

Tasar Australia



Newsletter of the Australian Tasar Council



February 2001

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Tasar Australia Newsletter

Tasar Major Events

Victorian Tasar State Titles – Yarrowonga Yacht Club
Saturday 10 March 2001 to Monday 12 March 2001

24th NSW Tasar State Titles - Point Wolstoncroft
Friday 13 April 2001 to Monday 16 April 2001

Queensland Tasar State Titles – Bowen
Friday 13 April 2001 to Monday 16 April 2001

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

ACT Tasar Championships – Canberra Yacht Club
Saturday 10 November 2001 to Sunday 11 November 2001

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

President's Message

Welcome to the February edition of Tasar Australia and I apologize for it being a little late.

In this issue are updates from most States, unfortunately no reports from WA and Victoria. There are also Club updates from NSW clubs, and I would welcome and encourage similar reports from all Clubs.

There are also some reports and results of recent events. There is an extensive report, with letters, providing infor-

mation about the application for Tasars to obtain ISAF Recognised Status. This is particularly important for us in Australia as it will provide access to assisted shipping to attend World Championships overseas.

The Notices of Race for the Arafara Games and the 2001 NSW State Championships are also included. I can assure anybody thinking of attending the Arafara Games that they will receive a warm welcome and have a great time in Dar-

win.

Finally, the dead line for the next newsletter will be the end of April. For those in the southern State it is opportunity to report on your season and State Championships. For those in the north you could provide details of your coming season.

The only way we can have a truly national newsletter is to have contributions from all States and Clubs.

Chris Parkinson

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South Australian Report

A few South Australian Tasars went down to Rivoli Bay Yacht Club mid November for a small number of short course races. There were only 3 Tasars who went down to RBYC from Adelaide to sail with the 3 locals. Rivoli Bay is certainly a very beautiful place to sail, almost a Greek island setting in the south east of South Australia. A tiny cray-fishing village with a fantastic sailing harbour.

The Saturday saw us compete with all of the locals in their normal club race, a typical Olympic course of about 9 nm's. The weather was a lovely 15 knots and flat, just fine for reaching around everywhere and having a great time. The evening saw the locals put on a meal for everyone and lots of yachting tales of old. As you do. The Sunday saw only 5 Tasars sailing around a very short Olympic course only about 2 nm's. We did 4 of these back to back and again conditions were a perfect 15 knots. The committee boat started us off 5 minutes after the last boat finished and did a superb job keeping things moving. This type of sailing keeps you well focused on the task at hand as there are always boats around and marks to go round.

As we started the last race for the day at 12.00pm a black cloud (as they are) came up from the south and blew across the course. The

first time I have ever seen a cloud come in at ground level. Fortunately it only blew in at about 20knots so we were able to finish. Everyone one agreed that Rivoli Bay was a terrific place to sail and this will be the likely candidate for a state heats next season. This should allow interstate competitors to get some tuning in prior to the 2002 Nationals at Port Lincoln.

STATE HEATS

The South Australian State heats were sailed on December the 2nd and 3rd at the prestigious Adelaide Yacht club. Only 10 starters for the first race on Saturday, and then no wind got us off to a disappointing start.

However, this was certainly made up for the next day with a varying day from 10 to 20knots on the Sunday. Here we arranged with the club to sail 6 races back to back. The racing although close, saw the same people come in the same positions just about every race. I think every boat would win the consistency trophy. Craig McPhee cleaned up again with well deserved wins, Shaun Hackett a close second and The Clerk boys a consistent 3rd every race. The club even prepared a video of the days racing using a new *dangfangled* digital camera. An excellent day out.

Don't forget to book now for the Port Lincoln Nationals, accommodation always fills fast as Port Lincoln is a popular holiday destination.



New Members

David and Deb Seaton.
Their new boat is 2731
"Masquerade" and sails from
Balmoral SC.

Jim and Magentah Fear.
Their boat is 1034 "Mr Percival" and
sails from Big River SC.

Colin Hinwood.
His boat is 2651 "Grey on Grey" and
sails from Big River SC.

Russell Morrow.
His boat is 2181 and sails from
Concord Ryde SC.

Kevin and Laurie Brown.
Their boat is 2111 "Manly Ferry" and
sails from Balmoral SC.

Alan and Kim Merry.
Their new boat is 2729 "Expresso"
and sails from Woollahra SC.

ACT DINGHY CHAMPIONSHIP

Greetings fellow Tasar sailors.

A big thanks to the Tasar sailors who came for the ACT Championship. Especially those who travelled the greatest distances (noteworthy were the strong group from Speers Pt SC).

It must be said that the sailing wasn't good. Indeed, the conditions were near diabolical! Overcast and occasional drizzle-showers on Saturday allowed for just two near drifting races. On Sunday conditions were even worse, such that nobody even bothered rigging, and the Championship was concluded by 1245. (Needless to say, by 1400 the clouds had cleared and a 5-8 kt

breeze was blowing.) But the extra shore-time was well used for socializing and chatting, and what with a well attended evening function on the Saturday night I hope our visitors didn't consider the weekend too much of a write-off. The fleet wasn't the largest possible, but the standard was high. True to form, the 'known-names' proved most adept at maintaining momentum, using puffs to best advantage and avoiding the 'dead' patches. Twelve Tasars entered, with the major results being as follows:

Scratch

R. Longbottom & P. Kinghorne
P. Darby & B. Howe

B. Paine & A. Reed

Handicap

M. Linsley & J. Kennedy
C. Parkinson & L. Greenwell
D. Robertson & S. Jacobsen

Tasars featured strongly in the overall handicap result, with Rick and Phil finishing 2nd and 3rd overall, but a well sailed Laser won the 2000 Division One trophy, for the faster monohulls.

Once again, thanks to everyone that came. You saw Canberra at its uncharacteristic worst! Think how much better next year will be. I hope to see you there. **Martin Linsley.**

WHITSTABLE UPDATE

Currently there are 19 boats for the 2 containers, giving us 3 spare spaces to fill. Should you wish to be included please contact Ian Guanaria ASAP.

ATC has applied to the AYF to be included in their shipping sponsorship deal as we did for Japan. To date we have not had a reply either way. If we cannot get sponsorship the cost is liable to be around A\$1200 each, subject to final numbers and also exchange rate.

It is expected that both containers will be loaded in Sydney around late June.

There is now an Official web site for the Tasar International Championships 2001 that can be found at www.tasar2001.com

The Notice of Race for the Championships is now available from the web site or by contacting Ian Guanaria.

Status of Tasar Sailing in Queensland

As the distance from Cairns to Brisbane is almost 2000 kms the fleets in Queensland are separated by long distances and this makes it difficult for all boats to get together even for state titles.

The main fleet, numbering 15 boats is based at Tinaroo Sailing Club with boats traveling from Cairns as well as the Atherton Tablelands.

The north has another fleet at Mission Beach with about 6 boats sailing regularly.

These two fleets regularly meet up for regattas or training as they are only 200 km apart. One of the really encouraging signs for FNQ is the number of young sailors opting to sail Tasars on their graduation from the

ever popular Sabot.

Another boost to our skills was a recent weekend of coaching, provided by Olympic standard coach Paul Eldrid, who was flown in courtesy of "FNQ Sailing".

The RAAF Amberley Sailing Club based just outside Brisbane is the focus for Tasar sailing in the southern region with about 12 Tasars sailing in that fleet.

The Amberley Sailing Club is very active promoting Tasars with the club having access to 5 Tasars. The traditional home of Tasars in Queensland, Yeppoon, having hosted the worlds in 1988 has seen a decline in Tasar numbers in recent years with only 2 or 3 Tasars sailing

regularly. Hopefully we will see a resurgence in Tasar sailing in Yeppoon in the near future.

The Queensland association is planning the next state titles to be held in Bowen, Easter 2001.



Northern Territory News

Some major events for the year are the Green Season Regatta to be held over the Easter weekend at Lake Argyle by the Ord River Sailing Club which we hope quite a few sailors from Darwin will attend if the wet season does not give us too much rain which overfills the Lake making it unsuitable for sailing.

Next is the Arafura Games to be held 19-26 May 01 in which there will be an Open Tasar Class.

Racing will commence Sunday the 20th until Friday the 25th. The TANT will endeavour to have available some charter boats. The games are open to anyone interested and they can contact me for any further information.

Club Racing involves 2 point scores during the year and the Northern Territory Championship to held during July, (date to be confirmed) as the Club Race program is yet to finalised.

Lastly, any Tasar Sailor travelling to the

NT is welcome to visit and if so inclined boats available are welcome to join in, just let me know in advance.

The TANT signon will be held in March, date yet to be confirmed.

Well, that's all for now, hope you had a festive Xmas and New Year.

Regards, Barry Box.

Tasar Southern State Championships Melbourne 2001

Was the long, hot drive from Sydney to Melbourne in our dusty diesel van worth it? Definitely yes!

We were heading south to participate in the Tasar Southern State Championships as part of the Sail Melbourne Regatta. This was to be preparation for the Tasar World Championships in Whitstable later this year. We were hoping that Port Phillip Bay would serve up the strong winds and big swell that everybody in NSW warned us about.

On arrival in Melbourne on Wednesday evening, we stopped at the Mordialloc Sailing Club to check out the facilities. We found a great clubhouse, a lovely grassed rigging area, a wide expanse of sandy beach and a glassy millpond!

There were four days of racing for the Tasar Championships, Thursday through to Sunday, with Saturday and Sunday combined with the Sail Melbourne Regatta. Social activities included a "welcome night" on Thursday evening featuring the famous Mordi-Burger – the vegetarian version was very tasty.

All races were sailed on a trapezoidal course, with the

course lengthened by either extra laps around buoys 2 & 3, or buoy 1 and a gate set just after the start. The conditions varied over the four days from a very light, hot nor-wester to a fairly strong southerly with a one metre swell – good for wave catching practice.

On the last day of the Regatta the rumour around the men's change room was "its blowing 20 knots at Tullamarine", so we rigged accordingly. Once out on the course we drifted around waiting for the start. After a postponement of some time, we eventually started in very light winds. Was the "20 knots at Tullamarine" designed to fool the visitors? It certainly worked!

We enjoyed great competition from the fleet of 28 Tasars, mostly Victorians with a few visitors from interstate. Congratulations to the Victorians who took out the major places, with two New South Welshmen not far behind!

Our thanks go to Martin Sly, the President of the Victorian Tasar Association, the committee of Mordialloc Sailing Club and the numerous volunteers for their hospitality and a fantastic regatta.

Chris Carden & Liz Greenwell, 2588 Tadpole.

Wanted - Female Tasar Crew

Ideal Attributes:

- Enjoys Competitive Sailing
- Weighs 45kg - 55kg
- Aged 18 years or older
- Willing to learn, train and HAVE FUN
- Sydney based
- NON-SMOKER

To compete on a self-funded basis at the following major sailing regattas:

- VICTORIAN STATE TASAR CHAMPIONSHIP
10 March 2001 - 12 March 2001,
Yarrawonga, VICTORIA

- NSW STATE TASAR CHAMPIONSHIP
13 April 2001 - 16 April 2001,
Lake Macquarie, NSW

- WORLD TASAR CHAMPIONSHIP
18 August 2001 - 26 August 2001,
Whitstable, ENGLAND

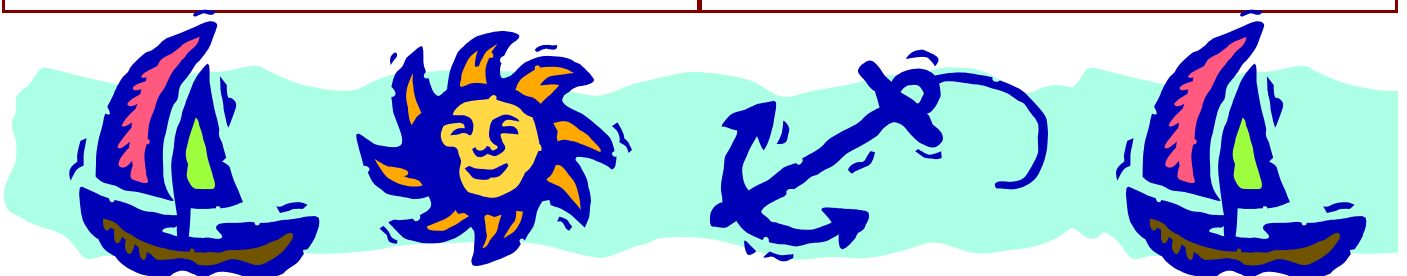
- AUSTRALIAN TASAR CHAMPIONSHIP
10 January 2002 - 19 January 2002,
Port Lincoln, SOUTH AUSTRALIA

Most recent placing:

8TH, TASAR SOUTHERN STATES CHAMPIONSHIP
January 2001, Mordialloc, VICTORIA
AIMING TO IMPROVE!!!

Send Written Applications To:

"TASAR CREW"
PO BOX 935
LANE COVE 2066



The Mordialloc Sailing Club Presents Tasar Southern States Championships

Results by : TopYacht Software

(C=DNC S=DNS O=OCS F=DNF R=RET Q=DSQ D=DND Z=ZPG U=DUT Y=YPG G=RDG P=Protest L=Late Entrant V=Average #=No Data "(x.y)" Discarded)

Place	TiB	Sail No	Boat Name	Class	Skipper	Agg Score	Race 9	Race 8	Race 7	Race 6	Race 5	Race 4	Race 3	Race 2	Race 1
1		2658	THE EDGE	Tasar	D BRETHERTON	10	3	2	1	1	1	1	(27.000)	-4	1
2		7572	DRY MARTINIS	Tasar	R MARTIN	32.5	6	3.5	5	5	-15	5	3	-8	5
3		2591	SUIT OF LIGHTS	Tasar	C THOMPSON	35	12	-15	7	3	5	-14	2	3	3
4		1843	CHAUVINIST	Tasar	I SHAND	36	2	6	3	6	8	-8	-10	5	6
5		2619	FLYING FERRETS	Tasar	L BROWN	37	4	-10	9	9	2	6	5	2	-19
62P		1940	CHAOS THEORY	Tasar	J ROSS	45	11	12	8	2	-13	4	1	-14	7
7		2579	THE MASTERS	Tasar	A MURRAY	45	-14	1	6	11	11	3	(27.000)	9	4
8		2588	TADPOLE	Tasar	C CARDEN	57	7	13	-15	7	3	-16	7	10	10
9		2124	DEMO BOAT	Tasar	H NIELSEN	58	5	-14	10	12	4	9	9	(27.00Q)	9
10		1764	KIWI MAGIC	Tasar	G MAC.KINVEN	62.5	-13	7	11	8	9.5	11	4	(27.00F)	12
11		1908	SLIPPERY WHEN WET	Tasar	P RIDGWAY	63.5	9	3.5	12	4	6	2	27.000	(27.00Q)	(29.00L)
12		2603	TSUNAMI	Tasar	J ERIKSSON	67	-15	5	14	-18	12	7	8	13	8
13		2096		Tasar	G SHAPCOTT	69	1	9	2	(29.00C)	(29.00C)	27.00F	27.00R	1	2
14		2608	TRUE BLUE	Tasar	R GILPIN	71	8	8	4	23.00Q	(26.00Q)	(27.00Q)	11	6	11
15		2659	HAKUNA MATATA	Tasar	M PAYNTER	75.5	10	11	-17	10	9.5	12	12	11	(24.00S)
16		2733	ZAP	Tasar	B MAIRS	96	19	-25	-20	14	18	13	6	12	14
17		2656.		Tasar	S ALMOND	112	(29.00C)	16	13	13	14	10	18	(29.00C)	28.00C
18		2551	MAGIC MOMENTS	Tasar	B HILL	113	-20	18	16	17	(26.00F)	18	13	16	15
197P		1946	PSNADOD	Tasar	F KATERS	121	21	19	-21	16	7	20	19	19	(24.00Q)
20		784	ROCKET SHIP	Tasar	C ALLEN	121	22	-24	22	15	17	15	(27.00F)	17	13
21		1805	HINEMOA	Tasar	K RAMHOLDT	124	16	-23	-24	20	21	22	14	15	16
22		2011	INSTINCT	Tasar	D CONWAY	126	17	20	19	(29.00C)	(26.00F)	19	15	18	18
23		1853	FOLLOW ON 2	Tasar	T PARAMORE	133	-24	22	23	(29.00C)	16	17	17	21	17
24		2142	SHEARWATER	Tasar	T HAMMOND	138	18	21	18	19	19	21	(27.00Q)	22	(24.00Q)
25		2100	AMAROO	Tasar	P KALIN	158	23	17	25	(29.00C)	26.00Q	27.00Q	(27.00Q)	20	20
26		2617	WAIMUKABOUT	Tasar	W STAHEL	167	29.00C	29.00C	29.00C	29.00C	(29.00C)	(29.00C)	16	7	28.00C
27		1755	HORIZON	Tasar	D LAWSON	173	25	26	26	21	20	27.00F	(29.00C)	(29.00C)	28.00C
28		1917	NAUTI BUT NICE	Tasar	M RALPH	196	29.00C	29.00C	29.00C	29.00C	29.00C	(29.00C)	(29.00C)	23	28.00C

Speers Point News

At Speers Point the first half of the season has gone swimmingly, for some in more ways than one! The weather has been kind to us, with good breezes, and we've enjoyed a good mix of courses, with some sprint racing and figure-8 courses amongst longer courses. And there's been some battles ...

Eleven boats have taken part in the racing so far, and when we all get on the water at the same time you won't see the water for the sparks! There are a couple of new boats to be seen - Jeff Mephram has bought John Stubington's *Freya*, and the Kleins have a new boat *Tokay*, which came together from kit form under Phil Darby's tutelage. *Eidotter* has found a new owner, Rob Burgess, who is discovering the joys of sailing a dinghy as opposed to a yacht.

Many of our Tasar fleet have members of the Fitzgerald family on them, Julia being our only female skipper, and she's doing well. In fact, these same Fitzgeralds filled crew roles for some of the skippers in the Cobra Nationals our club ran after Christmas, with Michael helping his skipper win first place on handicap - a very handy family!

This season we have started a very pleasant tradition (well, soon to be one - it's like the "first annual what-ever") of staying back after our Club Championship heats, to enjoy the evening with our competitors over a meal, etc. What a sharing lot we are! - sharing each other's company, sharing tips, sharing techniques ... And there's been quite a lot of sharing the experience of capsizing this season - Kleins and Rob Burgess discovering new things about their new boats, and Parko - well, who knows why he does it! Others are staking their claim too, coming in with the Speers Point insignia aloft (lots of delicately wrought black mud and no feather). But the Upside Down Trophy could be a close thing this year ...

Speers Point boats have supported Tasar interclub events, with the best support being five boats travelling to Canberra for the ACT titles (well, that

certainly gave us lots of opportunity for good socialising this season!). The February Interclub is at Port Macquarie this year, and, after a good proportion of our Tasar fleet spent a really pleasant weekend there almost a year ago, we're looking forward to the trip north for some almost-tropical sailing.

Jane Klein

Wanted Green, Blue & Oranges Tasars

Concord & Ryde Sailing Club's Tasar Fleet currently comprises 9 Tasars being two white Tasars, two red Tasars, two yellow Tasars plus one green Tasar, one blue Tasar and - a recent addition to the Tasar fleet - an orange Tasar (welcome and happy Tasar sailing to Russell Morrow).

Thus, we are looking for Tasar sailors with either a green Tasar, blue Tasar and orange Tasar to balance the current colour arrangement of the Tasar fleet. So, if anyone owns a Tasar of the above hull colour please feel free to come and enjoy the friendly racing at Concord & Ryde Sailing Club.

We race Saturdays on a picturesque portion of the Parramatta River just downriver of the Concord Ryde road bridge. Our fleet normally starts rigging at about 12.30pm with races commencing at 2.00pm.

The club house is located amongst mangroves on the northern shore of the Parramatta River and features hot shower and toilet facilities as well as a canteen and large meeting area. Other classes raced at the Club include sabots, herons, spirals, moths, NS14 and catamarans. By the way, if you own a Tasar of a different colour to the above then you are also very welcome to join us for a friendly race on a Saturday afternoon.

**For further details contact
Tasar Fleet Class Captain
Robert Lees (red Tasar) on
(02)9636.2191 or
rlees@optusnet.com.au**

Or

**Tony Keevers (yellow Tasar) on
(02) 9743.1719 or
tkeever@landcom.nsw.gov.au**

Northbridge Sailing Club Update

The Northbridge Sailing Club Tasar fleet is currently in excellent shape with 20 Tasars registered and regular fleets of 15-18 sailing each Sunday.

Enquires to join the Tasar fleet are at an all time high as people realise the benefits of being involved in a "family club", sailing on the quiet, pristine yet challenging middle harbour waterways and a 2:00pm family friendly Sunday start.

The clubs recent merger with Seaforth moth club has relieved any potential shortage for rack space. Most of this season's new fleet has built on the family theme Father/Mother/Son/Daughter combo's that NSC does such a great job in fostering.

Races this season have been sailed in a wide variety of conditions producing some very close racing with often only seconds separating places. The result of a constant exchange of knowledge amongst the fleet and some informal coaching by some of the established Tasar sailors have seen a higher standard of sailing across the entire fleet.

NSC hopes to be well represented at the forthcoming state titles at Easter with 8 crews already having indicated they will attend.

In short the NSC Tasar fleet is on FIRE and now proudly boasts the largest and most competitive Tasar fleet in NSW.

**For enquires, information, or simply an opportunity to sail a Tasar with no obligation call
Zac Stollznow on
(02) 9969 6649 or (02) 9756 2447.**



TASARS IN CANBERRA

On Canberra's Lake Burley Griffin we have two clubs and three other sailing organizations with Tasars (making a total of about 30 in the capital), but none can sustain regular class racing. To compensate, we are running the Canberra Tasar Racing Series. The Series incorporates races at each of the clubs (on Saturday, Sunday and Wednesday evenings), together with the ACT and NSW Tasar Championships.

The fourth 'race' of the Series was held at the Canberra Yacht Club just before Christmas. Four Tasars raced, and it was good to note the younger generation competing Tasars (and they don't come much younger than Rick Longbottom's daughter Carmen, who is about 6 - years that is, although her weight in kilos can't be much higher). My daughter, Anna, crewed me, and well appreciated the lake's wildlife. We weren't good enough to beat Rick and Carmen in the light and fluky conditions, but managed to hold off Michael Hess, and Les and Marianne Nielsen. After the race the lake proved ideal for a cool-down swim, while the CYC's sausage sizzle and drinks was enjoyable for not only the sailors, but the family members who joined them there.

The first half of Canberra Tasar Series has the following results:

	Race 1	Race 2	Race 3	Race 4
Martin Linsley	1	2	3	2
Bruce Paine	(3)	1	2	(5)
Les Nielsen	2	(3)	(4)	4
Rick Longbottom	(3)	(3)	1	1
Michael Hess	(3)	(3)	(4)	3

The level of participation seems to be increasing, and we hope this continues for the second half of the series. Dates of racing are:

10	February	2001	YMCA SC
07	March	2001	Twilight Race CYC
13-16	March	2001	NSW Tasar Championships
01	April	2001	CYC

Tasars in the Navy and ADF

Navy is planning on a small team entering both the VIC Tasar Championships at Yarrowonga and the NSW Championship. Its members will be using these events in preparation for to compete as part of the Australian Defence Force team at the Internationals, in August.

The ADF Sailing Association is also planning on entering a team to compete in both the Tasar and Laser classes at the Arafura Games (Darwin 19-26 May).

Martin Linsley 2604 'Coco'

GREENWICH TASAR FLEET

The 2000-01 season has been very successful to date with quite a few changes happening amongst existing members and a number of new Tasar owners joining the fleet.

Graham Hanna led the way with a new boat, 2727, Single Malt, being launched in late August. Not to be outdone, John Tyrrell purchased Frank Bethwaite's 2714 and has retained the name Merlin. Chris Carden has also updated by purchasing Derek Hadwen's boat, 2588. This boat is now called Tadpole and his mainsail sports the largest tadpole motif you've ever seen.

On another front, we were saddened to see the retirement of John Stubbington from the class. His boat, 2580, Freya was purchased by Jeff Mephram and has now found a new home at Speers Point.

In October, following a successful open day, we were happy to welcome several new Tasar families to our fleet. The more experienced sailors have been holding regular training sessions with our new members and their enthusiasm and desire to learn has been a highlight of our season so far.

GREENWICH TASAR FLEET (CONTINUED)

Racing this season has been very competitive with 8 - 10 boats facing the starter each week. In typical one design racing, we've often seen just a few seconds separating the top boats and close racing is also enjoyed at the middle and lower end of the fleet.

The Club Championship is currently led by Tim Harrington 2139, Blackjack, followed closely by Graham Hanna, 2727, Single Malt and Peter Hibberd, 2613, Doubtful Circumstances, in third spot. The Club pointscore is currently being led by Graham Hanna followed by Tim Harrington and Peter Hibberd.

In February, our more experienced members are looking forward to attending a coaching program from Olympic sailing coach, Rob Brewer. Our aim will be to pass on much of what we've learnt to our newer fleet members.

Preparations are also gearing up for the 2001 Tasar International at Whitstable, where Greenwich will be represented by four boats, 2727 (Graham Hanna), 2613 (Peter Hibberd), 2714 (John Tyrrell), and 2588 (Chris Carden).

Graham Hanna



LIVERPOOL INTERCLUB HANDICAP RESULTS

Results by TopYacht Software and Speers Point Amateur Sailing Club

SUMMER INTERCLUB 2000/01

HANDICAP RESULTS

Handicap Results Race 4 on 20/01/01 Start : 03:00:00

Place	Sail No	Boat Name	Elaps'd	AHC	Cor'd T	BCH	SKIPPER	CREW	Score
1	2588	Tadpole	2:08:39	0.878	1:52:57	0.878	Chris Carden	Liz Greenwell	1
2	2727	Single Malt	2:05:23	0.906	1:53:36	0.901	Graham Hanna	Nicole Hanna	2
3	2580	Freya	2:02:14	0.933	1:54:03	0.924	Jeff Mephram	Matthew Fitzgerald	3
4	2613	Doubtful Circumstance	2:04:29	0.934	1:56:16	0.907	Peter Hibberd	Nicole Kidman	4
5	2665	Agamemnon	2:07:55	0.912	1:56:40	0.883	Chris Parkinson	Beryl Parkinson	5
6	1688	Fantus	2:16:45	0.879	2:00:12	0.826	Ian Best	Scott Ramsay	6
7	2619	Flying Ferret	2:03:52	0.996	2:03:22	0.912	Lachlan Brown	Trish Collocott	7
8	2600	Allons y	2:22:28	0.876	2:04:48	0.793	Michael Sue	Brendon Watts	8
9	2097	6th Sense	2:22:57	0.955	2:16:31	0.79	Matthew Mitchell	Tristram Mitchell	9
DSQ	2578	Southern Stars		0.961			Shane Guanaria	Megan Graves	11

LIVERPOOL INTERCLUB SCRATCH RESULTS

Results by TopYacht Software and Speers Point Amateur Sailing Club

SUMMER INTERCLUB 2000/01

SCRATCH RESULTS

Scratch Results Race 4 on 20/01/01

Order	Sail No	Boat Name	Elaps'd	Cor'd T	SKIPPER	CREW	Score
1	2580	Freya	2:02:14	2:02:14	Jeff Mephram	Matthew Fitzgerald	1
2	2619	Flying Ferret	2:03:52	2:03:52	Lachlan Brown	Trish Collocott	2
3	2613	Doubtful Circumstance	2:04:29	2:04:29	Peter Hibberd	Nicole Kidman	3
4	2727	Single Malt	2:05:23	2:05:23	Graham Hanna	Nicole Hanna	4
5	2665	Agamemnon	2:07:55	2:07:55	Chris Parkinson	Beryl Parkinson	5
6	2588	Tadpole	2:08:39	2:08:39	Chris Carden	Liz Greenwell	6
7	1688	Fantus	2:16:45	2:16:45	Ian Best	Scott Ramsay	7
8	2600	Allons y	2:22:28	2:22:28	Michael Sue	Brendon Watts	8
9	2097	6th Sense	2:22:57	2:22:57	Matthew Mitchell	Tristram Mitchell	9
DSQ	2578	Southern Stars			Shane Guanaria	Megan Graves	11

ISAF RECOGNITION

I would like to update you on the progress of our application for ISAF recognised status for the Tasar.

It was not possible to submit an application by the deadline of July 2000 for consideration at the November 2000 meeting of the ISAF. The next application deadline is July 2001, for consideration at the November 2001 ISAF meeting.

Therefore, I plan to submit the application as soon as possible in 2001, and well before the July 2001 deadline.

The ISAF requires us to change the format of our class rules. With help from Ian Guanaria, Frank Bethwaite and Todd Blumel, I have prepared a draft of our rules in ISAF format and also a summary of the changes to the rules. These documents can be viewed on the World Tasar Council web site.

Please note that the new format is NOT meant to change the EFFECT of our class rules. We have had to introduce some new provisions to meet ISAF requirements, but my goal was to change our class rules to the ISAF format without changing any rule that will affect the Tasar or how it is sailed.

I am not sure when the Tasar class will be able to vote any revised rules. We first have to get ISAF agreement that our proposed rules meet their requirements. I hope we will have this in time for the World Council to be able to recommend the new format to our members for approval when it meets in Whitstable in August 2001.

Please note: we will be sailing under our EXISTING class rules at Whitstable next year.

I would appreciate any comments on the draft of the rules in the ISAF format.

Richard Spencer
Executive Secretary
World Tasar Council

These Articles have been taken from TasarSailors@egroups. You can

subscribe to TasarSailors by logging on to www.egroups.com/community/TasarSailors

Could someone describe to me the benefits of joining ISAF other than:

- They take control over the rules of our class.
- They take a lot of our money.
- We get the benefit of calling our "Internationals" the "Worlds".

-Will we have to raise our association dues to pay for ISAF dues.

-Will we all be required to join ISAF for Worlds

-Do we get support for our Champs?

-Do we get a newsletter? (Whoopee)

-Money?

-Sponsors at regattas?

-Administrative support for Worlds?

Also, please describe to me under what authority can they keep us from calling it the Worlds with or without them. We called them the Worlds just fine previously. What changed? What binds us to their rules? Will they come after us with a paddy wagon and handcuff's.

Tony Norris
Tasar 541

Tony raises some good questions. Here are some of the answers as I understand it (from the perspective of a former president of the Australian Tasar Council).

It used to be that we could obtain approval from the ISAF to call our regattas "World" titles, even though we weren't affiliated with the ISAF as an international class. Over the years, the ISAF became less willing to extend that privilege. The last time we were successful in obtaining that right was in 1996 for the Worlds at the Gorge.

In the hard world of organising sailing events, experience has shown that if a regatta is called "Worlds" it is far more attractive in terms of getting entrants, it is also far more attractive to prospective sponsors so it helps make our important events better. So that's the major benefit Of calling our international regattas the "Worlds".

If we were to call our regattas "World"

titles without ISAF consent, they are able to disqualify any competitor who competes in our event from entering any other ISAF sponsored event. That includes the Olympics. In other words, if you competed in a Tasar "Worlds" regatta without the appropriate approval from the ISAF to call the event by that name, you may be disqualified from competing in the Olympics. Just think of the number of eminent sailors we have in our ranks who have competed at the Olympic level - the McKees, Renehans, Carl Buchan to name but a few, and there's probably many more who aspire to that level. Imagine what a Tasar international regatta would be like if many top sailors couldn't compete for fear of losing their Olympic status.

There are other benefits - I'm sure the class can be marketed more successfully in some places if it has the tag, "international".

For Australians, there is the benefit that our National body, the AYF, supplies one container per year for free to travel overseas to an international regatta. This has meant a substantial reduction in the costs of travel for Australian competitors to Japan last year, and to the UK next year. And despite the fact that our Aussie dollar is only worth 50 cents US, or 36 UK pence, it still wouldn't surprise me if Australia has a significant contingent of competitors to the UK - thanks in part to this subsidy arising from our ISAF affiliation.

What does it cost? - around one dollar per member per year. Do associations have to raise their fees? That's up to them.

Rob Gilpin True Blue 2608

I agree with the wisdom for observing the protocol of asking for permission to use the "Worlds" designation.

I also, agree that having the "International" distinction officially labelled on our class might have a small but arguably tangible effect on recruiting sailors to the class.

I can also see, how it benefits the

ISAF RECOGNITION (Continued)

Australian sailors when it comes time to ask for help from your national governing sailing association.

We get many benefits from our US Sailing but they don't have a lot of cash to send around. And I would rather have them support our Olympic sailors with the money they do have.

Rob's answers got to a few of my questions but not all.

In general, what are the primary tangible benefits of being a member of ISAF? I browsed the ISAF objectives today online. It sure sounds good, but do they deliver?

-Are there classes (non-olympic) out there that recently joined ISAF?
-Is the ISAF following through on their objectives?

-How has it affected these classes?
-Is this just another layer of bureaucracy? If they have the power to strip eligibility from sailors for sailing in a particular event, what will stop them from governing any of our sailing events? Will they place the same restrictions on our national events? It sounds absurd now, but is it actually in their constitution?

Using a quick word search, I could not find anything that could preclude their authority over national events. I was also unable to find any mention of how much it actually costs for a class to join the ISAF.

-As an ISAF recognised class, would our next worlds have administrative support, advertising support, judges, race officers, etc...?

-Did we already vote (world wide) to join the ISAF?

-How much does the ISAF moniker cost? (last I remember I heard it cost over \$10,000 US, is that right?)

-Is it a per class one time fee?

-Are we charged each Year?

-Is that per class or per country?

-Will individuals be required to pay ISAF on top of our Class dues?

Maybe we should forward these questions to an ISAF representative.

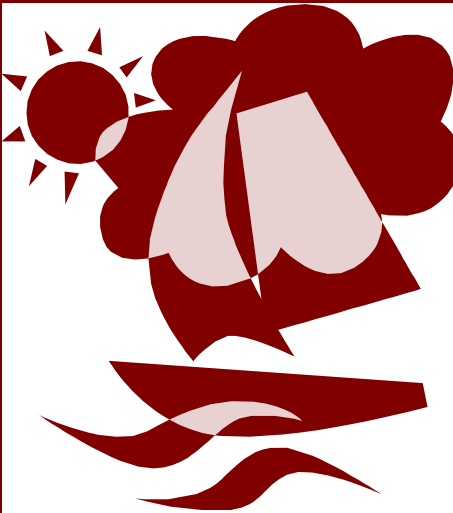
Keep in mind I don't necessarily disagree that joining the ISAF could be good for the class. However, I will be very anxious to hear the answers for the above questions.

I am curious if the Tasar class has voted to join ISAF.

Tony Norris Tasar 541

I can answer some of your questions.

The Tasar World Council voted to confirm the decision to apply for ISAF Recognised Status in Japan in 1999. Prior to that, each region had agreed that we should apply.



We will be applying for ISAF "Recognised" status, not "International" Status. International Status is required for Olympic classes and is much more expensive. The application fee for Recognised Status is 750 pounds sterling. NATA's share was about \$108 US. The annual membership fee is 200 pounds sterling. Last time I did the calculations, the share of the annual ISAF fee to be paid by each NATA member worked out to less than \$1 US per boat.

There is also a fee of 0.04% of the cost of each new boat, to be paid by the builder. This works out to about \$30 US per boat. John Evetts is in favour of ISAF recognition (but I guess the customer will end up paying this fee!).

The ISAF take their rights to controlling events quite seriously. In

September, 1997 I received a letter from the Managing Director of the ISAF, noting that the 1998 Melbourne International regatta was referred to as a World Championship in a publication they had received, inviting us to become a recognised class if we wished to use hold a world championship, and asking us to "extract the word World from the title of your championship".

As Rob Gilpin has pointed out, the ISAF can prevent anyone who takes part in an event that is being held without their approval from competing in ISAF sanctioned events, such as the Laser Worlds. They could also deny the right to use their rules, have ISAF judges present etc.

The list of ISAF International classes includes, in addition to the Olympic classes, the 420, 505, Enterprise, Fireball, Laser II, Moth, Mirror Dinghy, Optimist, Snipe, and Sunfish. The list of Recognised classes is mainly made up of keel boats, such as the Open 60, Mumm 30, etc. but it also includes the B14, Byte, Iso, Buzz, Hobie Tiger and the 29er.

Whatever your view of the ISAF and its management of the sport, it will be good to get back to holding Tasar World Championships. For a bit of money up front and about a dollar a year in dues, I think ISAF Recognised Status is the right choice.

Richard Spencer

Thank you for the answers.

I was previously under the impression that the fees to the class were dramatically higher.

It never disagreed with the decision. I was just curious. I only remembered it being discussed at a NATA AGM 2 or 3 years ago. I have missed on any discussions that led to the decision since then.

I agree that joining ISAF was the right choice.

The fee to the class is more than reasonable. At those rates, I rescind any questions about what they will do

ISAF RECOGNITION

for us.

My only other questions regard our rules, which I am sure have been discussed at length. (Again, I am only curious)

-How will our association with ISAF change the administration our rules?

-Will there be new criterion added to our rules upon ISAF review? (good, bad, indifferent?)

-How will it affect the way we run our "Worlds" in the future? (Judges, measurement, special requirements?)

Thanks for putting up with my questions.

Tony



Your questions are helpful, and I am happy to answer them.

I don't think our association with the ISAF will have a huge impact on the administration of our rules, but it will have some effect. We have already had ISAF judges tell us, in Melbourne, that our class rule on mast length was not acceptable and could not be enforced. However, there will be some changes in the way we do things as a result of wording the ISAF requires us to put in the rules. Some provisions that refer to the ISAF include:

A.3.1. The international authority of the class is the ISAF which shall cooperate with the ICA in all matters concerning these class rules. (ICA is the international class authority, in our case the World Tasar Class Association)

A.5 ISAF Rules

A.5.1. These class rules shall be read with ERS (the ISAF "Equipment Rules of Sailing, which define how certain measurements are to be made) and measurements shall be taken in accordance with these unless specified. Where a term is used in its defined sense, it is printed in "bold" type if it is defined in ERS and in "italic" type if it is defined in RRS.

A.6 Interpretation of Class Rules

A.6.1. Any interpretations of the class rules, except as provided in A.7, shall be made by ICA chief measurer, subject to ratification by ISAF in cooperation with the ICA.

A.7 Interpretation of the Class Rules at an Event

A.7.1. Interpretations of the class rules at an event shall be made in accordance with the RRS and the race organising authority shall, as soon as practical after the event, inform the ISAF and the ICA of such a ruling.

A.8 Event Measurement

A.8.1. In the case of a measurement dispute on any part or item of the boat, the following procedure shall be adopted; A sample of 5 other boats, shall be taken and measured using identical techniques. The dimensions of the disputed boat shall be equal to, or between, the maximum and minimum dimensions obtained from these 5 boats. If the boat in question is outside these dimensions the matter, together with any relevant information, shall be referred to the ICA, which shall give a final ruling. If any of the dimensions of the sample are considered to be unusual, all relevant information shall be referred by the ICA to the ISAF.

B.4 Amendments to Class Rules

B.4.1. Amendments to the class rules shall be proposed by the ICA in accordance with B.4.2 (B.4.2 is our existing procedure) and submitted for approval by ISAF

These provisions (and there may be

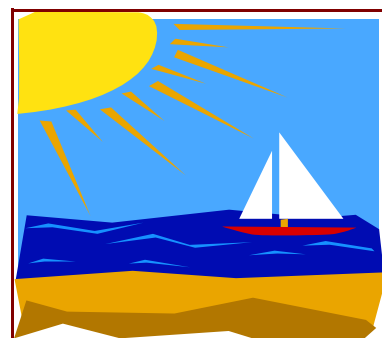
others that I haven't quoted here) require us to keep the ISAF informed about some things, and give the ISAF some say in how we do thing (but maybe not all that much more than they have now). In general, I think the ISAF requirements are reasonable and sensible, and on balance they will probably be helpful to the class. Having to get ISAF approval for any amendments will obviously slow down the process of changing the rules, but that may not be a bad thing.

I don't think ISAF recognised status will have any impact on the way we run a World championship (except that we can call it a Worlds). We already use the ISAF rules, try to have an international jury on hand as defined in the rules, and are subject to the rulings of that jury, as we found out in Melbourne.

There are some other things we will have to do, which will be a bit irksome. For example, we are supposed to send the dates of major championships (world and continental) to the ISAF by August of the preceding year. This will not be a problem for the worlds, and I doubt they will hassle us if we don't give them the dates of our North Americans in time. We also have to send the ISAF an annual report, pay our dues, etc. There is some other stuff too, such as having a class measurer attend ISAF Measurement/ Technical Symposiums (I am sure we will want Todd to travel first class and stay in the best hotels).

In terms of day to day stuff though, and how we run regattas, I don't think we are looking at any major problems.

Richard Spencer
Executive Secretary
World Tasar Council



SAIL THE ARAFURA SEA AT THE ARAFURA GAMES...19-26 May 2001

**Be a part of your national/state team in Laser, Laser Radial
and Tasar Competition Regattas.**

35 countries and all States and Territories of Australia have been invited to compete.

The Arafura Games have been held in Darwin every second year since 1991. It is a major event for the Asia-Pacific region and to be a part of the Games is a unique experience. At the last Games in 1999 over 3000 athletes from 20 countries competed in 26 different sports. This is only the second time that sailing has been included amongst these sports, and the Darwin Sailing Club and the NT Yachting Association both extend a warm welcome to Tasar sailors to compete.

Darwin boasts one of the world's finest harbours. Located at the Top End of Australia, it is five times the size of the Sydney Harbour with much less traffic and activity. It is a magnificent venue for a sporting event. The protected harbour experiences breezes of up to 20 knots, with winds generally around 10-15 knots during the month of May, ideal conditions for off-the-beach yachting events.

Both single handed and two handed off-the-beach sailing will feature at Arafura Games 2001. Single handed sailing will be held in the Laser radial and full-rig classes. The yachts to be used for two handed competition will be the Tasar. Invitation and exhibition racing may also be included for windsurfing.

The event is to be conducted under international and Australian Yachting Federation guidelines over five days with generally two races per day with some non-racing periods for re-sails, yacht maintenance or rest periods.

Entries will be taken from individual sailors but the official Arafura Games 2001 Individual Accreditation Form must contain an endorsement by your sporting organisation. Most international and national yachting organisations have received information regarding the event and have passed an endorsement for individual entries.

Gold, Silver and Bronze medals will be awarded to individuals and medal results will be recorded towards a cumulative tally for country or state.

A limited number of yachts will be available for lease from The Darwin Sailing Club for the event. A discount will be returned to the first ten charters of either class of boat. The club has full storage facilities and a yacht chandlery on site with rigging, sail making and repair facilities available.

The Darwin Sailing Club, the host club for the event, is experienced in conducting large yachting regattas having previously hosted the Arafura Games 1999 Regatta as well as national Tasar, Arrow and Minnow championships.

The clubhouse itself is one of Darwin's finest facilities and is in fact a tourist venue in the city. It boasts a relaxing atmosphere for its members and guests with magnificent fiery sunsets while enjoying warm tropical breezes. The facilities include two bars, an award winning Waterfront Bistro serving Australian, Asian and seafood cuisine, gaming facilities, junior clubhouse and a playground.

Further information in regard to Sailing in the Arafura Games can be obtained by contacting:

Mr Haydyn Johns
The Darwin Sailing
Atkins Drive, Fannie Bay, NT 0820
PO Box 117, Parap, NT 0804

or Gary Martin
President,
Northern Territory Yachting Association
PO Box 127, Parap, NT 0804

Phone (08) 8981 1700
Int. (+61 8) 8981 1700
Fax (08) 8941 0580
Int. (+61 8) 8941 0580
Email dwnsail@octa4.net.au

Phone (08) 8999 5038
Int. (+61 8) 8999 5038
Fax (08) 8999 5141
Int. (+61 8) 8999 5141
Email ntyaa@ais.net.au

**More information about the Arafura Games in general is also available on the net at:
www.nt.gov.au/dsr/arafura/2001/welcome.html**

Rules & Regulations Pertaining to the Sport of Sailing at the ARAFURA GAMES

NOTICE OF RACE

The following Rules & Regulations relating to the Sailing Regatta shall be read in conjunction with the principal Rules.

1. DEFINITION

For definition purposes each state/territory/province shall hereafter be referred to as Association. The Northern Territory Yachting Association shall hereafter be referred to as the NTYA, The Darwin Sailing Club as DSC and the Northern Territory Government – Sport and Recreation as S&R.

2. NOMINATION OF PARTICIPATION

Each Association proposing to contest the Sailing Regatta shall nominate to the General Manager, Arafura Games.

3. ELIGIBILITY AND ENTRY

The regatta is open to competing states/territories/provinces of the Arafura Games and will be sailed in the Laser, Laser Radial and Tasar classes.

4. NOMINATION OF FINAL ENTRIES

All Associations to supply Individual Accreditation Form including two passport photographs and Entry Form of each participant and official, not later than 14 April 2001.

5. MEDICAL

The DSC will have a medical person in attendance at the regatta, who may be called on to treat the injured participant if it is the wish of the appropriate Team Officials.

6. MANAGERS' MEETING

The NTYA will conduct a Race Brief for all competitors prior to the start of the Regatta to confirm the Rules.

7. ADVERTISING

The regatta is classified as a Category B Event in accordance with Appendix "G" and the Prescriptions of the AYF.

8. CLASSES TO BE SAILED

Classes and categories to be sailed are as follows

- Laser Radial Open Women
- Laser Radial Open Men
- Laser Full Rig Open Class
- Tasar Open Class

9. SCHEDULE OF EVENTS

Event Registration

Registration will be from 0800 hrs to 1200 hrs on 19 & 20 May 2001. Early registration will be accepted and can be lodged in writing with the Regatta Organising Committee.

Measurement and Inspection

Measurements of boats and equipment will be conducted from 0800 hrs to 1200 hrs on 19 & 20 May 2001.

Measurement

Each boat will be submitted to the Regatta Measurer for measurement. Boats shall be presented with all equipment and fittings to be used in the regatta. As well as the boat and fittings any personal floating devices and clothing may be inspected. Clothing may be required to be weighed wet in accordance with ISAF RRS Appendix "J".

For the Tasar class, crew members will also be required to be weighed to meet the prescribed weight as set out in the Tasar class rules. Only boats and crew that have passed the prescribed measurement check will be eligible to compete. The jury may order a boat and/or crew to be re-checked during the regatta.

Sailing Instructions

The sailing instructions for each day will be posted on the notice board at The Darwin Sailing Club Race Tower, 2 hours prior to the scheduled start of each race.

Races

Races will be conducted from 21

May 2001 to 25 May 2001.

The Regatta will consist of a series of seven races for each category, with the best six of the seven counting in the final result. Abandon races will be resailed at the discretion of the Regatta Organising Committee. If less than seven races are sailed then the results will be calculated as follows:

6 Races	Best of 5 races counted
5 Races	Best of 4 races counted
4 Races/less	All races counted

Program of Races

Sunday 20 May 2001

Invitation Race 1400 start

Monday 21 May 2001

Race 1 1000 start

Race 2 1400 start

Tuesday 22 May 2001

Race 3 1000 start

Race 4 1400 start

Wednesday 23 May 2001

LAY DAY Bus Tour

Thursday 24 May 2001

Race 5 1000 start

Race 6 1400 start

Friday 24 May 2001

Race 7 1000 start

Presentation 1800

10. REGATTA RULES

The regatta will be governed by the 1997 - 2000 ISAF Racing Rules of Sailing, the prescriptions and special regulations of the AYF, the International Laser Class rules, the Tasar Class rules and the Sailing Instructions.

11. VENUE

Regatta Site - The regatta site will be at Fannie Bay, Darwin
Host Club – The host club will be The Darwin Sailing Club, Atkins Drive, Fannie Bay, Darwin, Northern Territory.

12. COURSES

The courses shall consist of trapezoidal and/or triangular courses as described in the daily Sailing Instructions.

NOTICE OF RACE

24TH NSW TASAR STATE CHAMPIONSHIPS, 2000-01

The Tasar Association of New South Wales Incorporated invites entries for the 24th New South Wales Championship for Tasar class yachts to be held from Friday, April 13th, 2001 to Monday, April 16th, 2001, on Lake Macquarie to the south and south-east of Pulbar Island near Point Wolstoncroft, NSW. The regatta will be conducted by the Speers Point Amateur Sailing Club Incorporated in conjunction with the Tasar Association of New South Wales Incorporated, under the authority of the Yachting Association of N.S.W. and operating from the Department Of Sport And Recreation Camp at Point Wolstoncroft, northwest of Gwandalan.

Race Headquarters will be located at the Visiting Teachers Room at the Department of Sport and Recreation Centre at Pt. Wolstoncroft.

1. Rules

The Regatta will be governed by the ISAF Racing Rules Of Sailing 1997-2000 (RRS), the prescriptions of the Australian Yachting Federation (AYF), the rules of the Tasar Class, the Notice of Race and the Sailing Instructions. Boats shall comply with AYF Special Regulations, Addendum 'A', Part 2 – off the beach boats.

2. Alterations of Racing Rules

The Racing Rules will be modified in accordance with Rule 86 as follows;

- 2.1 A distance (or preventer) mark may be laid near the Race Committee Vessel and should a boat pass between it and the Race Committee Vessel from the pre-start side of the line after the preparatory signal it shall return to the pre-start side of the line around either end of the line. Any boat which passes between the distance mark and the Race Committee Vessel from the course side of

the starting line after the preparatory signal shall be disqualified. This amends racing rule 28.2.

- 2.2 The time limit for the first boat will be 3 hours, except for Heats 4 & 5 when it will be 2½ hours. Boats finishing more than 45 minutes after the first boat will be scored 'Did not finish'. This modifies racing rule 35.

- 2.3 Prior to the first race of each day, boats shall sail past the stern of the Race Committee Vessel and hail their intention to race and receive acknowledgment. Failure to do so may result in the boat being scored "DNC". Boats retiring shall make every effort to advise a Race Committee boat prior to leaving the racing area.

3. Advertising

The regatta is designated a Category A event in accordance with Appendix G of the RRS.

4. Eligibility and Entry

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

5. Fees

Entries on the prescribed entry form attached, are to be lodged with

The Race Secretary
Chris Parkinson
12 Asquith Ave
Windermere Park NSW 2264

by Friday, March 16th, 2001, accompanied by a fee of \$90.

Late entries will be accepted up to 1100 hours on Friday, April 13th, 2001, with an additional fee of \$25.

6. Schedule of Events

6.1 Registration

Registration will be at Race Headquarters on Friday, 13th April, 2001 between 0900 and 1100 hours.

6.2 Racing

Friday 13 April

Heat 1 1354 Warning Signal

Saturday 14 April

Heat 2 0924 Warning Signal

Heat 3 1354 Warning Signal

Sunday 15 April

**** 0924 Warning Signal

Heat 4 1324 Warning Signal

Heat 5 ASAP after Heat 4

Monday 16 April

Heat 6 0854 Warning Signal

**** = provision for resale

6.3 Competitor Briefing (Official Opening)

A welcome and briefing for all competitors will be held in conjunction with the Official Opening on Friday, 13th April, 2001.



7. Registration and Measurement

- 7.1. Entrants must register for the regatta at Race Headquarters on Friday, 13th April, 2001 between 0900 and 1100 hours.

- 7.2. A boat's crew may not be changed during the series unless a written request is made to, and permission is granted, by the Race Committee.
- 7.3. Each entrant must ensure that the boat entered complies with the provisions of the Tasar class rules and the relevant AYF requirements. Boats may be inspected for safety equipment and measurement compliance at any time during the regatta.
- 7.4. It is the responsibility of each entrant to provide any supplementary weights necessary to ensure compliance with Tasar Class Rule 29. These must be available at Registration. Fluid in containers will not be acceptable unless capable of being sealed for the duration of the Regatta. The Race Committee may reject at its discretion any form of supplementary weight it considers unsuitable. When carried, supplementary weights must be secured as near as possible to the centre-line of the boat and the middle of the boat and must not be moved during racing. Weight belts and jackets are not permitted to be worn.
- 7.5. Each boat is required to carry a tow line of suitable strength and length of a minimum of two and a half times the length of the boat.
- 8. Sailing Instructions
Sailing Instructions will be available at registration.
- 9. Regatta Site
The regatta site will be as shown in Illustration 'A' attached.
- 10. Racing Area
The racing area is the shaded area in Illustration 'A' attached.
- 11. Courses
The courses will consist of an equilateral triangle with sides a

- maximum of one (1) nautical mile long, with a total length of approximately eleven (11) nautical miles, except for heats 4 and 5 which will be two shorter races of approximately seven (7) nautical miles.
- 12. Scoring System
The Low Point Scoring System, RRS Rule A2 will apply, with 6 races scheduled of which 3 shall be completed to constitute a series. When only 3 races are able to be completed the points scored for all races will count.
- 13. Prize List
 - i) The NSW Tasar Champion Scratch Trophy and the NSW Tasar Champion Handicap Trophy will be awarded to the overall winners.
 - ii) Prizes will be awarded to the skipper and crew of the first 5 boats in the fleet on scratch and handicap.
 - iii) Best junior skipper and crew who are both 20 years and under on overall scratch pointscore, provided that the skipper helms in every race counted and there are at least five entries in this category.
 - iv) The Best Club performance on handicap based on the total points of the best 5 Club members from each Club. A Club must have a minimum of 5 yachts entered to be eligible for this trophy.
 - v) Masters Perpetual Trophy (aggregate crew age 80 to 99 yrs).
 - vi) Grand Masters Perpetual Trophy (aggregate crew age 100 years and over).
- Overall prize winners are not eligible to receive handicap prizes. Other trophies may be awarded at the discretion of

- the Race Committee. The presentation of trophies will take place at Race Headquarters on Monday, April 16th, as soon as possible after results have been calculated (2pm approx). Presentation of trophies will be subject to amendment and review in the event of appeals being lodged and upheld.
- 14. Risk and Responsibility
All those taking part in this Championship do so at their own risk and responsibility. The Tasar Association of NSW Inc. is not responsible for the seaworthiness of a boat whose entry is accepted or for the sufficiency or adequacy of its equipment or the competency of its helmsperson or crew. The Race Committee reserves the right to refuse an entry or withdraw a previously accepted entry. Attention is drawn to Fundamental Rule 4 which states:

"A boat is solely responsibility for deciding whether or not to start or to continue racing."
- 15. Further Information
For further information please contact

Chris Parkinson
on 0249-734 859
or email at
parkys@ozemail.com.au



REGATTA INFORMATION

Official Opening

There will be a meeting of competitors at 1130 hrs on Friday April, 13th 2001 outside Race Headquarters.

Race Committee

TBA	Race Director
Chris Parkinson	President NSWTA & Race Secretary
Graham Hanna	Secretary, NSWTA
John Tyrrell	Treasurer NSWTA
Ian Guanaria	State Measurer
TBA	Protest Chairman

Accommodation

It is with pleasure that your committee invites you to make application for accommodation at the Point Wolstoncroft Sport and Recreation Centre at Lake Macquarie.

The accommodation is in cabins which sleep 4/6 people and we will try to group families with young children together. Please indicate if you wish to share a cabin with particular friends.

The Camp will be open after 4.00 pm on Thursday, April 12th 2001. Accommodation includes Thursday, Friday, Saturday, and Sunday nights and all meals from breakfast Friday until and including lunch on Monday. Blankets are supplied but you must bring your own bed linen and towels. A minimum accommodation booking is two days & two nights including meals paid one month in advance. Adults \$205, School children \$150. Children 4 yrs and under are free, however would you please indicate on your entry form if you have any in your group so that bed space can be allocated.

A limited number of casual meals will be available for people not staying at the camp. If you need meals fill out your requirements on the entry form, showing which meals, which days and for how many people you need them.

To comply with the Department of Sport and Recreation requirements, it is necessary to pay for accommodation and casual meals **ONE MONTH** in advance, **AND WE HAVE TO COMMIT TO NUMBERS STAYING AT THE CAMP ONE MONTH IN ADVANCE.**

So we can know the numbers well in advance, please phone Chris Parkinson on 0249 734859 and send your entry **AS SOON AS POSSIBLE!!!!** and not try a late entry and expect accommodation. **WARNING !!!!!** Accommodation for only 95 people has been reserved at the Camp, so make sure you get your bookings in early for what is always a good Easter of sailing and socialising.

Charter Boats

A limited number of boats will be available for charter. Anybody wishing to charter a boat should contact Peter Hibberd on 0428 670 414.

How to get to the venue

It takes about an one hour from the Wahroonga entry to the Sydney-Newcastle freeway. Proceed North and take the Doyalson-Swansea exit, pass through the Doyalson cross-roads, then approx. 11 km further on you will pass under a pedestrian bridge with the turnoff to Point Wolstoncroft about 1.5 km on the left. The road is called Kanangra Drive and you follow it to the end where you will find the camp.

ENTRY FORM

24TH NEW SOUTH WALES TASAR CHAMPIONSHIP, 2000/2001 13th - 16th April, 2001

To the Regatta Secretary, Tasar Association of New South Wales Incorporated,
Chris Parkinson, 12 Asquith Ave, Windermere Park NSW 2264. Tel.: 02 49734 859.

In accordance with the terms set out below and with the Notice of Race, please enter

TASAR..... No
in the 24TH N.S.W. TASAR STATE CHAMPIONSHIPS from 13/04/01 to 16/04/01.

Name

Address.....

I am [my representative (.....) is] a member ofClub
which is affiliated with..... (State/Territory yachting authority).

Name of Helmsman:..... Name of Crew:

Telephone: Home..... Business:

Email:.....

Entry Fee Details. (Have you paid your Association membership this year?)

Please tick the appropriate space if you are eligible for any of the following trophies and enter your dates-of-birth:-

Masters[] 80-99 years, Grand Masters[] over 100 years, Junior Skipper []

Dates-of-Birth: Skipper [/ /] Crew [/ /]

Entry fee: \$90.00

Note: A late entry fee of \$25 applies to entries received after 16th March, 2001.

Accommodation fees (including meals)

Numbers

Adults and Tertiary Students	\$205 each	\$
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School children	\$150 each	\$
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Children 4 yrs and under	free	
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Meals (Only if not living in)... Fri, Sat, Sun, Mon,

All casual meals are \$7.00 each

No. of breakfasts		\$
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No. of lunches		\$
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No. of dinners		\$
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TOTAL			\$
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Please make cheques payable to "TASAR ASSOCIATION OF N.S.W. INC."

I agree to be bound by The Racing Rules of Sailing and by all other rules that govern this event and the Rules of the Point Wolstoncroft Camp.

Signed: Date:
(Owner or Representative)