. So following on from the workshop, which was attended enthusiastically by Frank Bethwaite, it was decided to see what could be done to address these two major concerns. A meeting was scheduled at Bethwaite Design in Sydney in July with the principal focus being what can we do collectively to extend the life cycle of the Tasar. The over-riding proviso being no compromising anything we love about the boat for the sake of "progress."

In summary, the meeting was a resounding success with all stakeholders agreeing in principal that uniformity of supply was a worthwhile and achievable goal. Various ideas have been floated and now the practical implications have to be worked through. The Builder has quite a job to work through what can and can't be done when taking into account continuity of supply, existing relationships and future supply and demand, all framed within the idealistic expectations of we Tasar sailors. Once a workable implementation plan is agreed upon, the normal constituted approvals process will be put in place.

The first major initiative that will commence shortly is the trial of redesigned sails using a more modern material. These sails must fit the existing spars and be similar in area however there will be some experiment will shape to accommodate the different characteristics of the new material over dacron. The reason for this initiative is to ensure supply well into the future and reduce the cost of sails - the early indications are that this is possible. The by-product is that the boat will look more up to date with sails made of a modern material. The time frame on the sails is to have the proposed set available for viewing and discussing in Darwin and if agreed would then follow the normal rule change procedure.

It would be fair to say that the purpose of this note is to pre-empt any argument about the future direction of the class. The Tasar II proposal demonstrated that by and large, Tasar sailors don't want change for changes sake. This initiative by the ATC and Bethwaite Design collectively is all about ensuring we are still able to sail Tasars ten years from now in boats that reflect all the good points about the today's Tasar and ideally, none of the bad points.

Stay tuned for more detail as a workable plan takes shape.

Chris Parkinson

## Report on the AGM of the Australian Tasar Council

The Annual General Meeting of the Australian Tasar Council was held during the recent Australian Championships at Mission Beach, Far North Queensland. Chris Parkinson, ATC President, welcomed nearly twenty people to the meeting and noted that nearly all Tasar Districts in Australia were represented.

### PRESIDENT'S REPORT

#### WTC MATTERS

**THE LAST WORLDS** - Victoria, British Colombia, Canada – 20 to 27 Jun 2003

The ATC took over the management of Australian contingent and all those who went owe a big thank you to Graham Hanna for all his work in arranging the shipping of the boats. Two containers were sent, one from Sydney and the other from Melbourne each containing 10 boats.

Measurers meeting and the World Tasar Council meeting were held during the Championships and full reports on these have been published in the newsletter. The main issues to come out of the meetings were;

Australian to host the next Worlds in Darwin in July 2005,

Five proposed changes to the Tasar Class Rules. It is hoped that all Regions and Districts will have voted in time for the changes to be approved by the ISAF at their meeting in September 2004 so that they can be in force for the Darwin Worlds.

It was agreed to form a Technical Development Committee. The aim of the Committee is to investigate any changes that may be needed to the Tasar.

#### ATC MATTERS

**WEB SITE** – Since the last meeting the web site has been completely redone and now includes all State Associations and the Forum/Bulletin Board. A big thanks must go to Jonathon Ross and his firm, Halcyon Daze Internet Services, for all the work on the site. The structure of the site allows space for all state associations as well as the ATC. All Associations need to provide input to ensure the site contains accurate and up to date information. This can be done in a number of ways, firstly by sending the information to either Jon or myself or secondly by buying some software and then doing it yourself. If you wish to follow the second option talk to Jon.

**NATIONALS** – The next Nationals will be held in Darwin from 1<sup>st</sup> to 8<sup>th</sup> of July 2005, in conjunction with the World Championships.

Under the normal rotation the WA Association would be responsible for hosting the Nationals after Darwin which would be due to be held in the Christmas/New Year period 2005/2006. Given that we would expect large numbers to travel to Darwin for the Worlds it is highly unlikely that we would attract a large fleet to WA six months after. The ATC proposes that this Championship be held in NSW where there is more chance of attracting a large fleet. The following Nationals would then be held in WA at the end of 2006/early 2007. Both the WA and NSW Associations have agreed with this proposal.

**AUSTRALIAN TASAR CHAMPION TROPHY** – This

trophy has been completely refurbished. The original donors, Frank and Nel Bethwaite contributed approximately half the cost and for this we thank them very much. The remainder came from ATC funds without the need to levee the State Associations.

**NEWSLETTERS** - 6 published in the past 18 months, the last 3 have had contributions from all States - thanks to all whom contributed. All editions were distributed electronically and the feedback was mostly positive. Of the total membership of about 250, 80-85% receive the newsletter electronically; this has meant large reduction in costs. I am always after more articles and photos for inclusion - these can be state, club or other.

**BOAT REGISTER** – An interactive boat register has been created as part of the revised web site and I would encourage all Tasar owners to visit the site and check on the details of their boat and update where necessary. We would like the boat register to include the details of all known Tasars, whether Association members or not I would like the state secretaries/registrars to include boat details on membership lists that they send to me.

**STRATEGIC PLANNING** – The TAV has conducted 2 Strategic Planning days over the last 18 months, the first in March last year and the second in May this year. The ATC and TANSW have attended both days and a member of SATA was at the first. Both days were an outstanding success and some short and long term goals were set that should ensure the future of the Tasar. The establishment of a National boat Register was one of the goals. The TAV is to be congratulated on this initiative and I urge all Associations to have a look at the outcomes of the days as they are applicable to ALL Associations.

**OFFICE BEARERS** – The ATC constitution allows the President and Secretary to serve only two consecutive terms, however they may continue to serve if there are no nominations for the positions. Graham and I have now served four terms and are prepared to continue for another term. However this will be our last and we will both be stepping down at the next ATC meeting in Darwin. The ATC constitution also does not allow the executive to remain in the same state for more than two consecutive terms, I therefore urge all Associations to start thinking about a suitable team to take over the running of the ATC. Should you require any information on the roles and responsibilities of the positions please talk to Graham or myself.

#### SECRETARY/TREASURER'S REPORT

The Financial Statements for the Australian Tasar Council for the Financial Year ending 30 September 2003 and Financial Forecast for 2003/04 were tabled for member's consideration. In addition Financial Statements for the period 1<sup>st</sup> October 2003 to 31<sup>st</sup> May, 2004 were prepared.

Our major expense came from production of three editions of our newsletter, Tasar Australia. Other expenses included ISAF subscription and cost of a new Super Grand Masters Trophy. In addition the ATC

## Report on the AGM of the Australian Tasar Council

contributed substantially towards replacing/upgrading the World Tasar Championship trophies and also commissioned a rebuild of the Australian Tasar Champion Trophy

A major activity for the ATC over the past year has been coordinating shipping arrangements that enabled 20 Australian competitors to attend the 2003 Tasar World Championship at Victoria, Canada.

The ATC entered the new financial year in a sound financial position and as part of the National Strategic Plan is developing a proposal to secure advertising revenue to offset increasing website maintenance costs and provide a contingency for next years Tasar World Championship.

### NATIONAL MEASURER'S REPORT

Rob Gilpin stood in for David Bretherton. Advised that most Districts have voted on the proposed Rule changes.

Noted difference in fittings on boats – needs to be further standardization of boats to retain the one design concept. The web site details various fittings and options available, eg rudder boxes & jib fairlead tracks/cars. State Measurers are requested to stay in touch with National Measurer to ensure they're right up to date with the latest developments.

### DISTRICT REPORTS

#### Northern Territory

Danny Mc Manus & Peter Chilman reported increasing interest in Tasars in the NT with about 20 boats sailing at Darwin. Two boats have recently started sailing at Gove. Lots of activity in preparation for the Tasar Worlds there next July.

#### South Australia

Craig McPhee reported on activities of two city based clubs and two country clubs. Interest has picked up with two new boats being ordered. Demand is strong for older, entry level boats. Strong interest in the Darwin Worlds with several class jumpers indicating they will be attending.

#### Victoria

Ray Martin reported on results and activities coming from 2 Future Directions Workshops. Lots of energy and enthusiasm has seen membership increase from 43 to 54. Seven new boats will be hitting the water soon resulting in several good second hand boats coming on the market. Good support from local Tasar Agent, Martin Sly.

#### New South Wales

Rob Douglass reported on good, well attended Tasar activities during the past year. Initiatives included the Short Course Championships and the Bethwaite Series. This year the State Championships were moved to Wangi SC and attracted 49 entries. The Class is vibrant with lots of interest and activities, new people are com-

ing to Tasars from other classes. Result is strong demand for good quality boats. Noted good numbers of NSW people attending the Vic State titles and vice versa.

#### Queensland

Greg Heath reported that most Tasar activity is in Tinaroo and Mission Beach where interest is strong with 10-20 boats, mostly older models. Concern is trying to grow Tasar activity in Brisbane/South East Queensland and represents the major challenge for the future. Noted that most members had been involved in helping to organize the MB Nationals.

#### Western Australia

Bart Thompson reported that Royal Perth YC has about 8-9 boats, South Perth YC 2 boats. The Cunnamurra fleet is still active but without much water to sail in. A new fleet is becoming active at Port Bouvard YC, Manjira, Keen to get Tasars currently stored at HMAS Stirling more active. Freemantle YC the possible site of the 2006 Tasar Nationals. Team WA looking forward to the Darwin Worlds, hoping to send two containers.

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

Martin Linsley advised the DMS contract will not be renewed next year, Tasars will be disposed of in some way. Martin is examining options that will get them back into mainstream navy.

#### Builder's Report

Frank Bethwaite acknowledged the initiative and energy of the organizers and participants in the recent Tasar Strategic Planning Workshops. Class resurgence has seen 13 orders placed for new boats over the past 12 months. Invited all Tasar sailors to participate in an offer to try the sailing simulator.

#### Invitation to Attend The 32<sup>nd</sup> Australian Tasar Championship at Darwin in July 2005

Peter Chilman gave an update on planning activities for the upcoming Tasar Worlds and invited all Tasar sailors to attend the 32<sup>nd</sup> Australian Tasar Championship to be held at Darwin in July 2005.

#### Discussion matters after the meeting included;

Frank Bethwaite 'What Can We Do To Promote The Tasar?' Introduction of new boom from the 29er, noted that in future all rudder boxes will be coming from North America, Foils – Boyer is very expensive, trialing new foils from Singapore which offer cost reductions. Also led a discussion on a spinnaker being fitted to the Tasar to improve down/cross wind performance.

Jonathon Ross outlined the new calendar feature on the ATC website for use by all State Associations. All States encouraged to use the Class website as the central point of communication with Tasar sailors.

Graham Hanna  
ATC Secretary



**MISSION BEACH REAL ESTATE**  
**31<sup>ST</sup> AUSTRALIAN TASAR**  
**CHAMPIONSHIPS**  
**Mission Beach, NQ**  
**3-10 July, 2004**



The 31st Australian Tasar championships were held at Mission Beach in far North Queensland from the 3<sup>rd</sup> to 10<sup>th</sup> July. Rain greeted the early comers but soon cleared to present fine winter tropical weather.

The early comers were also worried when all they saw for the Mission Beach's Sailing Club facilities was an empty shelter shed in a beachfront park!!

However, closer to the starting date things started to come together. The tents went up the rain lifted and the wind dropped (far too much for a sailor). The conditions were varied over the 9 days of sailing and rather testing for the PRO Paul Effeney from Yeppoon.

After a relatively uneventful measuring day, sailing got under way in a beautiful 10 to 15 knot breeze.

Race one was fought out between reigning champions Craig McPhee and Kevin Kellow against locals Lachlan and Mitchell Heath. These two boats had opened up a good lead over the rest of the fleet and had time to do some match racing to the finish. Craig and Kevin won the spectacular tacking duel up to the finish line.

The breeze had dropped off on Monday but race two was a good test for sailors judging the wind and tide. Jonathon and Kyle Ross proved best at this and led home from Craig and Kevin and Glen Collings and Fraser Walker third.

The wind died off even more in race three but Craig and Kevin found a good lift along the shore to put them 12 minutes in front of the struggling fleet as the wind died off almost completely. Half the fleet was unfortunately unable to make the finish before the time limit!!

Normally the afternoons bring more breeze but not this Tuesday afternoon for race four. The light and shifting breeze had not only the sailors frustrated but also Paul Effeney the PRO. After some recalls and course changes the race got underway in about 5 knots of

breeze. Most of the fleet went right to keep out of the tide but half way up the first leg the wind shifted to the left. Sailors had to be quick to pick the shift and tack left to take advantage. The Victorians made the most of the tricky conditions with Heather MacFarlane and Chris Payne first, David Warren and Megan Ridgway second and Ray and Annmaree Martin third. Again, half the fleet could not make the finish before the time limit!!

Racing was abandoned for the rest of the day and clearly the time limit had to be extended.

The lay day on Wednesday was a beautiful day for seeing the highlights of the area such as reef trips, white water rafting or lazing around Dunk Island.



Three races were run on Thursday to catch up and conditions were perfect with less tide and more breeze. However, the starts were getting very competitive with the 63 boats trying to get a front row seat. The PRO had the black flag flying very quickly to get order into the starts. Glen Collings and Fraser Walker won race five with Shane Guanaria and Nicole Kidman starting their string of good finishers with a second and the ever pre-



## Australian Tasar Championships

sent Craig and Kevin third.

Craig and Kevin were starting to cement their first place with another win in race six from the Ridgways and Derick and Gwen Warne snatching a third.

The black flag looked very black in race seven when six boats including "More Small Things" were sent back to the beach. This left the Ridgways clear to improve on their second in the previous race, the Darby's second and Silver fleet sailors Luke Owen and Clare Warton from NT third!

The breeze stayed at a pleasant 10 to 15 knots for the last two days of racing and Craig and Kevin left no doubt of who would be the Australian Champions for 2004 with three more wins. Shane and Nicole finished with a 2,3,4, the Douglasses finished second in race nine, as did Wilsons in race ten. Lachlan and Mitchell Heath made a late come back with a couple third placings.

There were of course many races within the championships and congratulations to:

### Australian Open Champions

**Craig McPhee and Kevin Kellow**



MISSION BEACH HOLIDAYS & RENTALS

### Masters

**Paul and Bronwyn Ridgway**

### Grand Masters

**Derick and Gwen Warne**

### Super Grand Masters

**Brian and Moira Hill**

### Lady Helm Champion

**Heather MacFarlane**

### Junior Helm Champion

**Stefanie Creedy**

### Junior Crew Champion

**Fraser Walker**

### First Silver Fleet

**Lachlan Brown and Trish Collocott**

### First Bronze Fleet

**Derek Hadwen and Trish McVeagh**

The Mission Beach Sailing and the Queensland Tasar Association would like to thank all the sailors for making the long trip to the Tropics. We enjoyed having you and hope to see you all in Darwin next year for the Worlds.

Greg Heath  
President  
Queensland Tasar Association



## A view from the rear!

Everyone has a different perspective. For Greg and I in Crusader we watched the nationals from the back of the pack. What a view it was! If nothing else we were consistent. We approached each race with the same goal – stay upright and complete the course. We did just that.

This was to be our first regatta. Talk about jumping in head first. Our expectations were modest – a reflection of our training leading up to the Nationals.....Mission Beach attitude pretty well sums it up. You've seen the club house!!

Being novices we stayed out of the way. At the start of each race we would sail up and down the start line from a ridiculous, but safe 50m away. We would head for a quiet spot near the pin mark only to have to move as the

fleet sailed towards us. This process of avoiding the fleet was repeated many times while waiting for the race to begin. I am proud to note that not once was Crusader responsible for breaking the line and causing a recall.

Our benchmark was Escapade with the three giggling, chatty party girls Lynnley, Briley and Kate. It's good to know that we made their day.....they beat us home in the end!

Whether our sailing skills have improved we don't know yet. Mission Beach sailors are still recovering and most have not been on the water to date. To the other tail enders..... happy sailing.

Greg and Trish Curnoe  
Crusader 1849

# Scotty's Beachfront Bar & Grill

## Mission Beach From 2666

There was a lot of benefit in a few days sailing prior to the first race for this regatta.

Getting comfortable at a new venue and having a good look at what's happening out there, not just going for a sail were high on the priorities.

Some conditions we were expecting i.e. Soft wind, marginal planing, lumpy water. Others such as, inability to see wind on the water, tidal variations across the course, the constant/regular/progressive shifts and pressure variations were not what we were used to and forced a few changes in how the regatta was approached. If we had sailed this the same as most southern regattas it may have been a very different result as there were any number of fast boats and sailors there. It was not a speed regatta.

The gear changes were very easily missed due to this soft air and the lack of indications of pressure on the surface. They were regular, often up to every 3-5 minutes and averaging 2-4 kts up or down. Whilst this does not sound like much it in fact equates to a 50-70% increase in the force exerted on the sails. The reliance on visual cues that we would normally use to pick up small changes had to be shifted more to a feel i.e. a bit more heel, weight on the sheet, shifting of weight to pick them up. The tendency when you see a puff coming is to think about in advance the few small adjustments you are going to make i.e. vang, centreboard, rig tension, jib slides and cunningham. Things then tend to happen faster and much more smoothly. When it arrives unannounced and you have to rely on 'feeling' it there will usually be a lag time before you change the gear and some of the potential gain is lost. Often the gear will be missed completely and we are out the other side of the puff before doing anything. The crew who anticipate and are ready for these have just gone a couple of boat lengths up on you! On some of the beats there would have been more than a dozen of these to take advantage of.

I tend to be a traveller player most of the time but found myself using the mainsheet probably 80% of this series. The traveller was cleated about 10-15 cm above the centre and that's where it stayed. The mainsheet gives a much quicker response to pressure changes and in the lumpy water allows you to accelerate much faster. NEVER cleat both.



A lot of opportunities to sail conservatively on the shifts

on most windward legs existed. By ignoring other boats unless directly covered quite large gains could be made upwind. Knowing fairly accurately that the wind was going to swing left until mid afternoon then oscillate about a SE mean with regular fast shifts both ways made race planning reasonably easy. It rewarded those who were prepared to play these shifts and tacked well enough to minimise speed loss. You could take regular 5-10 m gains all day. Provided you stayed well away from the lay lines you could do this all the way up the works and move away from those who ventured out to either side of you. It was a regatta that really rewarded you if you sailed on percentages.

The starts were often exciting. If the first of the regular shifts was a knock it was easy to find yourself getting lee bowed very quickly. It payed to get out fast by tacking, duck a few transoms than to stay on and slowly drop behind/below the lee bow boat. It gave you the chance to sail the lifted tack to clear air. You would lose far less by ducking a few sterns, then another quick tack when it backed again and you were over those you just ducked.



It took some time to adjust to the unusual effects of tide on apparent wind/tacking angles. It was easy to get fooled that people out the sides looked real good or bad at times. The tide opened out tacking angles considerably when we were beating with it. Often we saw up to 90 degree tacking angles. This made it look as though the other person was getting knocked relative to you. In fact they were often doing much better than they looked to be as the tide pulled them up to you sideways. Conversely beating into the tide the other person always looked much better off when they were not because of a much smaller tacking angle as low as 65 degrees. You had to be aware of this or bad tactical decisions could be made believing a lift or knock was on the way.

Corner banging was rewarded less here than in most regattas unless your timing of major shifts was impeccable. Underlaying here payed well especially when coming in from a distance out. You still had the option then to take a few small gains relative to the other side. I.e. spending the majority of your upwind time on the lifted tack.

Specific things done differently for Mission Beach.

- More centreboard in – to promote a bit more lift. Pro-

## Mission Beach From 2666

moted the ability to screw up a bit off the line before lifting to normal ( up 20-25 cm )I also tried normal centreboard position a few times to chase height via speed but this didn't seem to be as fast and certainly got us in a bit of trouble at a few of the starts.

- Looser rig - to allow the front of the jib to get a little fuller for power and prevent pinching once off the start.
- Tighter jib luff – same reason by moving the drive forward as much as possible.
- Less outhaul on - allowed the foot to belly by another 3-5 cm. I used the central telltales to set this. With the upper leech ribbons just flowing I would ease the outhaul until the ribbons in the middle of the sail on the windward side began to break or the lower leech ribbons stalled whichever came first. Basically trying to power up the mainsheet
- Sheet higher but twist more - the lumpy water/light airs/pressure changes hurt you less if things were a bit underdone. Allowed faster powering up/down and acceleration.
- Cleats out earlier or ease sheets often to build pace back up, occasionally faster and higher to go lower! – did this regularly. There were bad sets of waves and lumpy tidal areas that you could not just sail through. You could jump out many boat lengths over those who didn't adjust. If I had to dump more than about 15 cm of mainsheet the jib would go out also.
- Bottom hole on jib clew – The mainsheet angle was constantly being changed so to maintain an open slot it was faster to have more twist than normal.
- Prior to tacking I was easing a few inches of mainsheet which I don't normally do.
- This allowed me to use the traveller to complete the tack and cleat it off quickly, the main leech would be slightly freer to gain speed and 10-15 sec after tacking the main would be dragged back on when up to full speed.
- Weight was about 20-30 cm further forward when running square.

Fast running legs required you to pick which tack was faster d/wind due to wave angles prior to the run. The waves were more square on to the hull on one side. When it was not marginal planing the squarer wave angle was much faster as with your weight well forward you could get them under the stern to shove you along. They were relatively steep and lots of them so there were many shoves to be had. There was not a lot to be gained in the soft air by pumping so I rarely used it. In the marginal planing winds it was possible to catch a few by going more across them. When the pressure died I would gybe to go square with them until the next puff came along.  
2nd reach was a long and broad one, plenty of time to

curve low and come back up. Weight did come into play a bit here although interesting to note that one of the fastest broad reachers was Rob and Nicole at 150+ kg so it's not everything.

Tide played a big part on some of these legs. It was far too easy to get dragged high or low at times. You needed to observe what the tide was doing and how strong at the previous mark than adopt a strategy for the leg. It could not be ignored. We used often it to go high and very fast early on in the legs then let the tide drag us back down as the pressure died a bit inshore. This is the reverse to what you would normally do with pressure downwind but in the tide it did pay often. The legs were long enough that a curve off to leeward of the fleet could also pay well allowing you to pass underneath in clear air as they all came back down. Became especially important to recognise when small pressure increases occurred, then to use them bearing this tidal influence in mind.

The ability to effectively carve out to leeward dead square by using the odd wave angles to push you low was a plus also. Did require careful steering using chines, sail trim and body weight rather than tiller to take advantage of. Using the weight further forward and I was allowing the boat to move about in direction more before correcting by the order above.

Conservative sailing was rewarded, but can be so hard to do at times. It involves minimising risks by having a plan taking all the expected factors you can into account. You also need to be ready to change it without hesitation.

It rarely gets you to the first mark in the lead but more importantly – always in touch. I have been resisting the temptation now to win races at the start, more trying not to lose them. We learnt some important lessons last worlds. Being fast is good, being fast and conservative in big fleets breeds consistency and that's what wins. The style of racing we often get at club/state level does not give you both. We need to be aware of this and actively restrain the desire to gain 50 m each go, lots of 10's and 20's by smarter sailing is far easier, not necessarily faster sailing.

Weaning off the regular supply of bananas at the sign on desk took some doing on our return south.

Craig Mcphee  
2666 More Small Things



## Australian Tasar Championship

The Mission for the 2004 nationals started with 2 entrants confirmed in the final weeks of the Perth sailing season. But talk of Far North Queensland's climate, racing off Mission Beach, relaxed accommodation at Beachcomber Coconut Caravan Park mixed with the excitement of more than 60 Tasar's on the start line the number of boats soon increased to 5 and a 20 foot container was organised.



On arrival in Mission Beach the team set up camp at the playground end of the grassed area where the swings were converted into the official weigh in station and we enjoyed meeting and helping many of the entrants with measurement duties.

That night started with a real Queensland flavour, where under the shelter of the XXXX tent we all enjoyed handling local creatures (Snakes, baby crocs), eating and drinking local produce, then the main highlight of the evening was to experience traditional toad racing at it's finest. Team WA purchased a high quality toad named FAT BASTARD, who thankfully didn't live up to his name finishing a creditable 3<sup>rd</sup>, giving the team good enough reason to break into song, plus giving us extra Bundy money for the evening.



On day one of racing with the Royal Perth Yacht Club Burgee flying on our Captains side stay, the team hit the start line with Brad and Kate in Toots hitting it harder than the rest of us. Struggling to get good results in the light breeze's Team WA went hard into the Wednesday lay day getting into snorkelling and boom netting around Dunk Island and white water rafting on the Tully river. A day young Matt Morris won't forget in a hurry after experiencing the company of bikini clad backpackers for an entire day's rafting.

Matt turned 18 during the week and the rafting trip was a gift from the rest of the team.

As the winds increased over the rest of the week the team's results improved and the continual re starts with plenty of buoy rounding in heavy traffic and testing tides were most valuable experience for us all. Especially for those who will be competing in Darwin next year.

At the social end of the scale the competitiveness of state versus state really showed where it often turned into Red V Yellow. NT may have won the drinking contests, but WA surely took out the most extensive wardrobe category.

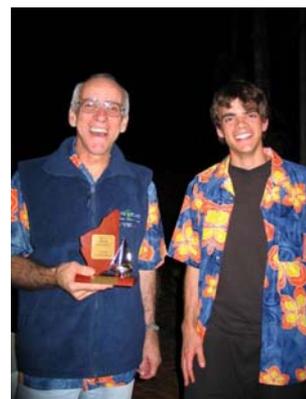
On the Final night at the beautiful Horizon Resort the team missed out on taking home a painted coconut trophy but Kim and Mike in Fuzzy Logic took home a prize for 2<sup>nd</sup> in the bronze fleet. An award on behalf of RPYC was presented to Warren and Matt Morris for finishing "Best in the West". Warren was very relieved that evening to find out he had been the brunt of a week long running joke initiated by his wife Annette and fellow Tasarite's, concerning the supposed purchase of a rather large and expensive painting of a Cassowary. This was only fair as it had cost so much to transport all of his sailing gear across Australia. A great laugh was had by all when it was revealed the painting was not purchased at all!

That evening as we celebrated the conclusion of a very successful National Titles we were encouraged by one particular local that every state was to perform an act of some sort and after showing that our sailing skills are a little better than our singing skills we were to find out that maybe the joke was on us! Thank's guys. We are still awaiting our prize for that unanimous effort!

At the ATC AGM that week it was confirmed Western Australia would be hosting the National Titles in January 2007. This is very exciting for us and we look forward to and promise a big event for one and all. The Association and Royal Perth Yacht Club promise a top quality event and hope to see you all making the journey across.

We all had a brilliant time at Mission Beach, and would like to congratulate Tasar Association of QLD for organising a successful nationals. After meeting so many fantastic people from across Australia, experiencing competitive sailing in an awesome setting we relish what a great sport we are involved in we are all very keen to make the journey to Darwin in 2005.

Tasar Association of WA.



## Australian Tasar Championship

### The Ferret Report

Ah Queensland, rainy and windless one hour, perfect the next. So thought Trish and I as we dragged the latest Tasar Ferret (the Feral one) down to measurement at the South Mission Beach Clubhouse. In true FNQ style, this consisted of a XXXX tent. The Ferret crew was coming off a spell in racing parlance. At over 150 kg combined weight we were in the cruiser weight division.

The Race 1 plan was followed to the letter - pin end start and go left. Theoretically this should have led to a lift into the mark on the port layline straight into the lead group. WRONG! The planned lift did not eventuate and instead the Ferrets battled heaps of adverse tide to come into a midfleet wall of starboard tackers themselves all struggling to lay the mark. By the time the Ferrets had done three full circles (with a minor collision thrown in) before rounding the top mark we were way down the back. Fortunately the crews at the tail were very generous to us. We overtook about 25 boats to finish 30th.



Staying at the venue afforded plenty of time to reflect on the day's events while enjoying a therapeutic dose of the tent sponsor's product. We decided that tides were important. Clearly we were not the only ones who came to this conclusion. The next day saw the bizarre spectacle of the fleet short tacking up the beach to stay out of the current. The Ferrets had the tactics right but were way too slow in the light stuff to stay with the leaders.

For Tuesday afternoon we figured that right was the way to go right, stay out of the tide and catch the rumoured veering shift that was supposed to happen late in the day. Of course the wind died and then came in from the left, didn't it so once again the Ferrets were struggling in mid fleet to an uninspiring 23rd overall after four races.

Every cloud has a silver lining and in our case it was the existence of a silver fleet, thoughtfully laid on by the organisers for just this sort of situation. Further luck ensued at Scotty's where we won a pair of Cassowary signpost stubby holders! This served as a perfect excuse to return to the bar to order another round of drinks from the incredibly gorgeous girls behind the counter.

On the lay day the Browns went over to Dunk Island to climb the 900 foot high Mt Kootaloo. Many other Tasar

sailors were there, obviously to get a look at the breeze patterns from a good high vantage. 5 year old Alastair climbed all the way to the top. Like a little duck, he is imprinted on his mother so will follow her wherever she goes.

On Thursday the trade winds had returned signalling a change in fortune for the Ferrets and also "The Edge". Shane had tripped over my road trailer while committing a late night misdemeanour. The resultant pretibial haematoma and head injury did wonders for Shane and Nic's performance. Perhaps they should try this approach even more often in future.

By Friday we figured that our main Silver fleet opposition was "Rastafarian Rockett" skippered by Luke Owen. We knew from Darwin 2000 that Luke is a very talented sailor. As "Rastafarian Rockett" sailed away from us in Race 9 we knew the "Rasta" crew were also quick upwind. We were surprised and delighted to get a prize for leading the Silver fleet at Friday evening's Darwin Worlds presentation. Of course, we were even more delighted to win a free entry to the Darwin Worlds. I hope to use this to assist one of our fellow Batemans Bay Tasar crews to get to Darwin.

I spent half the night thinking about match racing tactics. In the end it wasn't necessary because apart from tacking on top of the "Rasta" crew once after the start we were basically fleet sailing. "Rastafarian Rockett" went hard left and came around the top mark right behind us. Knowing our usual lack of downwind speed, this was a worry. Surprisingly Luke did not engage us on the reach but decided to go low. He was unable to pull this off with the panache of say, a McPhee or Douglass and by the wing mark we had a small group of boats between us and "Rastafarian Rockett". We kept a loose cover for the remainder of the race for a highly satisfying 11th. Even though our overall 15th was our worst Nationals placing since 1998, it actually felt quite good.

The regatta was a huge success thanks to a magic setting and the sheer diligence and attention to detail from the organisers. Running a major regatta from a small sailing club is a stressful and time consuming experience. Greg and Judy Heath as well as Commodore Ross and all the Mission Beach club members deserve our warm congratulations.

Lachlan Brown  
2734 "Feral Ferret"



## Mission Beach - Reflections from the Mid Fleet

The seed of the plan to compete in the Mission Beach Nationals was sown at Mordialloc during the 2003 Nationals. The decision to go to Mordialloc was made very much at the last minute. It was 5 years since I had competed at a Nationals. Since then there has always been something else on the agenda, skiing more often than not, just not enough leave to fit both in.

Very much at the last minute son Pete suggested, "Why don't we give Mordialloc a go", regular sufferer up front, Julie, had to work. We even managed to obtain accommodation within walking distance of the venue, at Aspendale Sands, a prerequisite for an enjoyable championship.

Mordialloc confirmed a number of points

1. Competing at a National Championships is a lot of fun both on and off the water.
2. Wherever you are in the fleet the competition with the boats around you is intense.
3. Lack of preparation will be reflected in your results, nil preparation only more so.
4. It is not fast to have an overweight boat with old sails, a mid fleeter doesn't need additional handicaps.

However the really important take out from Mordialloc was that the next 2 Nationals, the second also a worlds, were not to be missed, Mission Beach followed by Darwin.



First challenge was, how to tackle the overweight boat issue and still afford an overseas holiday. Friend John Spinks came to the rescue, his boat, which was for sale, was 7 kg lighter and the settlement terms were very accommodating. Once "Undertoad" was sold, thanks in no small part to Dave Warren who undertook the negotiations in our absence, for a modest outlay we had addressed most of the weight problem and some of the "old sails" problem since "That's Kool" came with a near new mainsail, the jib having been taken care of thanks to an insurance claim.

Clearly there was a need to spend more time on the water. Julie's roster was about as good as you could hope for as a full time nurse. Every Saturday afternoon was free so the weekly club race could be fitted in, but working 3 Sundays in 4 made competing in regattas somewhat harder. Solution, resign from the full time position and work as a casual.

This allowed us to compete in the Victorian State Cham-

pionships, New South Wales State Championships, and Victorian Winter Championships for some much needed fleet practice. 1800 degrees of penalty turns on the first day at the Vic champs only shows how overdue this practice was.

Our thanks must also go to Rodger McAuliffe for his patience in attempting to improve our boat handling during his training sessions in Geelong. This was further complicated by my arthritic hip which took a decided turn for the worse towards the end of last year, so much so that I made arrangements for a hip resurfacing operation. Julie was keen that I should not delay but I booked myself in for 2 weeks after Mission Beach.

We finally made it to Mission Beach on the Wednesday prior to the regatta, after a delightful few days on Magnetic Island in glorious sunshine. Perhaps we should have taken notice of the signs that said "You are now entering the wet tropics", or thought for a moment. "Why does the rainforest reach right to the beach at Mission Beach?" Perhaps it has something to do with an annual rainfall of 4 meters. As soon as the tent was up it started raining. A local said that it wouldn't come to much, *only* expect 10 to 15 cms overnight. It rained for the next 48 hours, the tent was abreast a river, the floor felt like a water bed, and all the other Victorians except us and the Collings had cabins. We began to question what we were doing there.

Things could only improve and they did, Mission Beach was a fabulous regatta. The locals certainly knew how to combine hospitality with efficiency in a truly relaxed manner, and proved that it is possible to run a truly excellent regatta without as much as a permanent clubhouse. Such was the planning that after each of the "presentation" nights at "Scotties", transport provided for those who needed it, there was no morning racing scheduled for the next day!

The sailing was challenging to say the least. Those who put in the hours on the water before the first race could not believe how changeable conditions were. Add to that, tidal flows that even the local fisherman claimed they didn't understand, made for plenty of soul searching. Conditions did settle down somewhat as the weather improved for the start of the competition. Conditions were predominately on the light end of the scale, the water choppy and oh those tides. However apart from races 3 and 4 there was always sufficient wind for a good race. The final race looked at the start as if it would favour those looking for a good solid breeze but by the end conditions had moderated similar to many of the other races.



## Mission Beach - Reflections from the Mid Fleet

Congratulations to Craig and Kevin, who after the first few races showed they were in a class of their own. Competition for the minor placing was keen with those canny Ridgeways showing once again that they are a force to be reckoned with, upholding the honour of the Victorian contingent.

As for our regatta, we didn't set the world on fire and didn't expect to. We finished the regatta good friends, and in the predominately light conditions the hip did not prove too much of a problem on the water. On the beach there were always helping hands when needed, many thanks. There were encouraging signs at times. Only 360 degrees of penalties in 10 races suggests a more measured approach. The most encouraging sign was that there was a greater sense of teamwork in the boat. There was more discussion on the water and more questioning of the helms actions, and encouragement to

maintain a positive outlook even when things weren't going so well. Failing to finish in the time limit in races 3 and 4, meant we had to sail conservatively, particularly during the black flag starts. We finished 28 out of 63 thus reaching our goal of finishing in the top half for the first time in the 6 National Championships we have competed.

I am 6 weeks on from the hip operation, and almost as mobile as I was before, it can only get better from here. I'm not sure at this stage when I'll be back in the boat, but hope it will be before Christmas. We have booked our flights and accommodation, Darwin here we come. This time it would be great to camp as it certainly shouldn't rain, but there is no campsite within walking distance of the club, I'm assured our motel is.

Tony and Julie Creak  
2076 That's Kool

## Mission Beach: A Sailors Paradise?

The 31<sup>st</sup> Australian National Tasar Championships commenced on July 3<sup>rd</sup> in Mission Beach, Queensland, about 150 kms south of Cairns. The location was awesome, with Dunk Island only 5 km away, palm trees, a tiny non-commercialised township and your typical tropical setting. I particularly liked the sailing club, which was a BBQ area adjoining a XXXX tent!!! It was so in character!!!



I arrived 6 days prior to get used to the conditions, before the majority of competitors arrived. Many Victorian boats were early as well, the Ridgways, Martins, and Warne's claimed the Vic Strip with prime location to the first available hose, and their cabins! I had fun sleeping on Craig and Kev's floor for three nights (Thank you guys and Meiks and Gill!), before 'moving' into the Dougli/Foley house when the family arrived, so I had some great land training sessions prior to commencement. In other words, I had fun watching them train!!! ☺

The Dougli/Foley house quickly became an important NSW/SA base for pre regatta meals, drinks and watching of the footy show in our home town of Ulladulla!!!

Mission Beach sailing was interesting to say the least. There was quite a large amount of tide that was signifi-

cant enough to out weigh the importance of the wind in some instances. I wont give an account of every race (there were ten heats), however, I will say that every sailor had at least one bad heat (apart from the mighty Wilsons!!). For the 2<sup>nd</sup> and 3<sup>rd</sup> heats, a large proportion of the fleet did not even get to finish the races within the time limit, due to the intense incoming tide, and lack of wind to counter it.

We happened to have three bad heats!!! It was one of those regattas! The 2<sup>nd</sup> and 3<sup>rd</sup> heats were not impressive, however, we managed to have almost top ten finishes in every other heat, 4 in the top 5. The 2<sup>nd</sup> heat's start also provoked a protest by many boats against the race committee, due to a mistake they made with signals at the commencement of the race. We managed to be granted redress; however, with so many boats also being granted redress in a group hearing, the method of compensation that was chosen (as the same method needs to be applied to all boats) was not beneficial to us in the slightest (oh well!!!!). It was, however, a great rules learning experience (hmm). With two drop races, we were still in with a chance until we were disqualified from heat 7 when we were black flagged. Oops!!!

There were 8 other boats over as well, many whom were top contenders so this made the regatta fairly complicated for a lot of us, but oh so interesting!!!

Throughout the regatta we had a cane toad racing night (Go Vic/SA/NSW team!!! Our "Gay Freddo" was the victor!), a couple of heat presentation nights at the local beachfront bar, a viewing of the State of Origin on the big screen at the sailing club (which I am not particularly into, but it was awesome to have so many NSW, and QLD supporters under the same roof, or should I say tarp?!!!), a game of coconut tic tac toe (ha ha Kev!), a minor incident and saga with a pair of atrocious shorts, and of course the Formal Presentation at the Horizons Resort, over looking Dunk Island, sitting around their extravagant pool.

## Mission Beach: A Sailors Paradise?



It was inevitable that people would end up in the pool from the beginning! Of course, Craig and Kevin ended up in the pool, along with Dad! I saved myself by making sure that I had everybody's shoes and shirts before they went in!!! Didn't have Dad's though – bigger oops!!!

So with many wet sailors, only a few of us moved on to Scotty's post preso in the "summer rain" that we became

accustomed to, to catch Mitchell Heath in the local band "Dot Matrix".

I have to say that even though this is one of my worst results for a while (Hey, even Thorpie falls in the pool!) this was my favourite Nationals to date, and this was my 7<sup>th</sup>, so I have seen a few! The atmosphere was awesome, and I just love the reunions and meeting new people just as much as the sailing! (We missed you Dave and Doris!)

Now for the plug: It's a great time to get training again with the worlds being in Australia next year in Darwin! AND!!! The nationals are in NSW in 2005!!! Yay! So whether you are a serious competitor, or a social sailor (I pride myself in being both!!!), my advice is to get involved now, so you have an excuse to go to the top end for two weeks of sailing, sun, and fun! Now how tough could that be?!? Bring on the Paradise!

Nicole Douglass  
2710 Chukkel & 2087 Scribblel

## A Plea from the Super Grand Masters

The Super Grand Master category for a combined crew age of 120 and over was introduced into the Australian Tasar Championships for the 2002 series conducted at Port Lincoln. Moira and I were the only competitors in that category; hence we were the first to have our names on the perpetual trophy.

Again at Mordialloc in 2003 and this year at Mission Beach we were the only SGM's and we now have our names on the trophy for the third time. But we would like to win it by beating other SGM's! **Surely there are some other sailors around who are still active and enjoy competition despite being 60+? That's not very old!**

The NSW Tasar Association introduced the Super Grand Masters category into their state championship earlier this year and they had one entrant, Norman Broomhall & Brain McCabe but unfortunately they did not compete at Mission Beach. Maybe at Darwin we will see an enlarged and competitive SGM's division.

In Darwin there will be a SGM's in the World and Australian Championships. The division was introduced into the World series in 2003 in Canada, with the winners

being the Secretary of the World Tasar Council, Richard Spencer and crew from Canada. Unfortunately in that event Moira could not compete due to illness and Bryan with a young substitute crew did not qualify for the division.

The inaugural Super Grand Masters trophy was presented in 1999, despite it not being an official division. On Presentation Night in Japan, just before the official presentations, the Japanese Tasar President announced: "Would Bryan and Moira Hill come forward please." "What had we done?" we wondered. We soon found out and what a surprise it was! We received what we treasure most amongst our trophies – a small but beautifully hand made but simple Tasar trophy inscribed "**Tasar Super Grand Master 1999, Hamana-ko Japan.**"

By the way, is there anyone else out there that qualifies for the Super-Dupa Grand Masters Division?

Hoping to beat some of you in Darwin,

Bryan and Moira Hill,  
"Seaquest" 941.

## New Tasars

I am currently working on a bulk order of new tasars similar to the Victorian order earlier this year. Kit A boats and a box of all other fittings required to finish the job.

If you are interested please contact:-

Martyn Sly  
J.L.Sly Boat Builders 03 9580 2446

## Mission Beach Real Estate

# 31st Australian Tasar Championships

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

Place	Sail No	Boat Name	Skipper	Crew	From	Agg Score	Race 10	Race 9	Race 8	Race 7	Race 6	Race 5	Race 4	Race 3	Race 2	Race 1
1	2666	More Small Things	C McPhee	K Kellow	SA Gold	11	1	1	1	[64O]	1	3	[4]	1	2	1
2	2742	SBD	P Ridgway	B Ridgway	Vic Gold M	40	9	4	[11]	1	2	7	[64F]	3	9	5
3	2714	Magic Pye	P Wilson	G Wilson	NSW Gold M	43	2	5	6	4	8	5	[64F]	9	4	[10]
4	2658	The Edge	S Guanaria	N Kidman	NSW Gold	44	4	3	2	5	4	2	10	[26]	[17]	14
5	2482	RAN	M Linsley	N Grey	ACT Gold M	53	5	11	7	[64O]	5	8	[64F]	4	9G	4
6	2568	Mach 5	D Warren	M Ridgway	Vic Gold	57	8	6	[13]	7	10	6	2	12	6	[12]
6	2468	Magic Carpet Ride	G Collings	F Walker	Vic Gold	57	[63Q]	15	5	6	6	1	14	7	3	[17]
8	2710	Chukkel	R Douglass	N Douglass	NSW Gold	59	10	2	4	[64O]	11	4	6	19	[27G]	3
9	2570	BPR Consulting	H MacFarlane	C Payne	Vic Gold M L	66	15	[18]	10	10	7	9	1	[23]	5	9
10	170	Ultra Lite	P Darby	C Darby	NSW Gold	72	6	10	15	2	13	10	5	[17]	[24]	11
11	2134	Beebop	L Heath	M Heath	QLD Gold	82	3	9	3	[64O]	12	16	24	[24]	13	2
11	1838	Rockssteady	W Heath	J Whittam	QLD Gold	82	7	16	[16]	[64O]	15	13	7	6	10	8
13	757	2 Dry Martinis	R Martin	A Martin	Vic Gold M	90	13	7	17	16	[18]	[20]	3	14	7	13
14	2781	Chaos Theory	J Ross	K Ross	Vic Gold	93	23	12	[24]	14	20	14	[64O]	2	1	7
15	2734	Feral Ferret	L Brown	T Collocott	NSW Silver M	106	11	14	9	15	9	17	[25]	15	16	[30]
16	2776	Rastafarian Rockett	L Owen	C Wharton	NT Silver	109	18	8	18	3	17	15	[23]	[64F]	15	15
17	2608	True Blue	R Gilpin	C Anderson	Vic Gold	136	22	13	20	17	[23]	12	22	18	12	[23]
18	2601	Wotchamacallit	D Warne	G Warne	Vic Gold G	149	12	27	8	[64O]	3	63F	[64F]	16	14	6
19	2667	Hard Attack	S Hackett	M Neale	SA Gold	151	28	25	21	9	16	[28]	20	[64F]	8	24
19	2536	Turtle	P MacGregor	D MacGregor	QLD Gold	151	30	22	23	11	[30]	22	12	13	18	[31]
21	537	Stepping Stone	S Creedy	R Ross	QLD Gold L J	154	[48]	40	[41]	8	26	27	8	5	22	18
22	2118	Green Machine	N Sneddon	L Brown	QLD Gold	155	21	[28]	26	20	[33]	26	16	10	20	16
23	2612	Hung Over & Hungry	S Templeton	L Collins	NT Gold	158	32	[33]	19	12	22	[63F]	11	11	32	19
24	2727	Single Malt	G Hama	E Kemmis	NSW Silver G	163	17	26	14	26	14	23	[64F]	22	[35]	21
25	2673	Liquid Assett	C Allen	L Allen	Vic Silver M	181	20	24	28	21	[34]	32	21	8	[48]	27
26	1908	Slippery When Wet	G Pedicini	P Pedicini	Vic Silver G	182	19	21	12	28	25	[46]	[64F]	25	27	25
27	2578	Southern Stars	D Hadwen	P McVeagh	NSW Bronze M	211	14	17	29	29	27	25	[64F]	[64F]	38	32
28	2076	That's Kool	T Creak	J Creak	Vic Silver G	218	25	30	33	27	37	21	[64F]	[64F]	23	22
29	2656	Violet Femme	A Almond	A Martin	Vic Silver L	224	24	29	64D	13	[31]	24	30	20	[37]	20
30	2123	Helerity	T Whittam	P Whittam	QLD Silver J	234	34	31	34	[43]	[38]	37	15	27	19	37
31	774	Swat	D Ford	A Butler	NT Silver	244	44	39	38	18	[64F]	19	9	[64F]	51G	26

## Mission Beach Real Estate

### 31st Australian Tasar Championships

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32	2317	Magic Marine 04	A Beattie	M Guinea	QLD Silver J	246	16	19	22	22	50	[63S]	26	[64F]	49	42
33	2454	Odd Moments of Brill	W Morris	M Morris	WA Silver	249	39	38	40	23	19	40	[64F]	[64F]	21	29
34	2327	Fuzzy Logic	K Short	M Lees	WA Bronze M	259	29	32	27	32	24	29	[64F]	[64F]	52	34
35	2665	Agamennon	C Parkinson	B Parkinson	NSW Bronze G	260	27	23	32	19	39	38	[64F]	[64F]	34	48
36	2567	Sea Ferret	T Foley	G Foley	NSW Silver J	267	[50]	36	39	31	43	35	18	[64F]	30	35
37	2588	Tadpole	C Carden	S Sapojnikova	NSW Bronze	273	26	20	46	30	21	11	64F	[64F]	55G	[64F]
38	772	Armour de la mer	F Ackland	T Deckert	Vic Silver M	276	38	41	30	35	45	18	[64F]	[64F]	36	33
39	1766	Ra	B Kincade	S Jacobson	QLD Silver J	281	37	34	25	33	41	44	[64F]	[64F]	31	36
40	1885	Stormbringer	R MacDonald	M Campbell	ADF Silver	291	[51]	35	31	45	42	[63F]	29	21	50	38
41	1765	Jabbawocky	A White	T Wright	QLD Silver J	295	31	37	37	34	44	[63F]	27	[64F]	45	40
42	2537	Mumbo Jumbo	G Heath	J Heath	QLD Silver G	300	43	42	35	39	46	39	13	[64F]	43	[49]
43	2611	Tasorback	M Hansen	G Hansen	WA Bronze	312	33	52	43	37	29	41	[64F]	[64F]	26	51
44	2337	Filling in Time	J Jacob	S Ross	QLD Bronze	324	40	46	64O	24	40	30	[64F]	[64F]	39	41
45	2246	All Blick	S Cruickshawk	J McManus	NT Bronze	344	36	43	53	36	35	33	[64F]	[64F]	58	50
46	941	Sea Quest	B Hill	M Hill	Vic Bronze S	347	46	44	45	41	48	31	[64F]	[64F]	47	45
46	2131	Mystic Rhythms	B Thompson	S Thompson	WA Bronze	347	42	48	44	25	51	42	[64F]	[64F]	42	53
48	1862	T-Totaller	K Cooksley	P Martin	NT Bronze M	348	35	45	64F	64S	28	36	[64F]	[64F]	33	43
49	2472	Overtime	J Force	M Wadley	ADF Silver	356	53	50	42	48	52	48	17	[64F]	46	[54]
50	94	The Firm	D Ross	K White	QLD Silver	357	47	[53]	50	40	47	49	28	[64F]	44	52
51	2100	Amaroo	C Dawes	B Effeney	NSW Bronze	361	45	51	56	42	32	34	[64F]	[64F]	54	47
51	765	M@D	S Dale	M Dale	QLD Bronze J	361	41	47	48	38	55	47	[64F]	[64F]	41	44
53	2097	6th Sense	S O'Connor	K O'Connor	NSW Silver	382	52	49	47	[64S]	56	50	19	[64F]	51	58
54	1929	Toots	B Wearn	K Wearn	WA Bronze	389	56	54	64O	49	49	43	[64F]	[64F]	28	46
55	2617	Waimukabout	W Stahel	G Stahel	Vic Bronze G	391	49	64C	36	64S	36	63S	[64F]	[64F]	40	39
56	949	Double G	T Lovell	K Alexandratos	QLD Silver	421	64C	64C	49	64S	64S	63S	[64F]	[64F]	25	28
57	1698	Whisper	D Grigg	J Ross	QLD Bronze M	425	54	55	54	46	54	45	[64F]	[64F]	61	56
58	2070	Dream Machine	A Sneddon	J Parsons	QLD Bronze G	430	55	56	52	44	57	53	[64F]	[64F]	53	60
59	1962	Desire	L Taulelei	S Jones	NT Bronze M L	432	57	60	51	50	53	51	[64F]	[64F]	55	55
60	2315	n'Kahootza	F McManus	D McManus	NT Bronze M L	453	63F	57	55	47	59	52	[64F]	[64F]	59	61
61	1667	Escapade	L Orr	B Curmoe	QLD Bronze J L	476	58	58	57	64S	64F	54	64F	[64F]	[64O]	57
62	1849	Crusader	G Curmoe	T Curmoe	QLD Bronze M	480	59	64C	64F	64O	58	55	[64F]	[64F]	57	59
63	1800	Ardgowin	M Keogh	S Keogh	QLD Bronze M	491	60	59	58	64S	60	64C	64F	[64F]	[64F]	62



# Tasar Worlds Darwin Northern Territory 1 - 8 July 2005



Preparations in Darwin are hotting up for the 14th Tasar World Championships which were first ever held in 1981 at the Canberra Yacht Club in Canberra, Australia. The 2005 Tasar World Championships will be hosted by the Darwin Sailing Club from 1 – 8 July 2005, off the beach in Fannie Bay, Darwin, Northern Territory.



**Overlooking Fannie Bay from Darwin Sailing Club**

The 2005 Tasar Worlds Organising Committee have been busy securing sponsors and putting tactics into place for what we hope to be one of the greatest events ever.

Just this week Qantas has come aboard as our major sponsor. We have also received terrific support from the NT Government and many local and national businesses have also been very generous with their contributions. All our sponsors and details relating to these Championships are available on our web-site: <http://www.tasar2005worlds.org>

The 2003 World Tasar Championships were held in Victoria, BC, Canada, beneath snow-capped mountains – a significant contrast to Darwin's tropical landscape. A fleet of approx. 70 yachts participated from all over the world, with the majority of crews travelling from Australia, United States, Japan, The Netherlands and the United Kingdom.

"Next year we are anticipating approximately 120 yachts, and we've already received a number of registrations," says Peter Chilman, President of the 2005 Tasar Worlds Organising Committee.

Those who have already registered are in the draw to win the 'Early Bird Registration' prize, which is a 3-day holiday for four people to the world famous Kakadu National Park. The prize is valued at \$2,450 and includes a 3 day car hire, 2 x double room accommodation, breakfast each day, a cruise on Yellow Waters to experience the local plant and wild life and a 1 hour Kakadu Air scenic flight over the spectacular escarpment country and waterfalls. There is still plenty of time to enter this 'Early Bird' competition, all you need to do is register and pay before 31 December 2004.

The 2005 World Championships is officially recognised by the International Sailing Federation and the following world recognised jurors have already accepted positions on the international jury:

Doug Campbell (United States)  
Lisa Bettcher (Australia)  
John Middleton (Australia)  
Takao Otani (Japan)  
Tee Suan Tan (Singapore)

Principal Race Officer will be Tony Denham (appointed International Race Officer in 2000), from Sydney who's had extensive State, National, International and Olympic ex-



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perience in many different classes.

The current World Champions and holders of the World Masters trophy (combined age of 80 years and over) are Jonathan McKee and Libby Johnson-McKee from WA, USA. Libby Johnson-McKee also holds the 2003 First Lady trophy. The World Grand Masters (combined age of 100+ years) is currently held by Australians, Graham Hanna and Liz Kemmis from NSW.

The Organising Committee would like to outline, in brief, some of our preparations for the Worlds, as follows:

**New Boat Sale and Charter Boat Options**

There will be a limited number of new boats for charter and or sale at the Tasar 2005 World Championship. The options available are all based upon a brand new Tasar supplied by J.L. SLY Boat Builders Vic, in conjunction with Bethwaite Designs, which will be complete ready to race including a basic beach dolly.

If you want to check out all the details please visit our web site [www.tasar2005worlds.org](http://www.tasar2005worlds.org) and select charter boats under regatta information.

For Australian sailors you should look at taking advantage of buying a slightly used tasar (having only been sailed in the 2005 Tasar Worlds) for only \$10,000 plus GST. As only a limited number of these ex charter boats will be available it will be first in best dressed (& with the money) if you want to secure one. If you are interested contact [pchilman@kpmg.com.au](mailto:pchilman@kpmg.com.au) or call Peter on 0408 257739

**International Freight Information**

The following quotes have been supplied by one of our Gold sponsors, Perkins Shipping.

All prices quoted are subject to confirmation due to exchange rate fluctuations, but can be used as a guide. Additional provision needs to be allowed for your local port service charges, local customs fees and freight insurance. Please also note the additional Australian fees quoted below.

Country	Port	IMPORTING INTO AUSTRALIA		EXPORTING OUT OF AUSTRALIA	
		20' container	40' container	20' container	40' container
Japan	Tokyo	US\$1950	US\$3350	A\$1800	A\$2800
	Osaka	US\$1950	US\$3450	A\$1800	A\$2800
Netherlands	Rotterdam	US\$2150	US\$3750	A\$4400	A\$9000
UK	Southampton	US\$2150	US\$3750	A\$4100	A\$8100
	Felixstowe	US\$2150	US\$3750	A\$4100	A\$8100
Canada	Montreal	TBA	TBA	TBA	TBA
USA		TBA	TBA	TBA	TBA
Darwin port service charge		A\$473	A\$693	A\$110	A\$175

Additional fees such as customs, quarantine and local delivery fees are currently being negotiated with potential for significant savings being available to both national and international competitors, subject to confirmation from a further prospective sponsor.

**Social Events**

At this stage we have not confirmed the dates for the events listed below as some are dependent on the following day's tides and race starting times (and you all know what that means!!)

As well as the champagne flag being hoisted after each and every day's racing for drinks and nibbles, we would also like to tempt you with the following events, some of which will be included in the cost of the Entry Fee:

- The Great Aussie Welcoming BBQ - you wont believe what we can cook, and get away with! This evening will coincide with the NT's Self Government celebrations which include a massive fireworks display viewable from the Sailing Club, plus the opportunity of purchasing your own fireworks to enjoy on the beach.
- Monster Quiz and Pizza Night – to test your brain cells after the champagne flag drops.
- Annual Tasar-On-the-Beach-Mid-Year-Christmas-Party. Yep, real Christmas

**PW Baxter & Associates**



food around an open bonfire. Wear your favourite Xmas outfit plus thongs cos the tide sneaks in when you least expect it!

- Progressive Dinner by bus - 3 destinations to be advised.
- Gala Presentation Night – don't forget to bring your best frock and dancing shoes for this prestigious event!

**NT Mini Report - Mission Beach Nationals**

The Northern Territory fleet ended up with two crews in the 'Top 25'. Luke Owen & Clare Wharton (2776 - Rastafarian Rockett) came in 16<sup>th</sup> overall and 2<sup>nd</sup> in the Silver Division. Stuart Templeton & Libby Collins (2612 - Hungover & Hungry) ended up 23<sup>rd</sup> overall.



*Despite a couple of days of extremely light air there was some interesting battles on the water .....*

*and some tense mark roundings .....*



Sailing in a National regatta was a terrific experience for all competitors and no doubt everyone learnt a few new tricks. There was a great deal of camaraderie amongst all competitors and the social side to the sailing was wonderfully organised and a whole heap of fun. It was also a terrific opportunity for meeting other Tasar sailers from all over Australia and encouraging them to participate in the 2005 Tasar World Championships. We hope to see them all in Darwin next year!

Special thanks and congratulations to the Mission Beach Tasar Association plus all the other volunteers who did a tremendous job with organising the entire event.

The 32<sup>nd</sup> Australian Tasar Championships will coincide with the 2005 World Championships (1-8 July).

*And .....* if all this still hasn't tempted you to join us for the 2005 World championships next year, Darwin also offers:

- \* a unique multicultural tropical city.



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- \* a stunning harbour that is twice the size of Sydney Harbour.
- \* guaranteed wonderful weather with brilliant blue skies, warm days, lots of sunshine and marvellous sunsets.



*See you there, Fiona McManus*



**Are you looking for the best value,  
quality accommodation with other  
TASAR Sailors in Darwin next year**

Tasar Association of SA (TASA) has negotiated and booked 20 suites at 40% off rack rate, at the Mediterranean Hotel in Darwin's CBD. This is a super deal and only available for the first 20 bookings with payment.

**WHAT DO YOU GET?**

Accommodation in a near new 4 star hotel choose from

1. SPA SUITE..... yes it has a spa bath.... with queen bed and single bed @\$115/night
2. if you aren't quick enough... Suite with queen bed and single bed (No Spa) @\$115/ night
3. Family Suite 2 bedroom with queen bed and 2 x single bed @\$125/night. Limited number so you need to be quick.

- a. All suites have
- Fully equipped kitchen
  - Colour TV
  - Air conditioner and ceiling fans
  - Daily service
  - Fold a bed (extra \$20/night)

- b. Hotel has
- Large sparkling pool (fully fenced)
  - Free undercover parking (15 space)

- In house movies
- CNN/Asia Satellite TV
- Guests' laundry
- Cocktail bar and restaurant
- Central city location
- 2 kilometres from Sailing Club

c. Accommodation with other friendly TASAR sailors means great fun! and easy commuting to Darwin Sailing club.

**HOW DO YOU ACCEPT THIS SUPER OFFER?**

- ☼ Book your accommodation with TASA Treasurer immediately
- ☼ Booking fee is first night charge plus \$100 booking fee. Balance of payment is negotiated direct with the hotel on arrival.
- ☼ Booking will guarantee your accommodation from the night of 28<sup>th</sup> June 2005 until 9<sup>th</sup> July 2005. Remaining accommodation at the special rates are payable directly to the hotel.
- ☼ Book early because suites are limited to the first 20
- ☼ For further information contact Rob Uhe, 0402 837 616, <uhe@internode.on.net>

## Victorian Presidents' Report

Since the last newsletter, the major event for Victorians has been the National Titles up at Mission Beach. Everybody had a great time up there. For Melbournians, it was doubly pleasant to be leaving a very wet and cold Melbourne for a wet and warm tropical beach. To sail without wetsuits, booties, gloves and hats in the middle of winter was delightful.

That this was an event that appeals to us southerners was pretty clear by the attendance.

The results from Victorian sailors were also very good, with four Victorian boats in the top 10. Brian and Moira Hill also won the Super Grand Masters trophy. The Ridgeway family in particular did extremely well, picking up both 2<sup>nd</sup> and sixth places. – they should stick to sailing, (Bron is currently hobbling after a skiing accident).

Since returning from the warmth up north, there have been two main activities going on. Neither of them seems to have involved going sailing. The first has been planning who is going to Darwin. At this time, it looks like we will have at least two, and possibly three containers of boats going.

The second activity has been the putting together of new boats. As you probably know, we have got 8 new boats ordered, and now delivered in Victoria. Most of them are due to make their debuts at the start of our season. One of them has already been sold on, and another is on order to replace it!!!

On the subject of sailing, we have another great season of sailing this year. Similar to the program from last year, but with some changes to the Travellers' series based on comments from the sailors. I won't go into the details now, but the first events are a beginner training course

to be held at the beginning of October, followed by the Bethwaite regatta down at RGYC.

The Travellers' series is again to be very rewarding with the first prize being a brand new jib donated by Bethwaite Designs. Second Prize is a new Tack-tick compass, and third prize two Ronstan sailing smocks. Again these prizes will be awarded based on attendance, rather than line honours results. The series finishes up at the State titles where the last heat will be held, and the awards handed out on the Saturday night.

A new event this year, which we hope will be of interest to sailors from NSW and SA is a Pre-Worlds regatta to be held on the ANZAC Day weekend at Gippsland Lakes. This is a venue that resembles Darwin (Flat water and tides) and is closer to NSW sailors than Melbourne is. It is a very popular holiday destination, and should be popular with sailors and non-sailors alike. More news on this one as the time gets closer.

Jon Ross has done a lot of work on the web site, and how has integrated access to the bulletin board, and an events calendar into the site. Have a look there for details of our program. I am gradually getting it all up to date as time allows, and it should be complete in the very near future. If you have any questions don't hesitate to call or email me- or even better, post your query on the bulletin board. If you have a question, the chances are others do also, and that way, everybody can see the response.

Well, until Geelong, have fun

Ray Matin  
2 Dry Martinis

## South Australian Tasar Pre-Season News

### New Boats

For the first season in many years two new boats will hit the water in South Australia. Kevin Kellow and Kym Widows have both taken deliveries of new boats. These two boats are being painstakingly fitted out under the careful jurisdiction of Craig Mcphee. Both will swell the Somerton yacht club's fleet where some fourteen boats are expected to sail each week.

### SA's Darwin contingent.

There is an expectation that 10 to 12 boats will be making the trip to Darwin for the Worlds. The Association is currently negotiating a deal, which would see boats transported by road train to Darwin thus avoiding individual trailering of boats to the top end.



### SA TASAR Sailing program

October 24<sup>th</sup>  
Somerton YC Measuring Day and Come & Try Sailing.

November 28<sup>th</sup>  
Wallaroo SC Fleet Race am and pm

February 26<sup>th</sup> & 27<sup>th</sup>  
Rivoli Bay SC SA State Titles

8 to 10 races over both days. Details TBA

April 2<sup>nd</sup>  
Somerton YC Tasar Worlds Tune up series.

April 9<sup>th</sup>  
Somerton YC Tasar Worlds Tune up series.

April 16<sup>th</sup>  
Somerton YC Tasar Worlds Tune up series.

April 23<sup>rd</sup>  
Somerton YC Tasar Worlds Tune up series.

April 30<sup>th</sup>  
Somerton YC Tasar Worlds Tune up series.

## Get More Tasars Sailing More Often

### 'GET MORE TASARS SAILING MORE OFTEN'

This is the mission statement developed at Tasar Forums in Victoria. To achieve this, the various Tasar Associations need your help to find where a lot of Tasars are currently located. We estimate that some 1100 Tasars have been built in Australia, however, we currently know the whereabouts of only about 400 Tasars. Thus, we need your assistance to track down the other 700 Tasars.

Why? We are desperately short of Tasars to satisfy demand from people wishing to enter the Tasar class. If we can locate some of those missing 700 Tasars we might find that:-

- Their Tasars are no longer required and can be sold to meet this demand or
- The current owners can be encouraged to use their Tasar by joining a local Tasar sailing club.

Thus, we can all benefit from tracking down 'lost' Tasars.

How? The Australian Tasar Council's website ([www.tasar.org.au](http://www.tasar.org.au)) has established a National Tasar Register. Look up the register to see if your boat and all the other boats from your club are correctly listed on that Register. Check to see if the registration details are current. If not, please notify the owner of that Tasar and also email me on 'tkeevers@bigpond.net.au'.

Ask members of your club if they know of any Tasars that are not shown on the list and are also not currently sailed and investigate to see whether those Tasar owners are willing to sail or willing to sell.

What have you got to lose. By being proactive and undertaking the above you have the opportunity to either increase the numbers of Tasars sailing or to increase the number of Tasars available to allow for new entrants to the class. Who knows, they might want to sail at your club.

So get behind the Association – try **TO GET MORE TASARS SAILING MORE OFTEN.**

### Westernport Yacht Club at Balnarring

A great season coming up with the probability of eleven Tasars plus a couple from HMAS Cerberus competing. The enthusiasm does not end there; already five have Darwin in their sights – Anderson & Bange, the Frankes, John Eriksson, the Hills and the Pedicinis. To tempt more into attending Darwin, a special National Championship night was recently held at the Club with Tasar sailors from neighboring Western Port clubs, as well as our own members attending.

W.Y.C. being located in a holiday area has an extensive holiday program. Probably the highlights of the Christmas-New Year period are the cruises to different parts of the bay. All Tasar sailors are invited and are most welcome. Full details are set-out in the T.A.V. program as shown on the Tasar web page – [www.tasar.org.au](http://www.tasar.org.au).

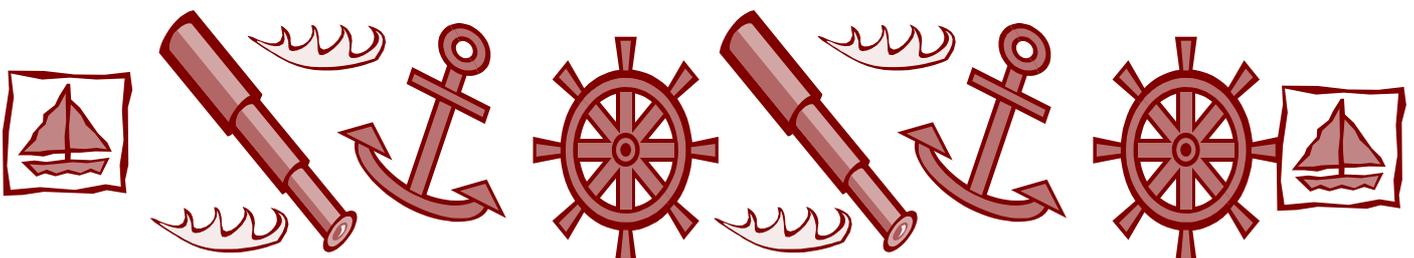
Also listed in the program are the T.A.V. on-water training days at W.Y.C. for novices and intermediates which will be held on a one-on-one basis with top skippers.

Bryan Hill  
2778 "Naiad"

### Jack Bretherton



Dave and Doris' son Jack Riley Laurenson Bretherton.  
Weight 8 pounds 9 oz. Born 16/07/04 2.09 pm.



## North Queensland Games State Tasar Championships

The Suncorp North Queensland Games Sailing which this year encompassed the Tasar State Championships were originally intended to be held over Easter weekend at Yorkey's Knob, just north of Cairns, hosted by Half Moon Bay Boating Club. However, a strong wind warning for coastal waters resulted in a last minute move to Lake Tinaroo approx 1.5 hours drive away on the Atherton Tablelands. There, Tinaroo Sailing Club had the ideal facilities for such an event with a grassed rigging area, protected bay for launching and camping facilities.

Other classes competing included Laser, Sabot, Sharpie and 29er and competitors travelled from as far away as Townsville. The last minute change in venue left some competitors either travelling back to booked accommodation in Cairns each night or making hasty changes of plan to camp at Tinaroo. All changes were accommodated by sailors with patience and a sense of humour and some even managed to stick to their planned outing to the Jackson Browne / Renee Geyer concert at Kuranda Amphitheatre (1 hour's drive away) after a heavy day sailing on Saturday.

Fortunately, the drought of recent years had finally broken and the lake was at near capacity. Wind conditions were generally heavy, with strong gusts to 30 knots and very variable wind direction making for exciting sailing during the weekend event and necessitating a few dramatic rescues.

The local knowledge of father-son team, Peter and 14-year-old Duncan MacGregor, proved too strong for the

competition but there was close sailing at the front of the fleet, with only one point separating the winners of the Silver and Bronze medals and fourth place. Ex-Sharpie crew, Michael Keogh, made a courageous start to his career as Tasar skipper in conditions anything but conducive to learning to helm a race!

Our thanks go to Suncorp for their sponsorship and great show bags, Jim Downes the manager of Half Moon Bay for organising the regatta and the many volunteers came on duty at very short notice to make the regatta such a success.

Race results as follows:

Peter & Duncan MacGregor, Tinaroo S.C.,  
1,5,2,1 = 4 points

Tristan Lovell & Peter Graham, Tinaroo S.C.,  
2,1,3,3 = 6 points

Greg & Judy Heath Mission Beach S.C,  
3,2,4,2 = 7 points

Jared Mouldey & Peter Jacobson, Tinaroo S.C.,  
4, 3,1,4 = 8 points

John Jacob & Kelvin Andrews, Tinaroo and Mission Beach S.Cs., 5,6,5,5= 15 points

Tim Simmonds & Mike Tolley, Tinaroo S.C.,  
6,4,6,6 = 16 points

Michael Keogh & Sarah Jacobson, Tinaroo S.C.,  
7,7, DNF, DNS = 22 points

## Tinaroo Sailing Club 2004 May Day Regatta

The Regatta attracted over fifty boats competing in 5 divisions over the long weekend. Many took advantage of the clubs camping facilities to make the weekend a sailing/social memorable event. Sail training conducted through QYA ensured those keen to improve their skills on the water had that opportunity with coach Ben Austin on the water during all races and conducting on land boat tuning sessions for all classes.



Wind conditions were mainly light for a generally over-cast weekend. A photo gallery of race starts and event images can be viewed on the club's website at [www.tinaroo.yachting.org.au](http://www.tinaroo.yachting.org.au).

Race results for the Tasar division are as follows:

Stepping Stone Stefanie Creedy 5,2,1,2,1, = 6

Beebop Greg Heath 1,4,2,1,3, = 7

4Sail Jared Mouldey 7,1,7,3,2, = 13

Whisper David Grigg 2,6,4,4,5, = 15

Double G Triston Lovell DNS,3,3,5,6, = 17

Filling in Tine John Jacob 6,5,5,7,4, = 20

Helerity Paul Whitem 3,9,6,6,DNS, = 24

Ra Sarah Jacobson/  
Tim Simmonds 4,8,8,8,7, = 27

Cool Running Mike Gilbert DNS,7,9,9,DNS, = 35

## NSW Travellers Trophy Participation is the Name of the Game

This year, the NSW Travellers trophy series being conducted by the Tasar Association of NSW will focus on the theme of "Getting More People Sailing Tasars More Often"

To this end, the series major prizes will reward participation rather than whoever wins the race. The NSW Associations initiative, based on the experience of the Victorian Association, is to give everyone who participate in the series a chance to win a major prize.

Everyone who enters a race in the travellers trophy series will get a ticket for each race entered, in the draw to

win the major prize. The more races entered the more chances you get to win. First Place in the draw will win a new jib (or equivalent), prizes will also be awarded for second and third.

Emphasis is on participation and the traveller trophy series is a great way, to have some fun, sail in different waters and meet other Tasar Sailors.

So come on participate and have some fun.

David Seaton  
2731 Masquerade

## Try Sailing Day Sunday 7 November.

As the heading suggests, Try Sailing Day is to be held in NSW on Sunday 7th November which will hopefully be supported by your local Tasar sailing club. The Association needs you to assist your class captain and your club in promoting Tasars on that day. Whether it be displaying your Tasar, talking to potential sailors about the many benefits of owning and sailing Tasars or taking potential sailors for a sail in your Tasar, please support your class captains on this very important day as all clubs need new members and the class would benefit from new Tasar sailors and new Tasar Association members.

If your club isn't participating in Try Sailing Day, then contact the class captain at your nearest club with Tasars to see if you can assist there. The important thing is to get new Tasar owners and new Tasar Association members, the next important thing is to get those new members to sail at your club.

If I can assist anyone with promotional material for the day just ask. However, before then the Association should be circulating information packs to all class captains.

Tony Keevers  
Publicity Officer  
NSW Tasar Association  
'tkeevers@bigpond.net.au'

## Sail Expo 3rd to 6th March 2005

I posted this following article in the June 2004 edition but received no response whatsoever which is very disappointing.

Sail Expo is being conducted at Rozelle Bay from Friday 3rd to Sunday 6th March 2005. The NSW Tasar Association needs to have a presence at this Expo to promote the many benefits of the Tasar. In the past, responsibility for organising and assisting on the stand has fallen mostly on the shoulders of a very few Association office bears and class captains. However, this year most of those people will be busy promoting the class by attending the Bethwaite Design Regatta at Lake Macquarie. Also those same office bearers donate well in excess of 200 hours each year looking after your class and your needs.

I need assistance from Tasar sailors to help organise the stand, to provide a smart looking Tasar to display, to help with the production of promotional material and construction of a display and to spend say 2 hours on any of the three days to answer questions and help promote the class. There is also talk of organising a regatta in conjunction with the Expo so we might need a few sailors on the water. Having 2 people on the stand for 2 hours each means that I need 24 volunteers to donate 2 hours from 10am to 6pm – Friday to Sunday.

Can you assist the NSW Tasar Association. If so, please email me on 'tkeevers@bigpond.net.au' advising me on what you can do for the Association. After all, it has been doing a lot for you.

Tony Keevers

## Sidewalk Display Banner Stands Wanted

The NSW Tasar Association is seeking to obtain some sidewalk display banner stands so that we can use them to display Tasar's at a number of events and boat shows. Is anybody in the auction industry who can advise on purchasing some used displays for the Association or is anybody in a publicity or promotional company and have some sidewalk display stands that are no longer required? Is there a handyman amongst use who can manufacture a stand? Please contact Tony Keevers on (02) 9743.1719 or 'tkeevers@bigpond.net.au' if you can assist.



## Report from Concord & Ryde Sailing Club

How long can four month's take to pass? From the last Saturday in April till the first Saturday in September – it can sometimes seem like an awfully long time. There is only so much painting, cleaning and tidying up that a bloke can undertake around the house till his thoughts start to turn back to sailing – probably 2 weeks at the most. You start giving the hull its second coat of fibre-glass polish, you check that the carpet you replaced in the centreboard case is still firmly in position, you take advantage of Whitworth's Boat Show specials (15% off) to gain new main and jib sheets but the winter still seems to drag on. However, all winters eventually come to an end and the start of a whole new sailing season is upon us.

The Concord and Ryde Tasar fleet will hopefully see quite a few new faces this season as well as most of the old familiar ones. To those new members to Concord and Ryde and to Tasars I and the other Concord & Ryde club members welcome you. We hope you have a long and enjoyable time sailing with us. Whilst the colour of

the water we sail on is slightly browner than that sailed on by the harbour clubs, we only have to contend with the occasional river cat, not the Manly and other ferries nor compete with the skiffs nor the yachts.

Concord & Ryde makes for a good place to learn to sail and to learn to sail Tasars. We have a large grassed rigging area, we don't charge for parking and the water's edge is only a short distance away. All the classes are friendly and we have some of the biggest Heron and Spiral fleets in the State. These feeder classes help generate a high demand for the Club's learn to sail program which starts in November.

Concord & Ryde has been Sydney's best kept secret for a number of years. So if your interested in sailing and interested in Tasars come to Concord & Ryde.

Sail A Tasar

Tony Keevers  
Tasar Class Captain

## The Jervis Bay Sailing Club

The first heat of the NSW Traveller Series is to be held at Callala Bay on the Long Weekend 2<sup>nd</sup> and 3<sup>rd</sup> of October 2004. The event is to be hosted by the recently re-born Jervis Bay Sailing Club. The club had a few years "resting" after an initial attempt to get going on the south coast and in the 2003-04 season came to life again with a great end of season regatta early in May. The club is run by an enthusiastic group of locals getting together most weekends on a Saturday afternoon with the mixed bag of classes typical of country clubs. They have two regular Tasars well supported by the three from Ulladulla. We are hoping that with a little support from the Tasar Association we should be able to encourage the 3 or 4 Tasars which currently sail from Nowra Sailing Club to take an interest.

Callala Bay is located on the northern side of Jervis Bay. The sailing is of the highest quality with pristine, flat water, great breezes and plenty of friendly dolphins to entertain the crew. You access Callala Bay by taking the Greenwell Point Road east, off the highway at the Archer Resort, Nowra. Follow the signs to Callala from there.

Rob Douglass



HAGAR THE HORRIBLE BY CHRIS BROWNE



RIVOLI BAY SAILING CLUB

ANNUAL

**TASAR**  
**SA v VIC CHALLENGE**  
**& Seafood Regatta**

**Exciting - Short Course Racing  
& Other Events incl. "Timed Speed Reach"**

**30 – 31 October (Melbourne Cup Weekend)**

**Winner 2003 – Victoria  
Winner 2004 - ? ?**

**Entry: \$35.00 by 15 October (Late entry Fee \$50.00)  
Seafood BBQ not included**

Activities for Non Sailors

- **Wine Tour Coonawarra – Saturday**
- **4WD Trek - Sunday**

Accommodation

**Lynnies @ Southend 08 8735 6230**  
**Southend Caravan Park 08 8735 6035**  
**Bompas of Beachport 08 8735 8333**  
**Beachport Caravan Park 08 8735 8128**  
**Beachport Tourist Park 08 8735 8153**  
**Beachport Motor Inn 08 8735 8070**  
**Beachport Hotel 08 8735 8003**

For Information Please Contact:

**Phil Smith – 08 8725 5466 (BH) 8723 2601 (AH)**  
**Lars Gustavsson – 8726 1200 (BH) 8725 5346 (AH)**  
**Evan Steele – 8723 1015 (AH)**

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**Please Forward Non Sailing Activities Indication With Payment.**

**Name:.....Phone:.....**

**No. of people for Wine Tour:.....No. 4WD Tour:.....**

**Cheques payable to: Rivoli Bay SC, 4 Webb St, Mt Gambier 5290**