

Tasar Australia



Newsletter of the Australian Tasar Council



June 2004

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June 2004

Tasar Australia Newsletter

Cover photograph
Tasars at Wangi Wangi
for the
NSW Championships

Tasar Major Events

31st Australian Tasar Championships
Mission Beach Sailing Club, Queensland
Saturday 3 July 2004 to Saturday 10 July 2004

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

28th NSW Tasar State Titles
Wangi Wangi RSL Amateur Sailing Club
Friday 25, March 2005 to Monday 28, March 2005

2005 Tasar World Championships
and
32nd Australian Tasar Championships
Darwin, Northern Territory
Friday 1 July 2005 to Friday 8 July 2005

President's Message

This is once again a bumper edition of the newsletter with contributions from all States. I would like to thank all those who have provided articles and made this a truly National newsletter.

Most Associations have now voted on the proposed changes to the Class rules, I am only waiting for results from WA and Queensland.

Frank Bethwaite has proposed making Tasar booms from the boom section used for the 29er. The main reason for this is that the existing boom is made from the same section as the lower mast which is extruded to the exact length. Only one boom can be cut from the extrusion and therefore there is considerable wastage. Using the 29er boom which is readily available will mean a reduction in costs.

The Victorian Association hosted a very successful "Future Directions" forum in May. The outcomes of the forum will be circulated to all Association when consoli-

dated.

The Nationals at Mission Beach are fast approaching and they are shaping up as a great event. I am looking forward to meeting up with many of you there.

Preparation for the Darwin Worlds are progressing at pace and a web site has been established. The NOR is included in the newsletter so you can start getting your entries in, it is never too early.

I have include a great article on the furler by Richard Spence. The article is from the World and North American web site, which is always worth a regular visit for useful information.

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

Good sailing,
Chris Parkinson

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Voting on changes in the Tasar class rules

Voting to date on the proposed rule changes outlined below is as follows:

Proposal	NSW	NT	VIC	SA
1a Top mast support	yes	yes	yes	yes
1b Hounds to deck meas.	yes	yes	yes	yes
2 Shroud & forestay adjst	yes	yes	yes	yes
3 Shroud pull backs	yes	yes	no	yes
4 Main sheet stop	yes	yes	yes	yes

QLD WA Eur UK Japan and NA have not yet voted.
7 votes are required for a proposal to be considered by the World Council and ISAF for approval.

The wording for the five proposed changes in the Tasar rules is given below. The proposals were approved at the World Council meeting in Victoria, BC in June, and are discussed on the World web site at www.tasar.org.

Proposal 1(a). Support for top mast

New rule F.3.2.: "The top mast shall be supported on an insert located and supported by the upper diamond bolt and having the same cross section as the top mast sleeve."

Proposal 1(b). Hounds to deck measurement

New rule, following F.1.4.: "The measurement from the bearing point at the hounds to the deck immediately in front of the mast step shall not be less than 3720 mm."

NOTE: We need a separate vote on 1(a) and 1(b). We can adopt 1(a) if 1(b) is defeated, but we cannot adopt 1(b) if 1(a) is defeated. Reason: A jury in Melbourne in 1998 ruled that the hounds to deck measurement could not be applied if the top mast could bed into the bottom mast while sailing. We have to pass 1(a) to make sure this can't happen.

Proposal 2. Adjusting forestay and shrouds while sailing

New C.8: "Safety"

New C.8.1: "The overall length of the forestay and shrouds may only be changed while the boat is either on

shore or at a dock."

Proposal 3. Shroud pull backs

Revise C.2.2. (k): "A simple line and block purchase system with a mechanical advantage of two may be attached to each shroud slide to assist movement of the slide. A turning block which does not increase the mechanical advantage may be added immediately aft of the track. With the slide fully forward and the line fully extended aft, the distance from the aft end of the track to the bearing point of the pull back handle shall not exceed 150 mm."

Proposal 4. Length of mainsheet stop

Revise C.2.3 (d): "The mainsheet shall be rigged with either 4 or 5 parts active. The mainsheet stop length shall be not less than 240 mm, measured bearing point to bearing point of the stop, and may be substituted with line. The stop shall not be adjustable in length. The stop may be fitted above or below the mainsheet block system."

Notes:

1. The requirements for voting on changes are in Class rule B.4.
2. Two regions (NATA, Japan) and 8 districts (6 in Australia and 2 in Europe) can vote. We need seven "yes" votes, the approval of the Advisory Committee, and ISAF's approval before we can introduce a change or a new rule.
3. ISAF requires class rule changes to be submitted by Sept 1, although they do allow the results of a vote to be sent in later. If we want to have these changes decided, and in force if they are approved, before the next worlds in 2005, we need to have the voting process completed by September 2004 at the latest.

Richard Spencer

Executive Secretary, World Tasar Class Association

Proposal to use 29er boom section for Tasar booms

With renewed interest in the Tasar class, and the sale of a number of new boats, Frank Bethwaite has proposed making Tasar booms for Australian and Japanese Tasars from the boom section used for the 29er. This would be a substitution by the builder, not a rule change. It will result in a significant reduction in the cost of new Tasars in Australia and Japan. Frank has provided two drawings which show the 29er boom section, and how it would be rigged. The 29er section would be .1 kg lighter than the current boom section.

Class rule A.1.2 states: "...any alteration of the form and construction of the hull, equipment, fittings, spars, sails or running rigging, as supplied by the builder and approved by the World Tasar Class Association, except as specifically authorised by these Class rules, is a breach of these Class rules not only in spirit but in substance, and is prohibited."

This rule requires the World Council to approve any significant changes the builder wishes to make to the construction, equipment, fittings, etc. supplied with the Tasar. (I believe the ISAF will also have to approve the change.)

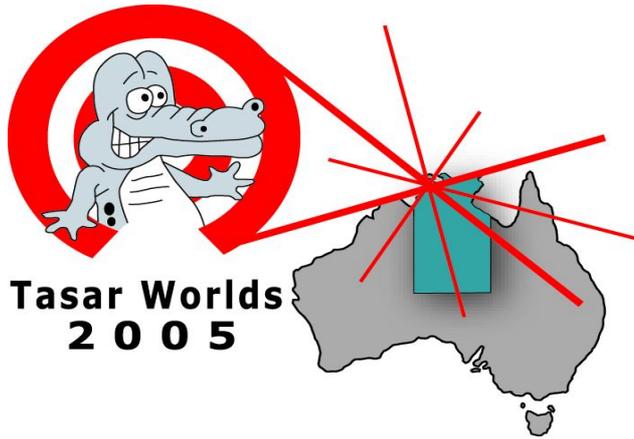
By a vote of six in favour and two abstentions, the Tasar World Council has voted to approve the builder's proposal to supply Tasars with booms constructed using 29er boom sections, provided the fittings used on the boom are similar in size, function and placement to those used currently.

Those voting in favour were:

Frank Bethwaite
George Motoyoshi
Cathy Sherwood

Allan Johnson
Chris Parkinson
Richard Spencer

Richard Spencer



**Tasar Worlds
2005**

NT Tasar Association & 2005 Tasar Worlds

Whilst most of our southern fellow yachties have packed up their sails and stored their yachts in the garage for the winter break, and are now possibly huddled around their gas heaters each weekend, the NT Tasar fleet has been busy dusting off the cobwebs and washing the wet season mould off their hulls for the start of the 'Dry Season' sailing.

Just prior to the race season this year many volunteers were sought for the demolition and re-construction of a new boat ramp for the Darwin Sailing Club. This has been a huge enhancement to the existing facilities and no doubt, will be well utilised by all members and visitors to our Club. Thank you to all who volunteered.



New DSC boat ramp with race tower in background

The annual Commodore's sail-past, which heralds the start of the sailing season at the Darwin Sailing Club took place 17th April. The theme this year was 'Medieval' with most yachts and crews from all Divisions dressed up in some form or other. Water bombs, buckets and plenty of champagne flowed whilst swash-buckling fun was had by all out on the water.

Following on, after recovering from all this frivolity, the NT Tasars have been hitting the waters with great enthusiasm this season. From Day 1 we've had a continuous turnout of approximately 8 Tasars all vying for the best start each Sunday.

Many Tasar skippers and crew are trying to get in as

much practice and training as possible for the Nationals at Mission Beach in July, partaking in the more relaxed Twilight races every second Wednesday and the Tasar Challenges every second Friday.

So far we have four boats from the NT Tasar Association registered to race at Mission Beach:

- ❖ 'Swat' Damien Ford & Amelia Butler
- ❖ 'Desire' Lucille Taulelei & Sally Jones
- ❖ 'All Blick' Simon Cruickshank (yes, he's a Kiwi!) & Jayme McManus
- ❖ 'n'Kahootz' Fiona & Danny McManus

There will also be quite a contingent of valued supporters.

Ben Nicholas, one of the 1999 Tasar World Champions, was in Darwin very briefly just recently and the Tasar Association were lucky to have Ben run a couple of training sessions. Most of us picked up quite a few useful tips from him, and I, for one, feel a lot more confident at the helm. Thank you Ben!

Recent race conditions at Fannie Bay have been a mixture of gusty days, and fairly light but consistent winds with beautiful balmy temperatures in the 29 – 32°C range.



The DSC is a terrific venue for a relaxing afternoon overlooking the water.

On the water over the last couple of weeks we've had battles for 1st & 2nd places between 'Swat' (Damien Ford

NT Tasar Association & 2005 Tasar Worlds

and Amelia Butler) and 'Mother Carey's Chicken' (Dan Turner) whilst 'Bogey Boat' (John & Jenny Simondson) and 'All Blick' (Simon Cruickshank & Jayme McManus) were battling for 3rd & 4th. The rest of the fleet are usually not too far behind and have begun to give these 4 front-liners a bit of a scare.

Our class numbers will definitely be increasing this year with the 2005 World Tasar Championships only 14 months away. Numerous plans are in progress for the successful organisation of this huge event.

Peter Chilman, Chairman of the 2005 Tasar Worlds Association, has been very enthusiastic and already fortunate in securing many of the sponsors. Further sponsorship negotiations are still underway and all will be revealed on our web site, which will be launched hopefully before the publication of this newsletter. Other committee members have also been extremely busy organising a myriad of other things. For all the latest information please visit us:

www.tasar2005worlds.org

Fiona McManus

Simon Cruickshank, President of the NT Tasar Association Inc. and member on the 2005 Tasar Worlds Organising Committee, has been researching freight options into Darwin for this upcoming event and would like to announce the following:

Tasar Freight Information

The 2005 Tasar Worlds Organising Committee is investigating the necessary procedures and costs associated with freighting boats from the major ports of the International communities who have expressed interest in sending sailors to the 2005 World Championships. The committee is delighted to announce that the local company, Perkins Shipping, as Gold sponsors of the event.

As part of the sponsorship deal Perkins have agreed to provide discounted shipping of containers to the event. Depending on the demand, both 20 ft and 40 ft containers will be available, capable of containing 5 and 10 boats respectively. At this stage shipping costs from Rotterdam (Holland), Southampton and Felixstowe (England), Tokyo (Japan), Montreal (Canada) and indicative costs of both East Coast and West Coast USA ports are being prepared.

To provide the USA participants with accurate costings, we will need to know which port on each coast would be preferred.

In addition to the cost of the shipping, contacts and advice for port of departure arrangements and packing instructions will shortly be available. The additional costs in Australia such as port service charges, customs clearance, fumigation etc will also be supplied as they become available. The intention is to provide comprehensive freighting details and costs as soon as possible, which will be displayed on the Tasar Worlds website:

www.tasar2005worlds.org



Another beaut sunset over Fannie Bay

HAGAR THE HORRIBLE BY DIK BROWNE



MISSION BEACH REAL ESTATE
31ST AUSTRALIAN TASAR
CHAMPIONSHIPS
Mission Beach, NQ
3-10 July, 2004



Hello Tasar Sailors,
 Nominations are rolling in for the Nationals in July. For those who haven't nominated can still do so up until 3 July but a late fee applies. The nomination form can be downloaded from the website www.tasarqld.yachting.org.au

There is nothing organised for the layday but Mission Beach offers many activities such as white water rafting, diving, snorkelling or fishing the GBReef, parachuting, parasailing, island hopping, crocodile spotting, walks in the Wet Tropical Rainforest, Dunk Is, etc. Townsville, Cairns and the Atherton Tablelands are an easy day trip away.

Just follow the links from the Mission Beach website www.missionbch.com These activities could be booked when you arrive. Pamphlets will be available in the competitor's bags.

The Social Calendar consists of:

- *Meet & Greet, Sat July 3
- Measurer's Meeting, Sunday, July 4
- Presentation/social nights on Mon, July 5 and Thurs, July 8
- AGM Thurs, July 8
- *Presentation Dinner, Saturday, July, 10.
 * paid for in nomination fee

Shirts will be available but only on a pre order basis. The order form are on the website.

Although there is no chandlery at MB we have arranged for some tasar specific spares to be available through a bulk order from Bethwaites. A Cairns Chandlery, Geo Pickers, will have a representative here with a range of general equipment.

Looking forward to seeing you in 4 weeks.

Judy Heath
 Secretary MBSC

Mission Beach News

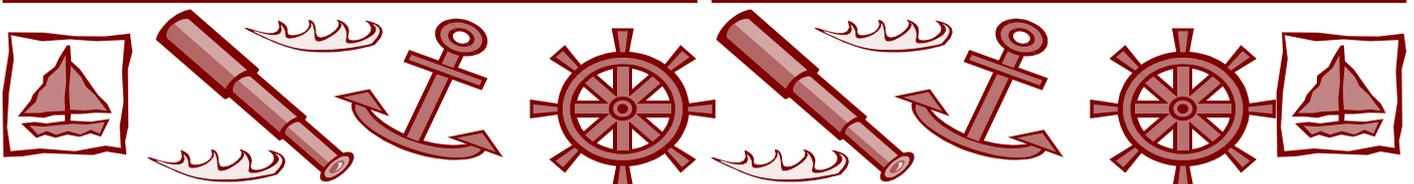
Mission Beach is a buzz with lots of meetings, working bees, emails, and entries rolling in. With all the organization for the Nationals falling into place the focus is swinging to the weather. Weather is in a definite cycle here with the Highs in 'The Bight'. We sailed on Sunday in a sunny 15 - 20 knots. Today it is overcast 20 knots and last Thursday it was a sunny 5 knots. We tend to get a couple of quiet days followed by a couple of 10 to 15 knots then a couple of 15 to 20 knots. However, it is protected by Dunk Is so it is hardly ever too rough to sail. Forecasts are often 5 to 10 knots higher than what we get off the beach.

Over the last month the fisherman have been frustrated at trying to get to the Reef with the winds kicking in above 15 knots on the weekends. Sailors are happy so long as it is not too wet when race days come around. It is all left to the Gods in the end but the ideal weather is

for a fast moving high of about 28- 30 hpac through the Bight. That will bring a good 15 to 20 knot sou'easter for a couple days with maybe a shower or two, then easing to 10 to 15 and then a couple of nice warm sunny 5 to 10 knots days. A slow moving high will bring a week of strong winds or a week of light winds depending where the High is situated and how big.

Mission Beach has had some visitors come down from the Tablelands on the last couple of race days for a bit of practice. Racing has been close and competitive with the lightweights doing well on the light days and the heavy weight winning when the wind is up. The Championship course has been timed to get a good indication of course lengths in different wind strengths.

Looking forward to a great week in July
 Greg Heath



Southern Queensland Tasar News

After some recent training for the Nationals, we "southerners" and the Mission Beach expatriates took a weekend out to do some much needed "bonding" aboard Inca, a 40 ft yacht, with a trip to Tangalooma with some lemonade and biscuits to sustain us!!

A few weeks ago when during training in a good breeze, Lockie Heath and Steve Burton dropped their rig a short distance off shore from our launching area in the Brisbane River. So we all returned to shore earlier than expected at low tide. On disembarking, we unceremoniously sank to our hips in the slipperiest, blackest and stickiest mud you could imagine. After some considerable time, we each recovered our boats through this amazing quagmire and began hosing some of this incredible clag from our bodies (now head to toe). Then, guess what? ... You wouldn't have believed it – Warwick & Jay's boat started to drift from the bank and a scurry of several of us saw a re-enactment of the previous 30 minutes except now his boat was capsized and much diving was needed to recover his boat to its previous albeit now blackened position – thanks Wazza and Jay!

A couple of weeks previous, we had a good training session and there were some very close tussles with many and frequent changes to the lead. Very very close racing with several exchanges of coats of paint - excellent racing! We had agreed in the first instance to share knowledge and help each other to improve the standard of performance of the group that has numbered up to 8

boats. It appears to be working at least marginally.

Recently, we went to Cleveland to contest the Peel Island Marathon (24 KM). With breezes up to 10 kts forecast, I at least, doubted the forecast strength having reviewed the synoptic chart earlier. Unfortunately, I was right - 2.5 hours into the race and achieving such incredible speeds that allowed us the time to eat a sandwich and still observe the same piece of seaweed beside the boat (now overtaking us), we were barely at the first mark with 2/3rds of the course still to run.

Cramped muscles, the call of a cold beer from back at Cleveland and the hopelessness of the possibility of a finish caused Lockie and then me to retire even though we were placed 1st and 2nd in the monohull fleet (and lots of cats behind us each). Wazza had missed the start by more than Lockie and I did (about 4 minutes for us), and went north hoping for an early north easterly setting in but luck was not with him and he too with just about every other mono hull retiring in the drifting conditions – very disappointed at the Club's approach to not shorten the course as advised at the briefing).

I expect that we will be out again soon, with a weekend aside later to prepare our boats and trailers for the trip north for the Nationals at Mission Beach.

Good sailing,
Noel Sneddon

Shelley Robertson 25/02/1972 - 12/04/2004

"Shed no tears when I am leaving, they won't help me on my way. Stop the sentimental grieving, let it be a normal day. I am simply passing over to a better way of life."

Easter Monday, April 12 2004, Shelley Robertson, daughter of Noelle and Duncan Robertson, did indeed pass over to a better way of life. Shelley has for the last two years endured one of life's biggest testaments of strength and courage. She battled cancer which ravaged her body but couldn't destroy her spirit and soul. She was an inspiration to us all.

Shelley's support to sailing was ever enduring. Always present at Tasar regattas here and abroad with a smile and words of encouragement for even the most disheartened sailor. Shelley made many friends over the years and even toward the end of her shortened life she continued to support friends and sailors alike without prejudice.

Noelle and Duncan Robertson have been a tower of strength throughout Shelley's illness and on behalf of all Tasar sailors in Australia and beyond, may we wish you well through these difficult times, may you continue to be strong, and may we always remember Shelley how she

was, everybody's friend.

Shelley, we think of you as not gone, you have merely slipped away into the next room. Your life means all that it has ever meant – it is the same as it ever was – absolute, unbroken continuity. Shear relentlessness for life and beyond.



27th New South Wales State Titles

This year we had a change of venue from Point Wolstoncraft to Wangi Wangi Amateur Sailing Club. I think that all those who participated in the regatta thoroughly enjoyed the change of venue and different format from previous years.

Rob and Julie Brown did a fantastic job hosting us at Wangi. Not only was the racing run efficiently and smoothly by Robin Foote of Woollahra sailing club, ably assisted by Dennis, but Di and her team of helpers also ran things on shore like clockwork.

Apart from the sailing, the social side of Tasar regattas is always fun and this regatta was no exception. The club held a fish and chip supper the first night and a buffet the following night. Many of the sailors and their families hung around for dinner.

It's just not the same when people disappear afterwards and don't join in the fun and post race briefings over a few drinks. There are always a few characters willing to entertain us, mentioning no names of course!

We had 49 boats this Easter which was a fantastic effort. Next year we should have more as it is likely to be the last big fleet event before the worlds in Darwin in July and what better chance for some last minute fleet practice before the big one!



First lady skipper - Helen Impey

Not only are there prizes for 1st to 5th on handicap and scratch but also in the masters, grand masters and even great grand masters divisions. In the other two divisions it would be wonderful to have a few more skippers in these categories, that is best junior helm and best female helm. Have a go, if I can do it, so can you. Tasar sailors are a particularly friendly, encouraging and helpful bunch and are really supportive of people who want to learn and get out there and have a go.

There is always someone around to help with a repair, lend a shackle etc, give a few tips and even lend an ear when things haven't gone so well and that's what makes it such a fun class to sail in.

One thing I think I personally would like to take away with me for next year is that it's not about the winning, it's about taking part, having a go and having FUN!

Your best is good enough. It's also a team effort and I think those boats that sail well have both the skipper and crew working together and when one or other loses their confidence or both this doesn't make for either a happy or fast boat.



Best Junior Skipper - Thomas Foley

One thing I found it hard to accept is the difference in how I sail at club level compared to how I sail in a fleet. If you have a bad start, you are going to struggle and be in dirty air the whole way round the course. That said though there are many boats in this position and at all stages of the fleet there was some really stiff competition. Mark roundings were quite a trial and I think I may have closed my eyes and hoped a few times.

I for one would like to encourage as many other clubs to have five boats or more entered so at least we can give Balmoral a run for their money for the best club. Much as I love Balmoral and all those who sail there, we'd love to give you a bit of stiff competition.

Easter would not be Easter in Australia for me now without champagne, cheese, race results and Lake Macquarie, so hope to see you there next year!

Helen Impey
Bubbles 1901



Super Grand Masters Champions
Skipper: Norman Broomhall Crew: Brain McCabe

27th New South Wales State Titles

Best Junior Skipper

(Skipper under 19 Years)

Boat Name: Sea Ferret
Skipper: Thomas Foley

First lady skipper overall

Boat Name: Bubbles
Skipper: Helen Impey

Masters Perpetual Trophy

(Combined age 80-99 years)

Boat Name: Magic Pye
Skipper: Peter Wilson
Crew: Gillian Wilson

Grand Masters Perpetual Trophy

(Combined age 100-119 years)

Boat Name: Southern Ropes
Skipper: Derick Warne
Crew: Gwen Warne

Super Grand Masters Perpetual Trophy

(Combined age 120 years and over)

Boat Name: Tethys Too
Skipper: Norman Broomhall
Crew: Brain McCabe

Best Club performance on handicap

Club: Balmoral

A Report from the back of the Tasar Fleet

The 27th NSW Tasar State Championship was held at Wangi Wangi on Lake Macquarie on the Easter long weekend, 9 and 12 of April 2004. There were 6 races held over the regatta with about 50 boats competing. The location was wonderful with the Lake providing great sailing. The weather arranged for the weekend was picture perfect but the winds were a little light in the mornings.

Ben & I had a great time and met up with a friendly bunch of Tasar sailors. Overall we came 38th on scratch and 13th on handicap and always had a number of boats around us to chase. Usually the same faces. The competition is at a high standard but even for a novice we learned some good tips and gained a lot of value from the experience. The guys at the front are more than happy to share their knowledge and help you to improve your boat speed. It gave me the appetite to try to improve and see how the quick boys consistently sail fast.

Sailing in a large fleet was new and we learnt that the start is critical. This was our weakest skill. We were often squeezed out and faced with a wall of dirty wind when the starting gun went. The last race was the most enjoyable race which Ben helmed. The wind was fresh and allowed us to plane and life was exciting for all the boats in the race.

Thanks to the organising committee for arranging the hospitality. I can recommend the weekend and will try to compete next year. We encourage all the Tasars to join in as there is something for everyone.

Andrew & Ben Hamill
Tasar 1033 - Mango
Concord & Ryde SC



Andrew & Ben Hamill
Photo by Image-ination Photographics

The photographs of the NSW Championships have been provided by Mark & Rebecca Olsen from

image-ination
PHOTOGRAPHICS

More photos of the Championships can be found on their web site at www.image-ination.biz

TopYacht Software: Speers Point Amateur Sailing Club
27th NSW Tasar Championship
Scratch

Place	Ties	Sail No	Boat Name	Class	Skipper	Crew	From	Agg Score	Race 6	Race 5	Race 4	Race 3	Race 2	Race 1
1		2666	More Small Things	Tasar	Craig McPhee	Kevin Kellow	Somerton	11	1	4	4	1	[6.00]	1
2		170	Ultralite	Tasar	Phil Darby	Chris Darby	Toronto	16.5	3	2	3	[10.00]	2.5	6
3		2710	Chukkel	Tasar	Robert Douglass	Nicole Douglass	Batemans Bay	17	5	5	[5.00]	3	1	3
4		2601	Southern Ropes	Tasar GM	Derick Warne	Gwen Warne	Chelsea	29	2	[20.00]	1	6	4	16
5		2714	Magic Pye	Tasar M	Peter Wilson	Gillian Wilson	RMYC	29.5	6	[14.00]	6	7	2.5	8
6		2658	The Edge	Tasar	Shane Guanaria	Nicole Kidman	Balmoral	30	[16.00]	7	2	8	9	4
7		2482	RAN	Tasar	Martin Linsley	Nick Grey	Navy	33	9	8	[9.00]	2	7	7
8		2475	Platform 9 3/4	Tasar	Rick Longbottom	Carmen Longbottom	RANSA	48	10	[18.00]	13	15	5	5
9		2742	SBD	Tasar	Paul Ridgway	Bronwyn Ridgway	Sandringham	51	20	6	11	4	10	[26.00]
10		2734	Feral Ferret	Tasar M	Lachlan Brown	Trish Collocott	Batemans Bay	52	4	13	[18.00]	5	16	14
11		2610	Tough Cookie II	Tasar	Harley Kruse	Patricia Kruse	Woolahra	62	7	9	17	[20.00]	19	10
12		2727	Single Malt	Tasar GM	Graham Hanna	Liz Kemmis	Balmoral	65	8	1	[22.00]	21	14	21
13		2098	Vortex	Tasar	Michael Babbage	Ruth Ballin	CYCA	67	14	10	8	18	17	[18.00]
14		2673	Chaos Theory	Tasar	Jonathan Ross	Kyle Ross	McCrae	69	15	25	12	[26.00]	8	9
15	2.0S	2345	Lash	Tasar	Stephen Jones	Sharyn Calwell	SFS	71	[46.00F]	12	15	14	28	2
16		900	Flemboyant	Tasar	Paul Robertson	Murray Davidson	Port Macquarie	71	17	3	16	[50.00C]	23	12
17		2579	Nothing Suss	Tasar	Mark Lainson	James Lainson	Sandringham	75	[24.00]	16	19	11	12	17
18		2580	Freya	Tasar	Jeff Mephram	Matthew Fitzgerald	Speers Point	77	12	22	21	9	13	[22.00]
19		2578	Southern Stars	Tasar	Derek Hadwen	Trish McVeagh	Balmoral	80	18	15	10	17	20	[28.00]
20		2731	Masquerade	Tasar GM	David Seaton	Michael Sue	Balmoral	85	13	24	7	[24.00]	21	20
21		789	Easy Beats	Tasar M	Dave Collins	Lea Collins	Northridge	89	11	17	[31.00]	16	15	30
22		2665	Agamemnon	Tasar GM	Chris Parkinson	Nick Grey	Speers Point	99	23	11	[34.00]	28	18	19
23		2087	Grovel	Tasar	Alistair Murray	Clare Murray	Sandringham	100	[50.00C]	30	14	12	31	13
24		1913	Vin Fiz	Tasar	Andrew Wright	Sara Wright	Speers Point	108	22	26	[26.00]	13	22	25
25	15.0S	2672	To The Max	Tasar	Michael Sant	Fiona Darling	Woolahra	115	27	27	35	[50.00C]	11	15
26		2590	Slam Dunc	Tasar GM	Duncan Robertson	Laurie Hoffman	Balmoral	115	19	31	27	[32.00]	27	11
27		2076	That's Cool	Tasar GM	Tony Creak	Julie Creak	Royal Geelong	117	21	28	23	22	[30.00]	23
28		2606	Wasabi	Tasar	Ben Howe	Nicola Howe	Speers Point	119	26	21	24	23	25	[50.00R]
29		2588	Tadpole	Tasar	Chris Carden	Sofa Sapojnikoua	Greenwich	120	25	19	25	25	26	[31.00]
30		2078	Insurrection	Tasar M	Rob Brown	Julie Brown	Wangi	137	[33.00]	29	20	27	32	29
31		2236	Grumpy	Tasar M	Chris Allen	Lee-Anne Allen	McCrae	140	28	[32.00]	29	30	29	24
32		1885	Stormbringer	Tasar	Ross MacDonald	Juliet Peglar	Woolahra	147	34	23	28	29	33	[37.00]
33		1901	Bubbles	Tasar	Helen Impey	Brett Perry	Woolahra	159	30	[39.00]	36	31	35	27
34		2567	Sea Ferret	Tasar Jnr	Thomas Foley	Gary Foley	Batemans Bay	163	29	38	[40.00]	19	38	39
35		2088	Blue Tatsu	Tasar	Graeme Probert	Fionda Probert	Speers Point	166	37	37	[37.00]	34	24	34
36		2111	Manly Ferry	Tasar M	Kevin Brown	Kevin Leedow	Balmoral	170	39	33	32	[43.00]	34	32
37		2650	Akatonbo	Tasar GM	Ken Pearson	Marise Hannaford	Northridge	172	31	35	[38.00]	36	37	33
38		1033	Mango	Tasar	Andrew Hamill	Ben Hamill	Concord & Ryde	178	35	40	33	35	[45.00]	35
39		2089	Bateau D'or	Tasar	Kim Short	Lindsay Short	Royal Perth	180	38	34	30	38	[46.00]	40
40		1943	Blatant Optimism	Tasar GM	Warren Olsen	Peter Keane	Northridge	187	32	[44.00]	43	37	39	36
41		2472	Viva	Tasar GM	Tony Pincott	Bruce Eddes	ADFSa	191	36	36	39	39	[44.00]	41
42		2348	Simply Red	Tasar M	Bruce Gillespie	Anne Muller	Northridge	202	40	41	41	40	40	[43.00]
43		2462	Cool Bananas	Tasar GM	Tom Ruut	Debra Nowell	Woolahra	207	50.00C	50.00C	[50.00C]	33	36	38
44		2474	tba	Tasar	Vivian Nix	Eric Lane	RANSA	214	41	43	45	42	43	[45.00]
45		1900	Tethys Too	Tasar SGM	Norman Broomhall	Brian McCabe	Port Macquarie	215	42	46	42	[48.00F]	41	44
46		791	Man Bites Dog	Tasar	Diane Vukelic	Joe Dowd	Woolahra	219	[50.00C]	45	44	41	47	42
47		2097	6th Sense	Tasar	Shane O'Conner	Kylie O'Conner	Woolahra	222	43	42	46	44	[48.00]	47
48		8	I Just Made It	Tasar M	Mark Jagers	Wendy Marman	Navy	232	44	47	47	46	[49.00]	48
49		2604	Ono	Tasar	Chris Howe	Julia Fitzgerald	Speers Point	233	50.00C	50.00C	[50.00C]	45	42	46

TopYacht Software: Speers Point Amateur Sailing Club
27th NSW Tasar Championship
Handicap

Place	Ties	Sail No	Boat Name	Class	Skipper	Crew	From	Agg Score	Race 6	Race 5	Race 4	Race 3	Race 2	Race 1
1		2111	Manly Ferry	Tasar M	Kevin Brown	Kevin Leedow	Balmoral	55.5	21	13	12.5	[44.00]	5	4
2		2472	Viva	Tasar GM	Tony Pincott	Bruce Eddes	ADFSA	59.5	2	14	9	[33.00]	23.5	11
3		8	I Just Made It	Tasar M	Mark Jagers	Wendy Marman	Navy	62	10	2	1	46	[49.00]	3
4		2089	Bateau D'or	Tasar	Kim Short	Lindsay Short	Royal Perth	64	11	8	4	31	[31.00]	10
5		2650	Akatonbo	Tasar GM	Ken Pearson	Marise Hannaford	Northbridge	70	6	17	22	[37.00]	13	12
6		170	Ultralite	Tasar	Phil Darby	Chris Darby	Toronto	81	24	10	7	21	[34.00]	19
7		2727	Single Malt	Tasar GM	Graham Hanna	Liz Kemmis	Balmoral	82	12	1	[41.50]	19	17	33
8	6.0S	2666	More Small Things	Tasar	Craig McPhee	Kevin Kellow	Somerton	84	25	21	18	6	[48.00]	14
9		2578	Southern Stars	Tasar	Derek Hadwen	Trish McVeagh	Balmoral	84	38	16	8	10	12	[45.00]
10		1885	Stormbringer	Tasar	Ross MacDonald	Juliet Peglar	Woolahra	86	28	7	21	22	8	[35.00]
11	1.0S	1943	Blatant Optimism	Tasar GM	Warren Olsen	Peter Keane	Northbridge	86.5	1	[42.00]	26.5	36	10	13
12	7.0S	2588	Tadpole	Tasar	Chris Carden	Sofa Sapojnikou	Greenwich	86.5	22	9	30.5	18	7	[40.00]
13		1033	Mango	Tasar	Andrew Hamill	Ben Hamill	Concord & Ryde	86.5	8	35	10	26	[41.50]	7.5
14		2610	Tough Cookie II	Tasar	Harley Kruse	Patricia Kruse	Woolahra	87.5	13	11	26.5	28	[38.00]	9
15		2601	Southern Ropes	Tasar GM	Derrick Warne	Gwen Warne	Chelsea	89	7	[44.00]	3	5	33	41
16		789	Easy Beats	Tasar M	Dave Collins	Lea Collins	Northbridge	90	9	15	46	9	11	[47.00]
17		2098	Vortex	Tasar	Michael Babbage	Ruth Ballin	CYCA	90.5	[34.00]	12	6	17	23.5	32
18		2097	6th Sense	Tasar	Shane O'Conner	Kylie O'Conner	Woolahra	91	15	5	36	[40.00]	4	31
19		2731	Masquerade	Tasar GM	David Seaton	Michael Sue	Balmoral	92	20	[36.00]	2	29	16	25
20		2665	Agamemnon	Tasar GM	Chris Parkinson	Nick Grey	Speers Point	94	26	4	[44.00]	34	9	21
21		2348	Simply Red	Tasar M	Bruce Gillespie	Anne Muller	Northbridge	96	23	31	14	[41.00]	6	22
22		2742	SBD	Tasar	Paul Ridgway	Bronwyn Ridgway	Sandringham	97	43	6	17	1	30	[48.00]
23		2474	tba	Tasar	Vivian Nix	Eric Lane	RANSA	98	17	28.5	23	[42.00]	3	26.5
24		2658	The Edge	Tasar	Shane Guanaria	Nicole Kidman	Balmoral	100	44	25	5	11	[45.00]	15
25		2734	Feral Ferret	Tasar M	Lachlan Brown	Trish Collocott	Batemans Bay	103	3	20	38	3	[40.00]	39
26		2236	Grumpy	Tasar M	Chris Allen	Lee-Anne Allen	McCrae	104	14	27	29	[32.00]	18	16
27		1901	Bubbles	Tasar	Helen Impey	Brett Perry	Woolahra	108.5	4.5	[46.00]	35	30	21	18
28		791	Man Bites Dog	Tasar	Diane Vukelic	Joe Dowd	Woolahra	111	[50.00C]	30	16	39	20	6
29		2078	Insurrection	Tasar M	Rob Brown	Julie Brown	Wangi	111.5	[35.00]	23.5	15	24	19	30
30		2673	Chaos Theory	Tasar	Jonathan Ross	Kyle Ross	McCrae	112	32	[41.00]	11	38	26	5
31		2710	Chukkel	Tasar	Robert Douglass	Nicole Douglass	Batemans Bay	113.5	37	19	19	15	[39.00]	23.5
32		2482	RAN	Tasar	Martin Linsley	Nick Grey	Navy	122	39	26	25	4	[44.00]	28
33	7.5S	2475	Platform 9 3/4	Tasar	Rick Longbottom	Carmen Longbottom	RANSA	122.5	31	37	24	23	[41.50]	7.5
34		2714	Magic Pye	Tasar M	Peter Wilson	Gillian Wilson	RMYC	122.5	27	[40.00]	12.5	14	35	34
35		2590	Slam Dunc	Tasar GM	Duncan Robertson	Laurie Hoffman	Balmoral	123	18	34	43	[43.00]	27	1
36		2345	Lash	Tasar	Stephen Jones	Sharyn Calwell	SFS	123.5	46.00F	23.5	32	20	[47.00]	2
37		2076	That's Cool	Tasar GM	Tony Creak	Julie Creak	Royal Geelong	124.5	19	28.5	[33.50]	16	32	29
38		2580	Freya	Tasar	Jeff Mephram	Matthew Fitzgerald	Speers Point	125	16	32	41.5	7	28.5	[42.00]
39		2567	Sea Ferret	Tasar Jnr	Thomas Foley	Gary Foley	Batemans Bay	125.5	4.5	43	39	2	37	[46.00]
40		2579	Nothing Suss	Tasar	Mark Lainson	James Lainson	Sandringham	132	[40.00]	22	30.5	13	28.5	38
41		1913	Vin Fiz	Tasar	Andrew Wright	Sara Wright	Speers Point	135	29	33	[45.00]	8	22	43
42		2087	Grovel	Tasar	Alistair Murray	Clare Murray	Sandringham	140	[50.00C]	45	20	12	46	17
43	2.0S	2088	Blue Tatsu	Tasar	Graeme Probert	Fionda Probert	Speers Point	141	30	[39.00]	37	35	2	37
44		2606	Wasabi	Tasar	Ben Howe	Nicola Howe	Speers Point	141	33	18	40	25	25	
45		900	Flemboyant	Tasar	Paul Robertson	Murray Davidson	Port Macquarie	145	42	3	33.5	[50.00C]	43	23.5
46		2604	Ono	Tasar	Chris Howe	Julia Fitzgerald	Speers Point	166	50.00C		[50.00C]	45	1	20
47		2462	Cool Bananas	Tasar GM	Tom Ruut	Debra Nowell	Woolahra	168	50.00C		[50.00C]	27	14.5	26.5
48		1900	Tethys Too	Tasar SGM	Norman Broomhall	Brian McCabe	Port Macquarie	174.5	41	47	28	[48.00F]	14.5	44
49		2672	To The Max	Tasar	Michael Sant	Fiona Darling	Woolahra	193	36	38	47	[50.00C]	36	36

Balmoral Report

The 2003-2004 sailing season at Balmoral was filled with good winds, good friends, and new faces. We had over twenty different boats on the line at different times throughout the year, and averaged eight to twelve on any given day. It started in Vancouver, Canada last July with Graham Hanna and Liz Kemmis going to the World's and coming back with the Grand Masters trophy. Unfortunately for Graham and Liz, their unparalleled string of victories at Balmoral was interrupted by a motor cruiser. Graham spent most of the year on the race committee boat nursing a broken arm. We look forward to a full and healthy return for "Single Malt" in the upcoming year. However, this left an opening at the top, which the wily Ian Best and crew Paula promptly filled to come away with the club championship. Ian and Paula were so fast that even a healthy Graham and Liz would have difficulty getting past them!

This year saw the formal return of Kevin and Yvonne Wadham to Balmoral. The Wadhams were every bit as competitive as one would expect from former skiffy gods. It seems like the only thing that slows them down is skiing! Dave and Debbie Seaton sailed often – though overseas business kept them away enough to keep them out of the race for club champions. But they were hard to beat when on the water.

Duncan Robertson and his crew Laurie Hoffman had an excellent, consistent year, finishing second in the club championships and second in the point score. Our hearts went out to Duncan and Noey when their lovely daughter, Shelly, finally succumbed to a long and valiant fight with cancer. The Robertsons are champions on and off the water.

Balmoral continued to be blessed with the presence of Shane Guanaria, who is continuing to excel in sailing any boat he comes across – whether it be Lasers, Dragons, B14's, MG's, 505's. But we like to think he still calls Balmoral Tasars home. He came out a few times just to show us how it is done right. Thanks Shane! Just to

round things out, Ian Guanaria showed up a few times to show us all he has not forgotten how to sail a Tasar fast.

Derek Hadwen and Trish McVeagh continued to sail in their tough and canny way – they should rename the boat "Lee Bow"! Gordon Jagger and Karen Tocque continued to show everyone how a reach is really done. Two boats from the back of the fleet – "Allons-Y" skippered by Michael Sue and crewed by committee, and "Manly Ferry" skippered by Kevin Brown and crewed by Kevin Leedow, moved up into the main body of the fleet and sailed very competitively. Keep it up guys!

John Stracey and crew Vivienne Antiss returned after a year off. It is nice to see you back on the water John! We saw a lot of Chris Carden this year, and his amazing eye for wind. Where does he find it?

Peter Stearne is a new member at Balmoral, and has brought a lot of enthusiasm to his first year of sailing. Watch out everyone – he has decided to replace his twenty year old set of sails! The Simmonds brothers sailed rarely this year, but were active in the running of the club, and brought a noticeable breath of fresh air, and good wine, to the marketing aspects of the club.

Finally, our thanks to Heather Hall and all the gang who ran the races. With our new starter boat and chase boats, they were prepared for anything. Well done to you all.

We look forward to another year of good winds and friendly sailing. There are plenty of both at Balmoral, and we encourage anyone to come along for a Saturday sail. Bring a friend, and we will happily show them how to sail a Tasar.

Cheers,
Kevin Brown
Manly Ferry

NSW Tasar Association Need You!

Over the next eight months there will be two major promotional opportunities for Tasars which your local Tasar Association needs your assistance with.

The first opportunity is the Try Sailing Day to be held in NSW on Sunday 7th November 2004 which will hopefully be supported by your local sailing club. The Association needs you to assist your Class Captain in promoting the Tasar on that day, whether it be displaying your boat, talking to new sailors about the many benefits of owning and sailing Tasars or taking potential sailors for a sail in your Tasar. Please support your class captain 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 where this event is being held 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 them at your club.

The second opportunity is the Sail Expo which in NSW is set down for Friday 3rd to Sunday 6th March at Rozelle Bay. The NSW Tasar Association needs to have a presence at this Expo to promote the Tasar. In the past, responsibility for assisting on the stand has fallen mostly on the shoulders of very few Association office bearers and class captains. However, this year most of those people will be busy promoting the class by attending the

NSW Tasar Association Need You! (continued)

Bethwaite Design Regatta at Lake Macquarie which conflicts with Sail Expo. 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 (non-office bearers) to help organise the stand, provide a recently built Tasar to display, to help with the production of promotional material and construction of a display and to spend 2 hours on any of the three days to answer questions and help the class. There is also talk of organising a regatta in conjunction with the Expo so we might need sailors as well to participate in the regatta. 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 class. After all, it has been doing a lot for you.

Tony Keevers
NSWTA Publicity Officer

NSW Tasars Honour Efforts With Life Memberships

At its recent Annual General Meeting members of the Tasar Association of New South Wales voted unanimously to confer Honorary Life Membership to pioneers of the Tasar Class.

In acknowledging the hard work and efforts of these new members over many years, TANSW President, David Seaton said 'The new Honorary Life Members form a select group, joining our only other Honorary Life Member, Class Designer and Builder, Frank Bethwaite.'

In welcoming the group, David said the recognition was long overdue and the culmination of more than two years of research and behind the scenes discussions by the TANSW Committee.

Our new Honorary Life Members will be formally recognised at a special function planned for later in the year.

Nel BETHWAITE

Nel was Publicity Officer for NSWTA from 1975 to 1980. Editor for NSWTA from 1975 to 1983 and Editor 'Tasar Australia' from 1990 to 1991. Nell has been involved in the Association right from the very beginning and has always been an enthusiastic supporter of the Tasar. Without all Nel's work, particularly in the early days, we would not have the strong Association we have today.

Phillip ROWE

Phillip was also an early Tasar owner and President of NSWTA from 1978 to 1980 and again from 1983 to 1985. Phillip was part of the original group at Northbridge Sailing Club that was involved in the development of the Nova and then the Tasar and the formation of the Tasar Association. While President, the Association hosted the very successful 1985 Tasar World Championships at Woollahra. This event attracted 122 boats, the most that have attended a Tasar World Championship to date.

Mr Malcolm Galloway

Race Secretary for NSWTA from 1978 to 1984. Vice President from 1985 to 1986 and 1987 to 1988. President of ATC from 1986 to 1988 and President of World Tasar Council from

1988 to 1989. Malcolm was the NSWTA registrar for many years until 1999. Malcolm has also been involved in the Association since the early days and has always played an active part. It is only in the last few years that Malcolm has stopped attending Committee Meetings. Malcolm was involved in the formation of both the ATC and WTC.

Mrs Sam DOBNER

Sam was Treasurer of NSWTA from 1981 to 1985, President from 1985 to 1987, Secretary/Treasurer of Australian Tasar Council from 1987 to 1988. President of ATC from 1989 to 1991, Editor of 'Tasar Australia' from 1989 to 1990. Sam was a member of the organising committee for the Woollahra Worlds and during her time with the class actively promoted the Tasar both within NSW and Australia.

Mr Duncan ROBERTSON

Duncan was Race Secretary of NSWTA from 1984 to 1987 and again from 1989 to 1992. He was President of NSWTA from 1987 to 1989 and then took up the role of Registrar which he has undertaken ever since. Duncan in his role as Race Secretary developed software to process Tasar results long before such things were commercially available.

Mrs Noelle ROBERTSON

Noelle was Secretary of NSWTA from 1990 to 1992 and President from 1992 to 1994. Together with Duncan, they organised the State Titles at Point Wolstoncroft for many years. They continue to be a fixture at all Association events and are always willing to lend a hand.

Mr Ian GUANARIA

Publicity Officer of NSWTA from 1984 to 1985, Vice President of NSWTA from 1997 to 2000, Measurer of NSWTA from 1990 to 2001, National Measurer of ATC from 1993 to 2000, Chief Measurer of WTA from 1997 to 2000. During his time as Measurer, Ian attended most State, National and World events and was always willing to help out, give advice and share his knowledge. In his role as Chief Measurer, Ian assisted Richard Spencer in rewriting the Class rules to meet the needs of the ISAF for the Tasar to gain Recognised Class Status.

Concord & Ryde Report

Firstly a big THANK YOU from all those in the Tasar fleet to all those who helped run the Concord & Ryde Sailing Club during the 2003-2004 sailing season. Your assistance allowed us to enjoy sailing at Concord Ryde every weekend. Without your help in running the club, we would not have had such an enjoyable season on the water.



Kermit

Tasar 1787 'Kermit' sailed by Bryce Ellis and Tony Passafaro are this season's Club Champions being winners on both handicap and scratch as well as a number of other placings in club events. Well done. You demonstrated that consistency pays off. 2nd on scratch and 3rd on handicap in the Club Championship was Tasar 1848 'Bucentaur' sailed by Robert & James McMaster. Andrew and Ben Hamill in Tasar

1033 'Mango' took out 2nd place on handicap and 3rd on scratch in the championships. Andrew and Ben have also led the fleet in participation at NSW Tasar Association events by participating in Tasar coaching days and obtaining 13th on handicap in this year's State Titles at Wangi Wangi. Well done Andrew and Ben – you are setting a good example. We have noticed a corresponding increase in your sailing skills (see Andrew's & Ben's report elsewhere in this magazine.) Nick Brown & Keith Leslie sailing Tasar 1903 'Shoki' came 3rd in both the Club's Spring and Autumn Pointscore events. Tasar 2231 'Mughlai Rice' sailed by Nick and Mark Evans won the Rod Walker Memorial Trophy. Tasar 1818 'WonateWonate' sailed by Tony Keevers and Keith Leslie took out the Melrose Trophy whilst Tony and past Class Captain Robert Lees won the Club's Marathon event. Ian McMaster and Margret Covel sailing Tasar 2225 'Helianthus' and Gary Patterson and Joe Takacs sailing Tasar 762 'Roaring Forties' whilst not featured in the placings above this season, certainly provided keen competition and kept the pace on for the above sailors as well as providing good friendly competition on the water and enjoyable companionship off the water.

Concord & Ryde fleet started the season with eight Tasars and – thanks to newest members Russell Green and Christian Meierhofer sailing Tasar 946 'Eliza' - we finished the season with nine. Russell used to sail his Tasar socially on Lake Macquarie. Russell and Christian have been learning steadily throughout the season from social sailing to racing and achieved a 3rd on handicap in the final race of the season. Well done.

Whilst Robert McMaster and Nick Brown can usually be



Ian McMaster and Margret Covel

found either coaching Tasar sailors on the finer points of mastering Tasars or some of the students in the learn to sail classes conducted at Concord Ryde, Bryce Ellis and Ian McMaster took up the offer of Frank Bethwaite to experience and train on his newest invention - the sailing simulator. I don't know whether it was the simulator but it is certainly harder trying to keep up with both of them.

Lastly, I would like to thank all the Concord & Ryde Tasar fleet for their support throughout the year. Four Tasars attended the Club's Try Sailing Day both displaying Tasars and taking newcomers sailing; attended various Club social functions such as the launching of the new RIB rescue boat, the Trivia Night (the Tasar table won this event); the Wine and Cheese night, and you all put up your hand when the time came to be Duty Class. I think that we all enjoyed the Tasar dinner held on the last Saturday night of the sailing season which 22 people attended. Thank you – the Fleet and the Club have prospered because of your active participation in both its management and in supporting its social functions as well as participating in its races.

Sail a Tasar
Tony Keevers
Class Captain



Brothers Robert and James McMaster.

Victorian President's Report

Since the last report, the season has officially closed, and most clubs have now had their presentation nights. It has all been run and won, and the results dissected, and the tales told.

Congratulations to Wayne Hale with crew Liam Goodall, who put in a fantastic performance to clearly win the state titles. That makes it two years in row that the trophy has remained in Victorian hands. Congratulations also to Greg and Mal Shapcott, last year's winners, who also sailed extremely well to finish ahead of Craig McPhee and his crew. Once again we had a great attendance with just under 40 boats. The weather was great as usual, and the sailing as much fun as the socializing. Hopefully with the Darwin nationals coming next year we will see a few more northerners come down to try out our down south hospitality. Remember, there's no waves guys, it's a close as we can get to Lake Macquarie/ Sydney harbour conditions without sailing our Victorian titles under the bridge!!

The other big weekend was Easter where half the fleet went all the way to Lake Macquarie for the NSW titles, and the other half went to Lake Boga. By all accounts the NSW states were fantastic in all regards, and congratulations go to Gwen and Derick Warne who came 4th, a just reward for the work they have been doing over the last two years.

At Lake Boga, we had 9 boats sailing through the usual mixture of light and medium winds. As always it was a hoot, and as the largest individual class there, we waved the Tasar flag high.

On another front, we completed the second "Future Directions" forum on Sunday the 23rd May. At this meeting the Victorian Association gets together with the National and NSW associations to discuss the activities of the class, and how we can strengthen it. This year we were

pleased to have Frank Bethwaite join us, to assist with his incisive and precise observations of the class, past, current and future. Key points to come out of it was that we did some things very well, and other things not so well. Overall, we have certainly kicked some big goals. This coming season will see some minor adjustment to our sailing programme, and some additional training initiatives, particularly for the Beginner and Intermediate level sailors. We hope to have the program finalized in mid July, when we get back from the National titles at Mission Beach. More information then, but in August, we are planning a social day for Tasar sailors, as we did last year. However, we have decided to work with the weather, rather than against it, and will run a Snow trip to Mount Baw Baw. Watch this space (or rather the Bulletin Board.)

The best sign for the health of the class was the sale of boats. All season there has been a shortage of second hand boats. That's a good sign up to a point, but finally, with the help of Bethwaite Design, and the Association, Martyn Sly has achieved the sale of 10 new Tasars down here. (well, two went into SA which is at least as pleasing). Not only will this put new boats on the water, it will help to answer the demand for second hand boats as our "old" boats get sold.

With the run up to the Darwin worlds, we will certainly build on the successes of the past season, and get even better results next season, both in racing and in Tasar fun!

Have fun, and keep sailing.

Ray Martin
757 (soon to be 2783)
2 Dry Martinis

Craig's Tips Battens

Do they make a difference?

The answer is yes, but with some qualification. There is a potential gain in boatspeed from a perfectly optimised set of battens for your sail, but it is so small in most cases as to be almost insignificant. You would need to be doing almost everything else correctly and faultlessly to justify any time and effort in this area. The top 5 boats in last years worlds all had vastly different mixes and combinations of stiff, soft, tapered, tensioned etc in essentially the same sail. There was no evidence that any particular setup was noticeably better or worse.

Unless you know exactly what you are doing, the effect your adjustments to the battens will have on your sails and can eliminate all guesswork by proper testing the end result will be a lot of spare battens, paint stirrers and wasted time.

Their purpose is to support the existing shape in a sail not change it.

- take a standard untapered set.
- place a slightly stiffer one in the bottom.
- soften up the top 1 or 2 to about half their original weight.
- put them in the sail with just enough tension to remove the wrinkles each time you go out.
- release them and remove the bottom one when you roll the sail up aligning all the others on the rolled sail so they don't get twisted.

Then forget battens and concentrate on the myriad of other things that will make a difference race day and are much easier to achieve.

Craig Mcphee

Lake Boga Regatta

On Wednesday 7th April, Bryan and I set off for Lake Boga, having pre-booked a site at the Camping ground. We wanted to stay for a week and had established that the camping next to the Yacht Club would only be available for the duration of the regatta. Martyn Sly and family and Kevin and Peta Kelly also stayed at the camping ground and we were close to the other groups camped at the Yacht Club and able to arrange outings to Swan Hill for dinners.

On Friday, we waited and waited for the wind and finally sailing was abandoned. A breeze sprung up a little later and Bryan and I went out for a little sail. Conditions were still quite light and Moira was tilting the boat to leeward when a playful little gust took Bryan by surprise and yes - we capsized. It took both of us and a helper from a speed boat, all dangling on the centre board to get the mast out of the very, very sticky black mud. It also took quite a while to scrub the mainsail back to white and remove the mud from the mast. We were very careful for the rest of the regatta!

The first race took place on Saturday morning and it was a "chase the ripples" exercise. Amongst the Tasars, Wayne Hale and Tina were out in front, Ray and Anne-Maree Martin were next followed by the Hills, Simon Humphrey and Rachel, and Greg Orr was somewhere about. When nearing the finish line a large group of boats caught a breeze on the starboard side, Greg caught a gust somewhere to Port we caught up to and passed Wayne and a large fleet of "cats", Flying Dutchmen, 145's, Tasars etc. all when over the line together. Greg Orr and Jake Gunther just got in front of us by a whisker and as we were at the flag end we remarked to each other that we would be surprised if the committee boat would even see us for the sails of the cats and flying Dutchmen. What a finish! There was then some fun trying to work out who had won as another Tassar was also claiming victory at the other end of the line. No-one

was too put out about the placings, although we thought Greg had won but we all sat down with the Race Committee members - Ray Hale and Ken Robinson who wanted to be fair to everyone. We agreed that two first places would be allocated and the rest of us accepted the other placings in the Tassar fleet according to our recollections of who was where. We are not sure how there are three first places shown for the first race in the table below - but it doesn't matter and the close finish was all part of the fun.

On Sunday we had another light race in the morning but the wind came up in the afternoon and we got a great reach on one of the triangles with the spray drenching the crews and the skippers hanging in there for dear life. Moira decided she had had enough and we didn't start in the back to back, which was still fairly quick although the wind did die down a little.

On Monday morning the conditions were again light. Wayne was disqualified by going over the line before the start but decided not to return as he was intent on having his own private battle with a Fireball. They had been jousting during the tournament although the Fireball was in a different division. We didn't see who won that contest, but Wayne and Tina were right up there in the distance. That left the field open to the rest of the contestants and --- I have been leading up to this all along. Bryan nearly went to the wrong finish line, but with his ever alert crew on hand, a change of direction and a reach to the line -- The Hills won the last race !! We had a great Easter at Lake Boga and despite the trucks roaring past all night, we had a great time and would recommend the regatta to you all for the future. Special thanks to the Lake Boga Yacht Club and the organisers and workers who made the stay and the Regatta such good fun.

MOIRA HILL

EASTER REGATTA 2004 - LAKE BOGA YACHT CLUB. {TASAR CLASS}

Sail No.	Club	Skipper	Boat Name	2	4	5	1	6	Points	Pos
757	CYC	Ray Martin	2 Dry Martinis	4	2	2	2	2	8	1
2664	RBYC	Jake Gunther	Chill Out	5	3	3	3	3	12	2
016	NSC	Wayne Hale	Fox	DNF	1	1	1	DSQ	14	3
941	WPYC	Bryan Hill	Seaquest	6	5	6	DNC	1	18	4
1963	LHSC	Greg Orr	Orrsum	1	6	7	DNF	5	19	5
2656	CSC	A Almond	Violet Femme	7	4	4	4	DNC	19	6
772	CCSC	Michael Wood	UpyzAwl	DNC	DNC	5	5	4	25	7
2180	LSC	Simon Humphrey	Indecision	1	DNF	8	DNC	6	26	8
1917	CCSC	Mick McCartney	Nauti But Nice	1	DNF	DNC	DNC	DNC	34	9
1753	HYC	Kevin Kelly	Salt Peta	DNF	DNC	DNC	DNC	DNC	44	10

Westernport Yacht Club

The season just completed has been a great one for Tasars for the class's growth in the Club and for Victorian Tasars generally.

At the Club level, the regulars Cary and Pat Pedicini, John Eriksson and whoever, and Bryan and Moira Hill have been joined by some very enthusiastic converts although some of them are still novices. First to front up with a Tasar were Colin & Josh Franke having graduated from a Sparrow, but then later in the season young Josh got his own Sabre and wife Wendy became the crew. Next were Ian Scholes and son Will who on completing a sailing course at the Club went out and purchased a Tasar. Next were Phil Crowe and partner Cathy Tan, both near beginners but a combination of illness and boat damage meant a frustrating season for them. Next season we are expecting them to participate regularly and become more competitive. One who is already competitive is Ron Anderson who only sold his Sabre and bought a Tasar towards the end of the season. His crew is Jacqui Bange who recently did a sailing course but is so keen – she is the one demanding that they go to the Worlds in Darwin next year! Incidentally, all the above are members of T.A.V.

At the competitive level the Pedicinis are expected to take off the Club's Division 2 trophy. This covers Impulses, 420's, 470's & Contenders as well as Tasars. Joe Etherson has returned to Tasars; he has one stored at the Club but did not use it this season. He will shortly be moving to Balnarring (his new house is under construction and only about 200m from the Club) so we expect him to be active next season.

From the Association's viewpoint Westernport is very important. With our somewhat sheltered position, no surf (ever), steady winds and no sand bars, it is the chosen location for Tasar training. President & Training Officer Ray Martin conducted two highly successful training days, one in October and the other in February. On each day we had 6 or 8 near beginners turn up and with assistance from experienced Tasar sailors, they had one-on-one tuition. Both days were highly successful. Another event worth mentioning was the day of the Western Port Challenge. This is an annual inter-club event and was conducted by Cowes Y.C. on Philip Island. A ring-a-round resulted in about 6 visiting Tasars taking part and involved sailing 12 kms across to Cowes, sailing the race and then sailing back to Balnarring. The race was only so-so, but everybody thoroughly enjoyed the sail there and back; it was something very different – beautiful scenery plus a challenge presented by Middle Bank. This massive sand bar extends many kms and is located about midway between the Island and Balnarring so it has to be negotiated each way and at low tide the water over it is only inches deep!

Keep a watch on the T.A.V.'s program for next season. As well as training days at Balnarring, there will be some special events open to Tasars over the Christmas-New Year period, including cruises and our 3-Peaks Race.

Bryan Hill
Tasar 941 "Seaquest"

Mordialloc Tasars

Yet another season has come to a close, but it seems that it wasn't all that long ago that it had just begun. Where does the time go when you are having fun?

The Mordi Tasars have mostly headed off to their places of hibernation, and will not peek out of their cosy garages until the weather begins to warm up again. Hopefully many of them will awaken come August when our winter series once again comes around... and that is only a couple of months away.

The second last weekend of the season saw some pretty strong breezes with a large swell. The weather was freezing, and it took a bit of convincing to head out onto the water. There was a hand full of Sabres, and three Tasars sizing up the conditions on this particular Saturday afternoon. The Sabres eventually voted with their feet, leaving a couple of Fifteens and the three Tasars willing to give the conditions a try. We tried hard to convince Tony Hammond to sign on and give us a countable race, but he declined.... I must admit I was glad he did as it was way too cold for my liking, and I didn't want to appear as a woose. So it came to pass that the race was abandoned. This did not turn off Michael Prendergast... he set off for some fast wet sailing with a Laser sailor as his crew. He seemed to be having

a great ride as I headed off for home, glad to be out of the cold.

The last race day at Mordialloc saw more of the same, but this time even heavier weather. The breeze was edging up to what appeared to be gale force and the waves breaking on the beach were getting close to the two metre mark. Only the brave, or should I say the foolhardy would dare to risk their boats in these conditions. The wind was below the 20 knot mark, but it sure looked a whole lot worse. Isn't it amazing how the sailing conditions always look a lot more sailable when the sun is shining...

This last race for the season was our stern chaser "M" course. This comprises a beat to windward, three gybes, windward return, beat to windward, three more gybes and beat to finish. Great course for those of us who love a fast reaching race.

Of all the Tasars we have in the club, only three of us turned out for this event. Tony Hammond, had slipped away to the land of the Long White Cloud, and our newer members, Brett and Mellissa Wilson slipped away on their honeymoon up the Whitsundays after happily tying the knot. Congratulations to you both on your wed-

Mordialloc Tasars (continued)

ding, we wish you both all the best for your future years together.

This left the intrepid trio of Roger Myles and Ryan Prendergast in Aqua Duck, John Eriksson and Jim Rae in Tsunami and Michael Prendergast in Cwiver to represent the pride of the Tasar fleet.

Getting off the beach in these conditions is always an interesting experience, and after finally clearing the break on the beach, the boat was full to the gunwales. This certainly has a tendency to make a Tasar kind of sluggish at the most. Jim and I decide we better head off on a reach to empty the boat as quickly as possible. This proved to be a difficult task, for as soon as we drained some out, a largish wave would come crashing over the bow and fill us up yet again. The obvious way would be to capsize and recover... but the way the conditions were it was decided better stick to using the bailer.

As our start time drew near, the boat was still half full. With boat wallowing along in the big seas, it was apparent we just wouldn't get to the line in time... so we started even further behind the fleet than we had to... we ended up hitting the line after the Fifteens.

The first work was just a long slow slog, pounding over some of the biggest waves we had seen all season. The boat was still half full of water, feeling sluggish with wave after wave crashing over the side. After what seemed an eternity we reached the top mark and at last could bear away on what could only be described as a wild and very wet ride. The boat started to behave a lot better and seemed to come alive as the water finally drained away.

As we screamed along, huge waves would pick us up broadside. The boat would heel to leeward in and appear to be in danger of falling off the wave down into the trough. This would be countered by steering down the face of the wave, straighten, then repeat again for the next wave.... a wild and exhilarating ride indeed.

Soon the first gybe mark was reached. How are we going to do this without taking a swim....?

Bear away down the wave, flick the boom across... nicely done.... .has got to be one of our better attempts.

Off we went at a cracking pace to the next gybe mark, halfway down the course. Try to do a repeat, but this time with the mark to starboard. Again we survived, not nearly as neatly as the first, but we were still upright.

Again we race of on a wet wild reach to the last gybe mark. Some of these waves are pretty scary on this angle.. bear away... oops... kinda steep... wait for next one..

The last gybe mark arrives in record time, and one has to ask " has the breeze picked up even more? We were told later that when we went for our icy dips, the wind had reached about 32 knots. I thought the wind must have freshened, for we were sure flying on the reaches.

This gybe was definitely not a pretty sight at all... down the wave... flick the boom across... but nope... it not going... boat rounds up..... full speed up the side of a monster wave, off the crestairborne.....

I was informed later in the bar that the witness to this manoeuvre had never seen it done by a yacht before... by windsurfers, yes, but not a yacht.

The Tasar became airborne, as it came off the crest of the wave, the wind rolled it over in mid air to leeward, crashing back into the water mast first. Isn't it typical?... there is never someone around with a camera when something spectacular happens!!

Needless to say with the wind blowing as hard as it was we took several attempts to get the boat back up. The jib being all tangled, caught the wind and put her over a couple more times... the big seas certainly didn't help at all either.

Eventually we furled the jib in the water, then up she popped behaving herself innocently as the wind howled in the stays. It was at this point we decided that enough was enough and headed for the beach... no point risking the boat, plus cold water and all the attempts to right the boat had just about exhausted us. Better to be safe than sorry.

We survived the surf coming back to the beach, but on derigging found the jib window had split vertically.... Not too bad.

Not so for the other two.... Looking up the beach a bit I could see Michael the top section was definitely at a funny angle. He had also capsized, ad the deep troughs between the waves did not allow enough water to keep his mast off the bay floor.

Roger was also to suffer the same fate, but in his case he bet the top section, broke the bottom section and tore his main. So I think I was fortunate to only suffer a split window.

The official end of our season was the presentation night, and as usual, a great time was had by all. The spoils of the season were handed out to the victors of each class.

We have a good core fleet here at Mordialloc, with seven or so boats regularly hitting the water. Our Newest members are just in the learning stages with their boat and we should be seeing them join us for afternoon racing very soon in the new season. George John and Winnifred in there boat Rocket Ship have been on the improve all season as their confidence grows. Danny and Emma Conway have shown bursts of brilliance in there boat Instinct and along with the likes of Michael Prendergast and Roger Miles the new ruling club champion had better watch his back in the coming season.

John Eriksson
Tsunami 2747

Tasar Western Australia Update

Royal Perth Yacht Club hosted the 2003 / 04 Tasar Class State Championships on the weekend of 20 / 21 March.

The title was won by Warren and Matt Morris. They were easily the most consistent sailors during the regatta, winning their first state title after having finished second in the previous three seasons.

A relaxed social gathering was held at the club on the evening prior to the racing and a couple of barbecues were held during the weekend for all of the sailors and their families.

Eight races were held over the two days with five races run on the Saturday in a fresh 15-18 knot easterly breeze. In contrast, a separate course was required for each of the final three races held on the Sunday afternoon with light and variable winds prevailing.

The two youngest sailors in the regatta, Kurk Pappas and Matt Harris from South of Perth Yacht Club found the going hard in the stronger breezes but were rewarded for their persistence with a win in Heat 6. There were two entrants from South of Perth Yacht Club from where it is hoped that a new fleet will emerge over the

next year.

Captain Dinghies of RPYC, Brad Wearne and his daughter Kate experienced "that sinking feeling" when their boat started taking water on the first morning.

Some hasty repairs during the lunch break saw them back into action for the balance of the regatta.

Five of the RPYC Tasar sailors are competing in the Nationals at Mission Beach in July and the States were an important lead-up event.

At present those sailors are getting in a few final practice sessions before packing the boats in the container headed for the big journey across the country.

The Tasar WA "ON A MISSION" team are really looking forward to some big fleet racing as well as experiencing the delights of FNQ.

With Tasar numbers on the increase it is planned to have a very healthy contingent of sailors from WA travel to Darwin for the World Championships in July, 2005.

Bart Thompson
Tasar Association of WA

2003/04 WA Tasar Class State Championships

Boat No	Boat Name	Helm	Crew	Club	1	2	3	4	5	6	7	8	Total	Drop	Adj Score	Placing
2454	Odd Moments of Brilliance	Warren Morris	Matt Morris	RPYC	2	1	2	2	2	1	3	1	14	3	11	1
2327	Fuzzy Logic	Kim Short	Michael Lees	RPYC	3	3	1	1	3	3	5	6	25	6	19	2
2611	Tasorback	Mark Hansen	Graham Hansen	RPYC	1	2	4	7	1	2	7	3	27	7	20	3
2131	Mystic Rythms	Bart Thompson	Sharon Thompson	RPYC	5	4	3	3	6	7	2	5	35	7	28	4
2143	Yellow Submarine	John Bailey	Soni Bailey	RPYC	11	6	7	5	4	4	4	2	43	11	32	5
782	Tommy	Andrew Muhling	Cailli Knievil	SoPYC	4	5	5	4	5	6	6	4	39	6	33	6
2061	Eskimo	Kurk Pappas	Matt Harris	SoPYC	7	8	6	6	9	5	1	9	51	7	44	7
1796	Rattle n Hum	Brad Wearne	Kate Wearne	RPYC	6	7	8	9	8	9	9	7	63	9	54	8
1929	Toots	Kim Jones	Sue	RPYC	11	11	11	8	7	8	8	8	72	11	61	9
1683	Mysticeti	Rodger Hills	Glenda O'Brien	RPYC	11	11	11	11	10	10	10	10	84	11	73	10



14 footer caught on camera seconds from the start in the last heat of our state titles



South Australian Tasar News

The summer sailing season drew to a close with somewhat of a bang or at least an explosion in demand for Tasars. The SA Tasar committee has been searching high and low for good examples of Tasars for what appears to be an insatiable demand. A few have been unearthed and have changed into new ownership. The big loser has been the Port Lincoln fleet where at least three good boats have moved elsewhere and another is for sale.

Royal Port Pirie Yacht Club

Port Pirie Tasars have maintained numbers and enjoyed good racing in a mixed fleet with Tina and Allan Moore taking out the series on handicap and were in the winning team for the teams racing.

Rivoli Bay Sailing Club

Likewise Rivoli Bay have maintained their fleet and recently added another Tasar with Phil Smith purchasing an Adelaide boat. The Rivoli Bay fleet members have been very active with members travelling to both Adelaide and Yarrowonga for State Titles.

Somerton Yacht Club

The final racing at Somerton Yacht Club saw the biggest fleet for the season out sailing. There were many new faces including Tony Ritter (in Golliwog reclaimed from hibernation), Ian James in Dune Buggy (ex Port Lincoln), Peter Duffield (Adelaide Uni's Tasar), Sean Hackett (from Sabres) and regulars Craig McPhee, Kym Widdows, Dave Ingleton and Robin Uhe.

Rumours

Rumour has it that there are six combinations actively

looking for Tasars to sail next season including David Higgins, Robbie Deussan, Neil Burford, Steve Tymann, Peter Nicholson and Shevaun Bruland.

Jamie Richardson ex Darwin is rumoured to be sailing in Adelaide next season with his brother as crew.

Facts

Two new boats are on order for SA members, Kevin Kellow's boat is under way and he and Craig McPhee will again be a formidable combination next year in this new boat.

Kym Widdows who enjoyed his best sailing season for some years has recently taken the plunge and ordered a new boat.

Mission Beach

At present there are three definite starters Sean Hackett (Hard Attack), Craig McPhee (More Small Things) and Tony Ritter (Golliwog). All have been out engaged in serious practice since the season concluded.

Commonwealth Government Grant

The SA Tasar Association has recently a successful applicant to an Australian Government Small Equipment Grant. The monetary grant is to assist in making sailing (Tasars) more accessible in general to persons wanting to partake of sailing. This season the Association purchased a Tasar for promotional purposes and intends to use the grant money on various equipment to assist in making the Tasars more accessible to beginning sailors.

Bob Wright

Furler Secrets

The following article has been reprinted from the World Tasar Council web site at www.tasar.org.

Sooner or later your furler will get hard to turn, and you will need to lubricate it. You need to take the furler partially apart to do this properly. The problem is, it's not obvious how a furler works, and if you're not careful, you can end up losing some tiny ball bearings, leaving you with a furler that won't work. But you can lubricate the furler, with minimal risk.

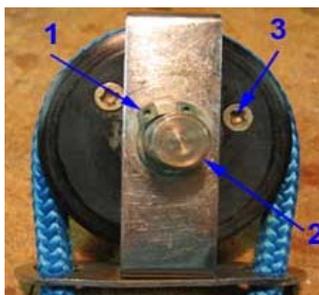


Figure 1

With the furler off the boat, remove the pin that holds the forestay, then remove the circlip [Figure 1(1)] from the furler shaft. There is a special tool for doing this, which you probably won't have, so carefully pry the two ends of the circlip apart by twisting a small screw driver between the ends, and use a second screw driver blade to gently lever the circlip off the shaft (2). Now you can remove the furler line and take out the three Phillips head screws that hold the two parts of the furler wheel together (3).



Figure 2

Furler Secrets (continued)

Now pull the lower part of the furler wheel off the shaft, as shown in Figure 2. Leave the upper part of the furler wheel on the furler body for now.

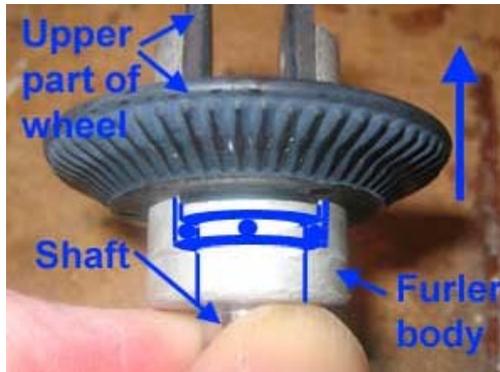


Figure 3

Take a look at Figure 3. It shows the shaft, which you grip in your fingers. The blue outline shows how the head on this shaft rotates on ball bearings inside the furler body. Push the upper part of the furler wheel up, in the direction of the blue arrow in Figure 3, off the furler body. You may have to tap the furler wheel with a hammer to get it off the furler body..



Figure 4

Once the top part of the furler wheel is off the furler body, you can see the head of the shaft, as shown in Figure 4. Make sure you keep a good grip on the shaft, and keep the head pulled down firmly into the body of the furler.



Figure 5

Next, you want to carefully lift the shaft a little way out of the furler body, until the head is just clear of the body, as shown by the blue arrow in Figure 5. Do NOT take the

shaft right out, as shown in Figure 6! If you do, the chances are very high that some of the ball bearings will come out of their groove in the furler body, and you will have to be very smart, or very lucky, or both, to get all of them back in again.

I have a block of wood with a 7/16" (11 mm) hole, in which the shaft is an easy fit. This lets me keep the shaft pushed firmly down into the furler body while I lower the shaft into the hole in the wooden block. When there is about 3 mm of clearance under the furler body, I lower the furler body, so the head of the shaft appears above the furler body, as shown in figure 5. Remember you want a gap of only 1 or 2 mm between the head of the shaft and the furler body.

Now you can spray in some WD40 to lubricate the ball bearings. Be careful! The first time I tried it, the blast from the spray can blew some of the bearings right out of the furler body. Lifting the head of the shaft just clear of the furler body, as shown in Figure 5, will prevent this. (Some of the ball bearings will probably defy gravity and stick to the underside of the head of the shaft. This is one reason why the WD40 can blast them out if the head is lifted too far out of the body.)



Figure 6

When you have sprayed in some WD40, lift the furler body and make sure it turns smoothly and easily on the shaft. Now lower the furler body down on to the wooden block, then push the shaft down until it is seated on the ball bearings. Now you can slide the upper part of the furler wheel back on to the furler body, lift the assembled wheel, furler body and shaft out of the block, and breathe a sigh of relief. With the upper furler wheel back on the furler body, the shaft can't come out, and the bearings can't either.

Replace the bottom part of the furler wheel, put in the three screws, then put the furler line back on and replace the circlip, put the pin for the forestay back in, and you're all done.

Richard Spencer

Tasar Trader - 11 June

A number of new ads on ATC website but no ads on the Trading Post. A lot of good boats listed below. Note that Warren Morris of WA is after a Tasar trolley – can anyone help him out? No details of any new Tasar owners.

NEW TASARS

Tasar 2768 White hull and deck, Kit A fit out 68.5 kg hull weight. Current minimum racing weight is 68kg. The boat comes with no rig just new hull. Price \$6,000.

Tasar 2767 White hull and deck, Japanese fit out 66.0 kg hull weight. Current minimum racing weight is 68kg. The boats come with no rig just new hull. Price \$8,800.

Tasar 2765 White deck and two tone sides (white bottom and navy blue sides), Japanese fit out 68.0 kg hull weight. Current minimum racing weight is 68kg. Price \$8,000. The boats come with no rig just new hull. Contact for the above boats is Clynton at Bethwaite Design SYDNEY on (02) 9938 6003 (source email 6 Apr 04)

CAVEAT EMPTOR

PRE LOVED TASARS UP FOR ADOPTION

Tasar 2760, Made Nov 2002, very light hull (Mist grey with off white deck), always garaged, new jib, main excellent, foils excellent, comes with Bethwaite designed aluminium beach trolley which has hardly been used and valued at \$1500. Winner of Victorian State titles March 2004, First place heat 4 and second place heat 12 of worlds in Canada 2003. genuine reason for selling. \$11 950 ono
Contact Wayne Hale (02) 4424 1123 (W) 4421 5873 (H). (Source email)

Tasar 2664 - Excellent condition, white hull and deck. 62kg. Ready to race no more to spend. \$10,000. Location MELBOURNE.
Contact is Martyn Sly on 0418 507 586 or (03) 9580 2446 (Source ATC website 17 May 04)

Tasar 2603 "Tie Me Down" - Hull in excellent condition, rig etc as new, Trailer and alloy beach trolley with moulded fibreglass hull supports. Nothing to spend just go sailing. Price \$10500 MELBOURNE
Contact is Martyn Sly (03) 9580 2446 or 0418 507 586 (Source ATC website Forum 10 May 04)

Tasar 2658, new spars, ropes, rigging Main and jib this season. Hull and foils in excellent condition on stainless steel trolley, very fast boat with good track record. Can delivery to Mission Beach in time for Nationals.
P.O.A. Location SYDNEY.
Contact Shane Guanaria 0401 654 290 (source email)

Tasar 2560 - Excellent condition, very nice grey hull and deck. Full set of sails with a spare main. Light weight road trailer which can be used for launching directly

from. Only in the water about 10 sails - great boat ready for the Worlds or Nationals. \$8,000 ready to go. Location BRISBANE.

Contact is Peter Gould on 0417 789 849 or pkgould@bigpond.com.au (Source ATC website)

Tasar 2454 Presents as new, white hull, grey foredeck, 3 suits of sails - club, state, national (used 1 series), 2 sets of battens, removable compass, 3 top sections (1 straightened, 1 pitted), glass foils, heavy duty Boeing trailer, old style top cover, new wires and ropes last season to sails and boat \$6500 - will separate the trailer, compass and new sails to reduce price. Will drop the boat off at your transport contractor. PERTH - WA.
Contact - Warren Morris (08) 9348 5285 (w) or (08) 93877076 (h) email warren.morris@woodside.com.au (Source ATC website)

Tasar 2236 Deck and hull in excellent condition (Hull weight 68.3kg), cream colour with red pinstripe; Two sets of sails (1 fair, 1 very good); spars, rigging, foils and fittings in very good condition; Boeing trailer with beach trolley. Ready to race. Location: MORNINGTON PENINSULA, VICTORIA Price: \$6,800
Contact Chris Allen Tel: 0402 309 638 Email: chrisa@cdi.com.au

Tasar 2214 - "Car 54" Hull royal blue with white deck. No stress fractures anywhere. Hull weight 73kg. 3 sets of sails, spare top mast section, spare rudder foil, new rigging this year (side stays etc), full covers, brand new galv trailer never been to the beach. Price \$5500.00. Location is Pt LINCOLN SA.
Contact Terry Boyce on phone 0407 612 490 or (08) 8682 3574 (Source email 15 May 04)

Tasar 1906 - Selling due to imminent arrival of new boat. White boat, 69 kg. Current Somerton SC Club Champion. One main sail and jib, good condition. Centreboard & rudder both glass over timber by YMS, very good condition. New top mast section, new traveller ratchet blocks, new rigging. Boeing trailer good condition. \$4150 Location is South Australia. If you are interested: call Kym Widdows on 0414 794 567 / (08) 8379 7567

Tasar 1762 - "Cinni" Light Blue Hull with white deck, original gelcoat. Good condition, hull weight 70.5kg. Includes 2 fully battened mainsails, 3 jibs in average condition, glass foils, canvas storage cover on galvanized trolley and "A-frame" trailer. Photos available on request. Price is \$2800 negotiable. Location - Newcastle NSW region.
Contact Luke Smith luke.smith78@optusnet.com.au (02) 4984 5094 or 0414 566 414

Tasar 757 "Two Dry Martinis" is in good condition, solid, and good looking (Especially if you like light blue hulls). It's got a good aluminium trolley, good centreboard (timber) and rudder (glass), two Mainsails and two jibs. In both cases, one is in good condition, one only fair.

Tasar Trader (continued)

Comes with boat cover. It's set up to fit onto a box trailer, and if you want it, that's thrown in with the boat. It's a well known boat in Victoria, and a little questioning will confirm it's condition. \$5500
 Contact Ray Martin on 0400 623 515, or (03) 9888 8773 or email me at raydmart@bluep.com

Tasar Trailer – approx. 20 years old, galvanised iron with wooden bulkheads/cradle. Partially broken handle and dodgy electrics. \$550 or reasonable offer. Location is Waverley, Sydney.
 Contact Ken Roper on 0416 149 441

Tasar, 2 main sails, 1 jib, registered road trailer, new shrouds, ropes, boat presents as new cond, \$4150.
 Contact (03) 9783 8906, 0422 640 330 Frankston (source ATC website 22 Apr 04)

TASAR PARTS

TASAR ITEMS WANTED

The TAV requires a set of sails for the demonstration boat. Sails must be in reasonable condition.

Contact Martyn Sly (03) 9580 2446 or 0418 507586

Tasar Trolley wanted.

Contact - Warren Morris (08) 9348 5285 (w) or (08) 93877076 (h) warren.morris@woodside.com.au (Source ATC website)

In the interim, if you have any knowledge of potential Tasar sailors who are looking for a boat or have a boat for sale then you might pass this information onto them. Also, if you hear of any Tasars being for sale or wanted to purchase or any Tasar equipment that is available then you are invited to circulate details via the Associations Bulletin Board on the Australian Tasar Council's website.

Regards,
 Tony Keevers
 Tasar 1818
 tkeevers@bigpond.net.au

The Tasar Trader is an email published each Thursday, should you wish to receive the email contact Tony at his email address above.

Tasar Association Of New South Wales 2004/2005 Summer Sailing Programme

Inter Club Teams Racing - Woollahra SC

Sat 11 Sep 04
 Sun 12 Sep 04

Callala Bay Regatta

Sat 02 Oct 04 TT Heat 1 PM
 Sun 03 Oct 04

Balmoral Sailing Club

Sat 23 Oct 04 am Coaching Clinic

Bethwaite Skiff Series - Round 1 Royal Geelong YC, Vic

Sat 23 Oct 04
 Sun 24 Oct 04

Try Sailing Day

Sun 07 Nov 04 Participating Clubs

ACT Titles – Batemans Bay Sailing Club

Sat 13 Nov 04 Race 1 10:00 AM
 Sat 13 Nov 04 Race 2 2:00 PM
 Sun 14 Nov 04 Race 3 10:00 AM
 Sun 14 Nov 04 Race 4 TT Heat 2 1:00 PM

Bethwaite Skiff Series - Round 2

NSW Tasar Short Course Championship - Round 1 Sydney – Cronulla YC

Sat 11 Dec 04 TT Heat 3
 Sun 12 Dec 04

Bethwaite Skiff Series - Round 3 Sydney – Woollahra SC

Sat 22 Jan 05
 Sun 23 Jan 05 TT Heat 4

Northbridge Sailing Club

Sun 13 Feb 05 TT Heat 5

2005 Sail Expo

Fri 04 Mar 05 – Sun 06 Mar 05

Bethwaite Skiff Series - Round 4 NSW Tasar Short Course Championship - Round 2 Lake Macquarie - Speers Point Amateur SC

Sat 05 Mar 05 TT Heat 6
 Sun 06 Mar 05

Victorian Tasar State Championships Yarrowonga Yacht Club

Sat 12 Mar 05 – Mon 14 Mar 05

28th NSW Tasar State Championships Wangi Wangi Amateur Sailing Club

Fri 25 Mar 05 Race 1 2:00 PM
 Sat 26 Mar 05 Race 2 9:30 AM
 Sat 26 Mar 05 Race 3 2:00 PM
 Sun 27 Mar 05 Race 4 & 5 back to back 1:30 PM
 Mon 28 Mar 05 Race 6 10:00 AM

NOTICE OF RACE

2005 Tasar World Championship and 32nd Australian Championship

Darwin, Northern Territory, Australia

July 1 - 8, 2005

The Tasar Association of the NT Inc., Darwin Sailing Club Inc., and the Australian Tasar Council invite you and your crew to the 2005 Tasar World Championship and the 32nd Australian Championship to be held in Darwin, Northern Territory July 1 – 8, 2005.

1. Organising Authority

The Organising Authority is the Tasar Association of the NT Incorporated in conjunction with the Darwin Sailing Club Incorporated, the Australian Tasar Council and the Tasar World Council.

2. Rules

The regatta will be governed by the rules as defined in the Racing Rules of Sailing 2005-2008, the World Tasar Class Association Rules (except as any of these are altered by the Sailing Instructions) and by the Sailing Instructions.

3. Eligibility

The regatta is open to all Tasars. All competitors shall comply with ISAF eligibility rules .

4. Entry

A completed Entry Form and Entry Fee of AUD \$495.00 must be received by the Organising Authority on or before 1 May 2005. Late entries with a corresponding late fee of AUD \$150.00 may be accepted at the discretion of the Organising Authority up 1300 hours on 2 July 2005.

No entry fees will be refunded after 30 May 2005. Before that date entry fees may be refunded at the discretion of the Organising Authority after deduction of a 5% administration fee.

Entry forms can be downloaded from the regatta web page located at : www.tasar2005worlds.org.

Entry forms can then either be:
mailed to:

Tasar Association of NT Inc
C/- KPMG
GPO Box 1616
Darwin NT
Australia 0801

Or faxed to:

Tasar Association of NT Inc
61 (0)8 89 817788

5. Advertising

The event will be a Category "C" event as described in the Racing Rules of Sailing 2001 - 2004.

6. Schedule of Events

Thursday 30 June 2005	1200 – 1630	Early Bird Registration & Measurement
Friday 1 July 2005	0900 – 1630	Registration & Measurement
Saturday 2 July 2005	0900 – 1300	Registration & Measurement
	1400	Invitation race
Sunday 3 July 2005	Day 1	Maximum of 3 races
Monday 4 July 2005	Day 2	Maximum of 3 races
Tuesday 5 July 2005	Day 3	Maximum of 3 races
Wednesday 6 July 2005	Day 4	Lay day, provision for resail if required
Thursday 7 July 2005	Day 5	Maximum of 3 races
Friday 8 July 2005	Day 6	Maximum of 2 races (no prep signal allowed after 1300) Presentation evening

7. Measurement

Random measurement checks and inspections may be carried out at any time. A boat notified of inspection shall follow the instructions of the Race Committee.

8. Sailing Instructions

The Sailing Instructions will be available upon registration.

9. Regatta Site

The regatta will be conducted from The Darwin Sailing Club Inc, Fannie Bay, Darwin.

10. Racing Area

The racing will take place in the waters off The Darwin Sailing Club Inc, Fannie Bay.

11. Courses

The courses shall be as described in the sailing instructions.

12. Scoring

The Low Point System, will apply. Twelve races are scheduled. A minimum of three races shall be com-

NOTICE OF RACE (continued)

pleted to constitute a series. If six or more races are completed each boat's worst single result will be excluded. If ten or more races are completed each boat's two worst results shall be excluded.

13. International Jury

An International Jury will be appointed. Decisions of the Jury will be final.

14. Buoyancy

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

15. Support Boats

Team managers, coaches and other support personnel shall stay at least 100 metres outside racing laylines from the time of the preparatory signal until the finish of the last boat in a race, except when asked to assist by the Race Committee. Failure to comply with this Instruction may result in action being taken by the Jury against the support personnel and/or any boats supported by them.

16. Radio Communications

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

17. Prizes

Prizes will be awarded for the following:

World Champion;
 Australian Champion;
 Masters Champion – combined ages of helm and crew 80 to 99 years;
 Grand Masters Champion – combined ages of helm and crew 100 to 119 years;
 Super Grand Masters Champion – combined ages of helm and crew 120 years or more;
 First Lady Competitor – highest placed woman, helm or crew;
 First Junior Helm – helm under the age of 19 years.

All ages are calculated on 3 July 2005.

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

18. Television and Media

Attendance at a media press conference each day may be required for the top three competitors as well as the individual heat winners.

19. Rights to Use Name and Likeness

In participating in the Tasar World Championship, and the 32nd Australian Championship a competitor automatically grants to the Organising Authority and the sponsors of the event, the right in perpetuity, to make, use and show, from time to time and at their discretion, any motion pictures, still pictures and live, taped or film television and other reproductions of him/her during the period of the competition for the said event in which the competitor participates and in all material related to the said event without compensation.

20. Entry Disclaimer

It is the competitor's decision to enter the Tasar World Championship, and the 32nd Australian Championship or to start and continue in any race. Competitors shall accept that their participation in the regatta is at their exclusive risk in every respect. See RRS, Decision to Race. The Organising Authority, their officers, members, servants and agents accept no liability in respect of loss of life, personal injury or loss or damage to property which may be sustained by reason of their participation or intended participation in the regatta or how so ever arising in connection with the event.

21. Insurance

All boats competing in the Tasar World Championship and the 32nd Australian Championship shall have third party insurance cover of not less than AUD \$5,000,000 (recommended AUD \$10,000,000) or equivalent thereof in any other currency for any accident. All owners/competitors who sign the entry form are deemed to have made a declaration that they hold such cover. Competitors may be required to produce evidence of such insurance and any competitor not holding this cover shall withdraw their entry.

22. Charter Boats

A limited number of charter boats will be available for overseas competitors. Further details are available on the regatta website at www.tasar2005worlds.org

23. Further Information

For further information, please contact the following:

Website: www.tasar2005worlds.org

Contact:

Peter Chilman: pchilman@kpmg.com.au

Fiona & Danny McManus: mcmanus@octa4.net.au

2005 Tasar World Championship and 32nd Australian Championship
Darwin, Australia, 1 – 8 July 2005

ENTRY FORM

PLEASE PRINT CLEARLY IN BLACK INK

This form can be downloaded from the regatta web page located at www.tasar2005worlds.org and **Either, mailed to:** Tasar Association of NT Inc C/- KPMG GPO Box 1616 Darwin NT Australia 0801, **or faxed to:** Tasar Association of NT Inc on facsimile number 61 (0)8 89 817788.

Entry Fee:

By 1 May 2005 Entry Fee: AUS\$495.00 After 1 May Additional late entry fee: AUS\$150.00

Boat name: Sail No:..... Club:..... Country:.....

Helmsperson:..... DOB:..... Sex:.....

Member National Authority membership number:.....

Contact address:.....

..... email:.....

Crew:..... DOB:..... Sex:.....

Member National Authority membership number:.....

Contact address:.....

..... email:.....

Emergency contact:..... Phone:.....

Medical conditions we should know about.....

Additional persons for social events:.....

(A guide only to help with planning of events. Not covered by entry fees. Charges will apply).

TERMS OF ENTRY:

Competitors' declaration: We agree to be bound by the Racing Rules of Sailing 2005-2008 and by all other rules that govern the event. We acknowledge that the sole responsibility for deciding to participate in a race or sail in Regatta waters between races will be our own.

We further acknowledge and agree that in consideration of our entry into this regatta being accepted (without any obligation on your part to so accept it) our participation is at our own risk. We are totally responsible for the seaworthiness, sufficiency and adequacy of our boat and its equipment. We understand that neither the officers, members and servants of the Tasar Association of the NT Inc, The Darwin Sailing Club Inc., the Australian Tasar Council nor any other persons assisting with the conduct of this regatta accept any responsibility in respect of any injury or loss to person or property that may be sustained by reason of participation in the regatta or howsoever arising in connection with this regatta.

We understand and agree to abide by the terms detailed above.

Signed (Helmsperson)..... Date.....

Signed (Crew)..... Date.....

If you are under 18 years of age on the 1st July 2005 the following Consent for Junior Competitors is required from your Parent or Guardian:

I.....of.....being parent/legal guardian
(please print)

of..... consent to him/her participating in the 2005 Tasar World Championship and 32nd Australian Championship and upon terms and conditions set out in this entry form and hereby release organisers and any representative thereof, from any claim or demand that I may have or deem myself to have on my or anyone else's behalf arising out of this regatta.

Signed..... Date.....

2005 Tasar World Championship and 32nd Australian Championship
Darwin, Australia, 1 – 8 July 2005

ENTRY FORM
PLEASE PRINT CLEARLY IN BLACK INK

PAYMENT OF ENTRY FEE DETAILS Please cross (X) as appropriate:

ENTRY FEE: \$495.00 AUD LATE ENTRY FEE (After 1 May 2005): \$150.00 AUD

TOTAL FEES DUE: \$.....AUSTRALIAN DOLLARS

METHODS OF PAYMENT: (Please cross (X) as appropriate)

If paying other than by credit card please make the payment payable to: Tasar Association of the NT Inc.

- INTERNATIONAL MONEY ORDER IN AUSTRALIAN DOLLARS - ENCLOSED
- AUSTRALIAN CHEQUE IN AUSTRALIAN DOLLARS (NO FOREIGN CHEQUES ACCEPTED) - ENCLOSED
- CREDIT CARD – (Please give full details below)

Please cross (X) ONE box:

Bank Card MasterCard Visa Diners American Express

Card number: ____ / ____ / ____ / ____ Expiry date: ____ / ____

Name of Card Holder.....

Please Charge to the above card the payment of AUD\$.....

Signature of Card Holder.....

ENTRY CLOSING DATE 1 MAY 2005 (\$150 AUD LATE ENTRY PENALTY AFTER THIS DATE)

ENTRIES WILL ONLY BE ACCEPTED WHEN FULL PAYMENT IS MADE

NO ENTRY FEES ARE REFUNDABLE AFTER 30 MAY 2005.

Before that date entry fees may be refunded at the discretion of the organising committee after deducting a 5% fee to cover administration costs.