

Tasar Australia



Newsletter of the Australian Tasar Council



July 2002

www.tasar.org.au

AUSTRALIAN TASAR COUNCIL

President	Chris Parkinson 12 Asquith Ave Windermere Park Email parkys@ozemail.com.au	02 4973 4859	Secretary	Graham Hanna Email grahamhanna@optusnet.com.au	02 9639 1146 (h)
			National Measurer	David Bretherton Email dorisesp@ozemail.com.au	03 9773 4209(h) 0418 319 428(m)

STATE TASAR ASSOCIATIONS

NEW SOUTH WALES

President	Michael Sant 55 Lloyd Street Oatley 2223 Email Michael.Sant@mercier.com	02 9570 7905(h) 02 8272 6869(w)
Secretary	Graham Hanna 18 Dornoch Street Winston Hills 2153 Email grahamhanna@optusnet.com.au	02 9639 1146 (h)
ACT Rep	Martin Linsley 10 Jensen Place Hughes 2605 Email linsley@netspeed.com.au	02 6281 2817 (h) 02 6265 6289 (w)

NORTHERN TERRITORY

President	Vacant	
Secretary	Lucille Taulelei 2 Jones Place Parap 0820 Email lucille@octa4.net.au	08 8981 7494 (h)

QUEENSLAND

President	Greg Heath 9 McNamara Street Wongaling Beach 4852 Email jgheath@bigpond.com	07 4068 8201 (h)
Secretary	Jo Barnes 8 Cooper Street Atherton 4883 Email trgbarnes@hotmail.com	07 4091 4243 (h)

SOUTH AUSTRALIA

President	David Ingleton 23 Woolnough Road Semaphore 5019 Email dingo@picknowl.com.au	08 0341 5710 (h)
Secretary	Bob Wright P.O. Box 209 Magill 5072 Email rjwright@senet.com.au	

VICTORIA

President	Martyn Sly 8 Challenger Crt Chelsea Heights 3196 Email jlsly@bigpond.com	03 9580 2446
Secretary	Chris Allen 83 Redhill Road Redhill 3937 Email chrisa@cdi.com.au	03 5989 2707

WESTERN AUSTRALIA

President	Bart Thompson 47 Roberts Street Bayswater 6053 Email: barto@cyllene.uwa.edu.au	08 9471 8193 (h)
Secretary	Harold Jahn 7 Alder Way Duncraig 6023 Email: hjahn@iinet.net.au	08 9447 8783 (h)

WORLD TASAR COUNCIL

World President, and President, North American Tasar Association

Cathy Sherwood
Email maplesugar@worldnet.att.net

World Vice President and President, Australian Tasar Council

Chris Parkinson
Email parkys@ozemail.com.au

Executive Secretary

Richard Spencer
Email rspencer@home.com

Chief Measurer

Todd Blumel
Email todler@islandnet.com

President Japanese Tasar Association

George Motoyoshi
International Secretary
Yasunoti Kano
Email Yasunoti.Kano@jp.sony.com

President of European Tasar Council & President Tasar Nederland

Constantijn Udo
Email yeseng@rotterdambusinesspark.nl

Chairmnn, Tasar Association of UK

John Rischmiller
Email jrisch@freenet.co.uk



July 2002

Tasar Australia Newsletter

Our Cover Photo
Rick and Barbara Day in a
spot of bother - Easter 2002

Tasar Major Events

ACT Tasar Championships – Batemans Bay Sailing Club
Saturday 9 November 2002 to Sunday 10 November 2002

30th Australian Tasar Championships - Mordialloc Sailing Club, Victoria
Friday 27, December, 2002 to Saturday 4, January, 2003

Victorian Tasar State Titles – Yarrowonga Yacht Club
Saturday 8 March 2003 to Monday 10 March 2003

26th NSW Tasar State Titles - Point Wolstoncroft
Friday 18 April 2003 to Monday 21 April 2003

Arafura Games - Darwin, Northern Territory
Saturday 17 May 2003 to Saturday 24 May 2003

2003 Tasar World Championships - Victoria, British Columbia, Canada
Friday 20, June 2003 to Friday 27, June 2003

31st Australian Tasar Championships - Mission Beach Sailing Club, Queensland
June - July School Holidays 2004

President's Message

Finally the next edition of Tasar Australia is completed. Unfortunately Andrea Douglass, who does such a great job formatting the newsletter, had a skiing accident whilst on holidays and has been unable to use her computer. The Douglass family, under Andreas supervision, were able to get the newsletter 90% complete and I managed to finish it off. Any error you find are my fault.

I am sure that the whole Tasar community would wish Andrea a speedy recovery. This issue rather large with reports from all States except WA and from a number of Clubs.

There are also reports on State Titles from 3 states that show that there has been plenty of close racing and enjoyable regattas.

The most important item in the Newsletter is the Notice of Race for the Australian Championships next Christmas. I am sure the

Victorians will put on a great event so get your entry in early and book your accommodation. I look forward to seeing many of you there. I have been advised that the ADF Sailing Association will be conducting their own Tasar Championship as part of the Regatta. This should mean an extra 10 or 20 boats. The sailing season in the northern parts is well under ways whilst down south most Tasar sailors have gone into hibernation. However there have been a few hardy people who have braved the cold and competed at Association and Club events. All that is left for Winter is to set aside an hour or so to do your Winter maintenance, in most cases a good wash (joys of a plastic boat) I plan to publish the next newsletter in October, so please sent in your articles.
Chris Parkinson

Inside this issue:

Tasar Worlds Victoria Canada June 2003	2	Batemans Bay Interclub Report	11
ATC Website - at last!	2	How to buy or sell your Tasar	12
Queensland Tasar Championships Mayday Regatta Tinaroo	3	Batemans Bay Club Report	12
Queen's Birthday Regatta Queensland	4	NSW State Championships 2002 Report	13
Tasar News from South Australian	4	Balmoral Waves	15
News from the Northern Territory	5	NSW State Championships 2002 Results - Scratch	16
2002 Victorian States A Diary from Sunny Yarrowonga	5	NSW State Championships 2002 Results - Handicap	17
Victorian State Championships 2002 From Martin Linsley	7	Wangi Amateur Sailing Club welcomes all TASAR Sailors	19
Victorian State Championships 2002 Results	8	SPEERS POINT AMATEUR SAILING CLUB season wrap-up	19
Handicap Report NSW State Championships 2002	9	Trivia Quiz from Jane Klein	20
TANSW Annual General Meeting	9	Victorian Winter Championships	21
Concord and Ryde Tasar Report	10	NOR Australian Tasar Championships Mordialloc 2002/3	22
		ENTRY FORM Australian Tasar Championships 2002/3	25

2003 Tasar World Championships Victoria British Columbia Canada

Website

The 2002 Pre Worlds / 2003 Worlds website is operational at

<http://www.tasarworlds2003.org>.

You are able to do everything from register online to check out the current wind conditions on the race course.

Some areas are not complete, however this is only because it is still some time until the regatta, so keep looking.

Arrangements are coming together for transporting boats and equipment to the first official Tasar World Championship since 1997, which will be held at Victoria, Canada in June, 2003.

As we are now an ISAF Recognised Class it's expected the list of Australian entrants will be endorsed by the Australian Tasar Council.

Shipping arrangements will be made through the ATC and supported by the AYF. At this stage it looks as though we'll be sending two containers, with the possibility of one leaving from Sydney and the other from Melbourne, numbers permitting. Expected shipping time will be about 6 weeks and packing should take place in the first few weeks of April, 2003.

The next step will come in August when we'll be asking for a non-refundable financial commitment.

Those people who went to Whitstable for the last Tasar International Regatta have automatically been placed on the mailing list of interested people, while several others have also asked to be added to the list.

If you'd like to register your interest, please contact me on 02 9639 1146 or drop me an email at grahamhanna@optusnet.com.au

Graham Hanna



There is Finally an ATC website on the Internet

Halcyon Daze Internet Services

There is finally an ATC web site on the net.

A big thanks must go to Jonathon Ross and Halcyon Daze Internet Services for all the work in putting the site together and to Bethwaite Design for hosting it.

The site can be viewed at www.tasar.org.au

All State Associations and the ADF Sailing Association have a section within the site. The Victorian section is in

fact a link to their own site and will continue to be managed by the TAV.

All other sections are part of the ATC site.

Some additional information has already been included in the NSW section and the same can be done for other states when the information is provided.

Remember if the web site is to be any good it must contain accurate and up to date information.

If you have information you wish to have included on the site send it to parkys@ozemail.com.au.

Queensland Tasar Championships

The Queensland Tasar Championships were sailed in conjunction with the North Queensland Regatta in Townsville over the Easter Weekend. Numbers were disappointing but the standard was very high and the racing was very close. Some very shifty and gusty wind allowed the back markers to catch up to the pace setters in the early races.

Lachlan Heath and Trent Fuller were defending their Queensland Championship title in their Tasar "Beebop". 2000 champions Peter and Wendy Macgregor were sailing very well in the tricky conditions and took an early lead. Warwick Heath and David Duncomb in "Rocksteady" were also on the pace and Daryl Bentley and Sarah Jacobson in "Ra" made up the bunch to beat.

In race three the light and shifty winds allowed the lead to change many times. It was not as bad as the last race at the Nationals but at one stage there were five boats in a straight line abreast for the lead. The afternoon sea breezes kicked in at varying strengths to

allow a good range of winds over the regatta.

An out of character capsized in the second last race by Peter and Wendy Macgregor, not helped by a passing launch, left the title in the balance for the last race.

Strong wind in the last race favoured Lachlan and Trent in "Beebop" and a solid win gave them just enough points to retain the Queensland Tasar Championship ahead of Peter and Wendy. Warwick and David in "Rocksteady" finished third overall and won the Queensland Junior Tasar Championship.

Daryl Bentley and Sarah Jacobson in "Ra" were next and Jamieson and Terry Barnes from Tinaroo kept the leaders honest. Greg and Judy Heath finished sixth in "Crusader", John and Steven Jacob were next in "Filling in Time" and Rebecca and Daniel Ross brought "The Firm" home in eighth place. Malcolm Figgins and Lucas Cale in "Escapade" while finishing ninth were never far off the leaders.

Place	Sail No	Boat Name	Skipper	Crew	Agg Score	Race 5	Race 4	Race 3	Race 2	Race 1
1	2536	Tortle	Peter MacGregor	Wendy MacGregor	6	2	-3	1	1	2
1	2134	Beebop	Mitch Heath	Lach Heath	7	1	2	-7	3	1
3	1838	Rock Steady	Warwick Heath	David Duncombe	8	3	1	2	2	-3
4	1692	Hypocrite	Jay Whitten	Stephen Fuller	18	5	-6	5	4	4
5	2337	Filling in Time	Heidi Barnes	Terry Barnes	19	6	4	3	(16S)	6
6	2065	Spindrift IV	Jameson Barnes	Steven Jacob	22	7	-8	4	6	5
7	2462	Trickster	Tony Baisden	Tricia Baisden	23	-8	5	6	5	7
8	537	Stepping Stone	Stephanie Creedy	and mates	31	4	7	9	11	-11
9	337	Ra	John Force	Sarah Jacobson	32	9	-9	8	7	8
10	21347	Crusader	Greg Heath	Jake Weals	38	10	-11	10	8	10
11	1611	Water Hammer	Tim Simmonds	John Rees	46	14	-15	14	9	9
12	94	The Firm	Rebecca Ross	Isuey Hiew	46	11	12	11	-13	12
13	1698	Whisper	David Crigg	Gary Andrews	47	12	-14	12	10	13
14	2123	Helerity	Paul Whitten	Judy Pople	48	13	10	13	12	-14
15	1667	Escapade	Malcolme Figgins	Sarah Figgins	58	15	13	15	(16F)	15

Mayday Regatta Tinaroo

A good fleet of Tasars turned up for the popular Mayday *McAuliffe's Mensland* Regatta at Lake Tinaroo on the Atherton Tablelands.

Tony and Tricia Baisden made the 2000 kms from Brisbane to enjoy the Tasar racing at this superb venue. The "round the camp fire" camping and the start line only 20 meters away makes Tinaroo a great place to sail.

Although there were quite a few showers there was plenty of wind throughout the racing. The top three boats from the State Championship were again fighting it out at the front of the fleet. The only change was Lachlan

Heath moved over for his 14 year old brother to skipper "Beebop".

"Beebop" took out the first race with a convincing win but the experience of Peter and Wendy Macgregor on their home ground came through to gain them a win in the next two races. A win to Warwick Heath and Dave Duncomb in "Rocksteady" in race 5 meant that the regatta was down to the last race. A second to Peter and Wendy was just enough to win the regatta by one point from "Beebop" and "Rocksteady". Good performances by "Hypocrite", "Filling in Time", "Spindrift IV" and "Stepping Stone" kept the racing at the front of the fleet very exciting. **Greg Heath**

Queen's Birthday Weekend Regatta

Only five Tasars joined the fleet in the 20 knot conditions at Ellis Beach near Cairns for the *Geo Pickers* Queen's Birthday Weekend Regatta.

If you could stay upright, the surfing down waves and screaming reaches were quite fun and exciting.

John Jacob and crew Tim, both who were unable to sail at the Mayday Regatta at Tinaroo due to organising duties, revelled in their favourite conditions.

After the thrills and spills of the regatta, the Tasar sailors were surprised when a Flying Ant and a 29er beat them

on yardstick! However, it was "Beebop" who was the best of the Tasars followed by "Filling in Time" John and Tim, and then "Crusader". "Rocksteady" came out somewhat the worst for wear with a funny shaped mast and no steering.....

Sailing continues in the Far North throughout the Dry Season with club racing at Tinaroo, Cairns and Mission Beach. The next regatta is at Port Douglas on the 17/18 August followed by Mission Beach's "Round Dunk Is." Regatta on 19/20 October.

Greg Heath

Tasar News from South Australia

Annual General Meeting Elections

President: David Ingleton
23 Woolnough Road
Semaphore S.A. 5019
Home Phone: 08 - 0341 5710
Email: dingo@picknowl.com.au

Secretary: Bob Wright
P.O Box 209
Magill S.A. 5072
Email: rjwright@senet.com.au

Sailing Report

The sailing enjoyed in S.A. after Christmas was far different from the conditions experienced prior to the Nationals. We had a number of early blow outs but the second half of the season saw consistent light to moderate breezes. Most clubs chose to extend their seasons two or three weeks due to the stable weather.

The Nationals proved to be a success in all ways judging by comments. Craig McPhee found form during the series to clinch the title. Thanks to all who travelled from interstate to make it an exciting time. The most improved sailors from S.A. in the fleet were Lars and Ros Gustavsson in 2067 "Strategy".

This season we had five boats begin a fleet at Somerton Yacht Club. The inaugural Club Championship was won by David Ingleton in 2079 "Scooter".

Since the end of the season another boat has been bought by a club member and former heron skipper Ian Church. The Herons are a strong class at Somerton and some of the experienced Heron sailors are beginning to take interest in the class. We hope that a few make the jump across.

Largs Bay Club Championship was won by Grant and Andrew Dix in 2075 "Xeonon".

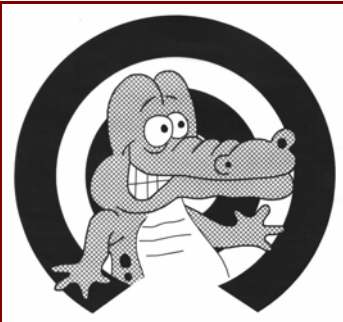
We now have Tasar fleets at Largs Bay, Somerton, Port Lincoln and Rivoli Bay. One of the Adelaide boats has gone up to Port Pirie. We may see the beginning of a fleet there as well. One boat has also been purchased by Kelvin Jeanes at Henley. Following the end of the season, Henley Sailing Club ran a yardstick series over four weeks of racing. Breezes were light and one race never started. Up to five Tasars were present each week. Tasar sailor Bob Wright won a division and \$100 sailing 160 "Tramuntana". During the following week the weather changed dramatically and winter arrived well and truly.

The state association is trying to find out where any unused boats are located and is going to run some advertisements in the paper in an attempt to get more boats out on the water. If we can locate some boats we have some buyers waiting. Let's hope we have some success.

David Ingleton



News From the Northern Territory



As you know our season started awhile ago.

Several new Tasar sailors have joined up meaning Sunday's club races have about 8-9 starters. We are having our next "Come and Try" day this Sunday to encourage new sailors and members into the club. The next major event is the Northern Territory Championships on the 29th and 30th of June. All welcome.

We are leaderless at present (I am standing in) as the last president Barry Box left for Queensland.

Will have a meeting in a few weeks. Still getting ideas together for the World's in 2005.

Regards Lucille

2002 Victorian State Titles - A Diary from Sunny Yarrowonga

It's early March so it must be time to get organised for the State Titles at Yarrowonga. This is an event the whole family looks forward to so it's not too hard to get everyone enthused to gather the camping gear and pack the boat. For those of you not familiar with Yarrowonga YC, it is situated by Lake Mulwala on the Murray River at about 60 kms west of Albury. The yacht club is surrounded by a few hectares of lush green grass and everybody rigs their boats on the lawn and pitches their tent under the various gum and willow trees at the club. For the truly lazy, the potential is not to have to move more than about 50 metres between clubhouse, tent and boat for the whole weekend.

We arrived Friday afternoon, found our usual spot and pitched the tents. The trick is to find a nice spot with shade from the afternoon sun as it can get a little hot. As it turned out, we had beautiful weather the whole weekend with things cooling down nicely at night. Somebody must have had control of the thermostat.

A steady stream of boats continued to arrive through the evening and into Friday night - the expectation of fleet of 40+ boats looked like being fulfilled. With the amount of cars and trailers that went past my tent that night, I wouldn't have been surprised to see 100 boats on the Saturday morning. (To the driver of the VW Kombi with the nonexistent exhaust system who arrived at 4 am, you should consider offering your car for use at rave parties. I'm sure the doof doof noise at 130 decibels would be welcome there).



Saturday dawned to a beautiful day and Tasars continued to arrive. With a healthy contingent of boats from S.A. and NSW, the final tally reached 43 boats. The stage was set for what a very competitive and enjoyable regatta.

Race One - Saturday afternoon, short course, wind 5 knots. Well, to be honest, I can't remember too much detail about this race except that it was light. Craig McPhee won with Martyn Sly and his young son James coming in second. Watch out for when they have more than 110 kilos to hang over the side!

Race Two - Saturday afternoon, short course, wind 5 knots. Well, to be honest, I can't remember too much detail about this race either except that it was light. Rob and Kate Douglass won with Alistair and Claire Murray showing some form to come home second. Mr Consistency, Ray Martin, was 3 and 3 after two races.

Well, that's enough discussion about the racing, it was time to hit the shore and quench a well earned thirst. In what is something of a tradition, it is customary for the TAV to supply cleansing ale and champagne to participants who gather under the shade of the willows on "Tasar Point." As we exchanged war stories, Alistair was shanghaied into providing and presenting some spot prizes to those deserving of attention, either through excellence or stupidity on the water. I was awarded a Ronstan cap - for what sort of effort I can't quite remember!

The gathering of sailors on the lakeside after racing to have a quite drink highlights one of the beauties of sailing at Yarrowonga. With the vast majority staying at the club, there is no pressure to unrig and hurry off to various destinations. People can relax and just hang loose with the biggest decision being what to do for dinner and whether to go and get the pizzas or have them delivered.

After a wonderful night under the stars, Sunday morning dawned with a steady breeze and the prospect of three good races ahead. The general consensus was to try and complete the races as quickly as possible to beat

2002 Victorian State Titles - A Diary from sunny Yarrowonga



the breeze dying as the day warmed up. As it turned out, we had good 15 knot breezes for most of the day.

Race Three - Sunday morning, short course, wind 15 knots. In great conditions for the Tasar, the fleet of 43 boats staged a very tight race with David and Doris Bretherton scoring one for the Vics. The score was now NSW, S.A. and Vic one victory apiece. Alexandra Almond beat Craig McPhee home for second spot. In the ultimate sandbagging effort, Paul Ridgeway in his new boat Ghost, picked up an 11th after coming 31st and 35th in the first two heats. Stay tuned for more on this.

Race Four - Sunday morning, short course, wind 15 knots. Held back to back after R3 in a breeze that held its strength, the general recall flag got a decent workout as the fleet broke again and again. From a personal perspective, I happened to pull off some of my best ever starts in a fleet while this was happening. At the boat end, hit the line at full speed, hiking hard in clear breeze with the fleet below. Obviously too good to be true - general recall. (Would you believe this happened twice! #@*&%^!)



Alistair and Claire capitalised on a good start in the one that counted and The Masters won after a dogfight with Paul Ridgeway and Martin Linsley who came in 2nd and 3rd respectively. At this point in the regatta, things were incredibly close between the top six boats - McPhee

(More Small Things), Douglass (Sea Ferret), Bretherton (The Edge), Martin (2 Dry Martinis), Linsley (RAN) and the Murrays (The Masters) all were in the running to win the series. Two races to go - would the cream rise to the top?

Race Five - Sunday afternoon, long course, wind 5-10 knots. After a short break on shore to refuel and revitalise, we hit the water again to do battle on Lake Mulwala. As the day wore on, would the breeze hold? Well yes and no is the answer. The fleet got away in a breeze that was definitely on the wane. The trick was to second guess where the pressure might be greatest and head for it. Rob and Kate Douglass did this best of all and staked their claim for the title of Victorian champion by posting a win. Geoff Klein in Tokay made it 1, 2 for NSW while Paul Ridgeway continued to play havoc with the handicapper by scoring a third place. Another notable effort was from Derick and Gwen Warne in 789, Cool Runnings. Their 9th place followed three previous top 10 finishes despite having only set eyes on a Tasar for the first time a month earlier. After settling in Australia from South Africa earlier this year, one test sail was enough to convince Derick the Tasar was the right boat for his family. They ended up finishing a very creditable 8th overall and will surely do even better next time.



With five of six races in the bag by mid Sunday afternoon, thoughts turned to one of the regions other major attractions - the Rutherglen wineries. It's 3.30 pm, we've just sailed three taxing races, Rutherglen's 40 km away, the wineries close at 5.00. Should we bother? Of course we should!! The Sandbagger, The Master, Mr and Mrs Hakuna Matata and Mr and Mrs Chaos jumped into the Ronstan winery assault vehicle and did a fine job of sampling some of Rutherglen's finest in the allotted time. We liked Chambers the best. Any winery that lines up its wares on a trestle table in a big tin shed and declares on the sign above, "If you would like to enjoy our wines, please help yourself," has to be a winner. We have all heard about getting some "takeaways" but we might have started a new trend by getting bottles of muscat (and glasses!) for the trip back to Yarrowonga. The things you do when you are young and foolish.

2002 Victorian State Titles - A Diary from sunny Yarrowonga

The TAV AGM was scheduled for Sunday evening and followed more drinks on Tasar Point and an excellent chicken and salad meal put on by the Association. Are there no limits to your committee's generosity? (For the bean counters, the TAV broke even on the event). I'm not sure about the wisdom of the AGM being held at this time as the influence of a warm summer's evening and the odd drink or two imbibed has the effect of making the natives a little restless. Still, we soldiered on, discussed the same issues as last year, voted the same people onto the committee and generally got a bit more pissed. I'm going to move a motion that we video next years AGM and just replay it annually ad infinitum as a substitute for the real thing. Any seconders?

Race Six - Monday morning, long course, wind 15-20 knots. Who says it never blows at Yarrowonga? While not quite as windy as the corresponding race last year, there was still plenty of breeze to keep competitors on their toes. I'll remember for quite a while a superb broad reach across the lake during this race. Fletch and I were hiking hard as far back as we could get, with flat water, a 20+ knot gust that didn't waver the whole leg and Chaos Theory screaming across the lake perfectly balanced with us just thrilling at the ride. I hardly had to move either the tiller or the mainsheet the whole leg because the wind was so hard and constant that once we were trimmed correctly, all we had to do was swing and hang

on. Yeeehaaaaa!!

On the racing side of things, guess who should bob up for a win in a heavy wind race but Dave and Doris. Craig McPhee came home second and tied up first place overall. Alexandra Almond sailed well for third and guess who should wrap up Third Division with a fourth but The Sandbagger, Paul Ridgeway. (Just joking, the handicapper got wise to you much earlier Paul. Final results 31, 35, 11, 2, 3, 4 - whatever it was you started taking, we all want some of it).

In contrast to Paul's effort, special mention goes to Graham Hanna who displayed remarkable consistency. Dropping his worst race, he scored 10, 9, 8, 8 & 8. How's that for keeping an even keel sailing a regatta on inland waters. Inland waters or not, Yarrowonga turned on the full range of wind conditions to test the ability of all sailors. As per usual, the cream did rise to the top with the three top place getters from Port Lincoln going 1, 2, 3 again at Yarrowonga. Congratulations to the crews of More Small Things, Sea Ferret and The Edge on taking home the silverware. With such a successful series this year and the numbers continuing to grow, it wouldn't be unreasonable to expect 50+ Tasars at next year's regatta so mark down Yarrowonga in your diary for next year.

See you then.

Chaos Theory 1940

Victorian Tasar Championships 2002

This article could describe my near five-hour drive to Yarrowonga in NE Victoria, and particularly the stop at the Holbrook Bakery (recommended), but it won't, because it was insignificant compared with Kevin Kellow's 120 km drive to Port Augusta, then to Adelaide to join his skipper, Craig McPhee, and then the ten-hour trip to the Victorian Tasar Championship.

Some information on the 43 boat fleet might attract your attention, because in addition to our ACT CYC entry three Tasars from NSW and three from SA with the Victorians. But there again, maybe it won't, as you are probably very familiar with the qualities of a Tasar. That said, I'm tempted to write about the differences I've noticed between the 68 kg Navy boat I sailed in the regatta and the 61 ½ kg 'Coco' I owned until recently. If you want to know more on this subject, and the many other different Tasars I've raced, just ask.

I could describe the racing, and maybe should because, unusually for midsummer inland, the winds ranged from 5-15 knots for the six race series, and were consistently fair in direction. Competition was close and racing highly entertaining with different boats leading each race. Consistency counted.

Results are important in reports of championships, particularly to the people who know the people. Nick Grey (my RAAF officer crew, based in Newcastle) and I

used a Navy boat from HMAS HARMAN in our attempt to regain the Championship for the third successive year. This was not to be though. We were unfamiliar with the boat, our coordination inadequate and, consequently my decision-making flawed. Still, fourth overall in a 43 boat fleet, is OK. The first three place winners overall were exactly the same as at the Port Lincoln national championship two months prior. The consistency of McPhee and Kellow narrowly beat the light-medium air skills of Rob and his daughter Kate (not Nicole) in 2567 (not Scribbel) from Batemans Bay. Third overall were Dave and Doris Bretherton, who were spectacularly fast in the stronger breezes. The winners deserved it – not least because of their long time on the road to get there.

All that said, the major message for this article is about the fun and fellowship of the regatta. About 120-130 sailors and families attended, most camping beside the lake adjacent to the sailing club. Boats were sailed not only by 'gun' competitive combinations, but newcomers to sailing, teenage pairs (Nicole Douglass was found skippering 2087 with newfound friend Amanda Kalin), parents & offspring, and many happy couples. (I have particular respect for Brian and Moira Hill, the Victorian septuagarian couple who raced well, as they did at last year's Worlds in England and most other major regattas.) The class has its 'fun characters', and these came to the fore at the customary post-race 'bubbly and beer'

2002 Victorian State Titles - Yarrowonga Y.C.

Pos	Sail No	Boat Name	Skipper	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Points
1	2666	More Small Things	C McPhee	1	4	3	14	5	2	15
2	2567	Sea Ferret	R Douglas	8	1	4	5	1	7	18
3	2658	The Edge	D Bretherton	4	9	1	7	10	1	22
4	757	2 Dry Martinis	R Martin	3	3	8	4	7	6	23
5	2482	Ran	M Linsley	6	5	6	3	4	5	23
6	2579	The Masters	A Murray	5	2	12	1	15	12	32
7	2727	Single Malt	G Hanna	18	10	9	8	8	8	43
8	789	Cool Runnings	D Warne	9	6	DNC	6	9	14	44
9	2742	Ghost	P Ridgeway	31	35	11	2	3	4	51
10	2656	Shooting Tsar	A Almond	24	18	2	15	14	3	52
11	772	Upyzawl	M Sly	2	15	16	10	13	16	56
12	1940	Chaos Theory	J Ross	17	8	5	17	20	15	62
13	2608	True Blue	R Gilpin	14	17	15	18	6	22	70
14	2591	Suit of Lights	C Thompson	19	27	7	13	18	13	70
15	2335	Undertoad	T Creak	30	21	13	11	19	11	75
16	2665	Agamemnon	C Parkinson	10	DNS	31	16	12	9	78
17	2583	Shaken not Stirred	R Hale	11	13	21	22	16	29	83
18	2077	Demo Boat	D Warren	23	22	18	12	25	10	85
19	2747	Tsunami	J Eriksson	15	14	14	24	30	18	85
20	1843	Chauvinist	A Shand	25	19	20	21	11	17	88
21	2728	Tokay	G Klein	16	7	27	DNC	2	DNC	96
22	1908	Slippery When Wet	C Pedicini	35	24	17	25	17	20	103
23	160	Tramuntana	B Wright	7	20	35	31	23	23	104
24	2659	Hakuna Matata	M Paynter	12	16	10	DNC	26	DNC	108
25	2087	Scribble	N Douglas	33	11	30	20	22	27	110
26	2100	Amaroo	P Kalin	20	26	24	29	28	19	117
27	1826	Papillon	J Shannon	21	30	23	27	24	25	120
28	2236	Grumpy	C Allen	36	38	22	19	27	21	125
29	2067	Strategy	L Gustavsson	26	12	DNC	DNC	21	30	133
30	1946	Psnapod	F Katers	29	DNS	28	23	29	24	133
31	2551	Magic Moments	B Hill	28	29	25	26	36	DNC	144
32	2090	True North	H Jakobs	32	28	26	33	33	26	145
33	1011	33 South	D Pearce	39	33	19	28	34	32	146
34	1853	Follow On	T Paramore	37	24	29	30	32	DNC	152
35	1014	Voyager	W Ward	27	23	36	35	38	34	155
36	1967	Aussie Flyer	J Stirling	22	37	34	DNC	35	33	161
37	1805	Hinemoa	K Ramholdt	40	31	32	32	37	31	163
38	1001	Manipulator	G Hosie	38	34	DNC	9	DNC	DNC	169
39	2601	Swansong	K Lott	34	DNC	33	34	31	DNC	176
40	2733	Zap	W Mairs	13	32	DNC	DNC	DNC	DNC	177
41	1037	G Force	M Prendergast	41	39	DNC	DNC	40	28	192
42	1917	Nauti but Nice	M Ralph	DNF	36	DNC	DNC	39	DNC	206
43	784	Rocketship	G John	DNC	DNF	DNC	DNC	DNF	DNC	217

Victorian Tasar Championships 2002 (Continued)

debrief, when the 'embarrassing moments' of the day's sailing were relived – and rewarded. Sunsets over the lake, BBQ food, re-living shared endeavours, good company and warm memories – now that's worth writing about and coming back for!

Postscript: Despite the proximity of Port Philip Bay, Victorian Tasar Association members enjoyed the three-day event at Yarrowonga sufficiently that they voted to book the venue for the next three years.
Martin Linsley

Handicap Report NSW State Championships 2002

By Tim Kannegieter, Byora (The Green Boat).

You have to love handicap prizes in a one-design sailing class. They bring a small spark of excitement to anyone in the bottom half of the fleet and a warm fuzzy feeling for anyone lucky enough to carry off a towel and nice trophy as my crew (Barbara Cowan) and I did.

On Monday morning we were sitting in fifth place overall on handicap and were looking forward to doing well in the final race to be in with a chance. Having started successfully in the first two recalled starts, we were completely buried at the boat end of the line having not noticed the huge wind shift till it was too late. Everyone immediately tacked onto port and with 30 or so boats directly up wind of us, I took the "cut my losses" strategy of tacking back onto starboard to find clean air. Imagine my dismay, having sailed a long starboard tack, when I finally tacked back to port and started looking for the mark only to see it had drifted nearly into shore on the other side of the course! I ended up reaching deeply back to the mark and ended up stony last around the first mark. So much for my great last race!

You can only ever guess about handicap results, but I think that part of the reason we won was that my partner and I refused to give up. I worked harder in that race than any of the other races just to gain about 8 positions and come in at 30th on scratch, the same as our overall result. It was my 2nd worse result on scratch but it gave us an 11th on handicap and put us two points in front of the 2nd boat on handicap, Simply Red, and three points in front of Masquerade.

I might be wrong by I'm guessing that handicap in a one design class is won by the boat that improve most relative to the rest of the fleet. My crew Barbara had only raced five times before the regatta and with the big winds of the first few days, our tacking was extremely cautious to the point where we occasionally didn't make it round. By the end of the regatta we were doing respectable roll tacks and our execution around the marks had markedly improved giving us vital positioning on the start of the upward works. With our increased confidence at keeping the boat upright (and who in the bottom half of the fleet didn't swim at least once?) we began to work harder and particularly we began to keep the boat flat. For me personally it was a great experience feeling just how much faster the boat really does go when its flat.

After such a bad result in the last race, I was completely taken by surprise when our name was read out at #1. I'm still shaking my head, but looking forward to defending the title next year.

Best regards
Tim Kannegieter

PS. Thanks to all the rescue boat crews. I think they deserved the towels more than we did as they certainly had their work cut out for them this regatta. Also special thanks to Chris Carden of Tadpole who persuaded us to go and even let us piggy back our boat on his trailer. Barbara wanted especially to thank all the people that helped us with their hints and friendly advice throughout the regatta.

TANSW Annual General Meeting Report

The Annual General Meeting of the Tasar Association of New South Wales was held at Pt Wolstoncroft during the recent State Championship. Present were 26 members of the Association and 5 observers.

In reviewing the past year, TANSW President Michael Sant reported on activities of the Association over the past year and thanked everyone who had attended meetings and provided input to the Committee in making decisions on behalf of the members.

Michael also thanked members of the Committee for their work and support over the past year and praised Newsletter Editor, Andrea Douglass, for her efforts in producing an excellent publication.

Michael commented on the small but strong representation of New South Wales boats at the Australian Tasar Championship held at Port Lincoln in January, 2002 and congratulated Rob and Nicole Douglass for their second placing and Peter and Gillian Wilson for their fifth placing. Congratulations also went to Chris and Beryl Parkinson for taking out the Grand Masters Trophy.

He also noted the close and enjoyable racing experienced during the Summer and Winter Tasar Traveler's Trophy Series and thanked all host clubs for their hospitality.

In the absence of John Tyrrell, Michael presented the Financial Statements and reported positively on the

TANSW Annual General Meeting Report (Continued)

financial position of the Association. Notwithstanding this Michael noted the increasing burden of public liability insurance as the main driver of a proposed modest increase in subs.

Registrar, Duncan Robertson reported that the Association had 81 financial members, an increase of 10 over the same period last year.

The new Committee was elected with Michael Sant once again taking on the role of President and David Seaton being elected Vice President. Also re-elected to the incoming Committee were Graham Hanna, Secretary, Rob Douglass, Treasurer, Duncan Robertson, Registrar and Chris Parkinson, Race Secretary. Rob Landis was appointed Class Measurer.

Members were then asked to vote on the following resolutions;

Resolution No. 1 'That the interim minimum weight of the Tasar hull for class racing specified in Tasar Class Rule 4c be reduced from 68kg to 66kg.' Lost 16 votes to 15.

Resolution No. 2 'That the membership subscription of the Tasar Association of New South Wales Inc. be increased by \$10 per year to \$60, discounted by \$10 for subscriptions paid before the 31st October' Carried unanimously.

Resolution No. 3 'That the Associate Membership subscription of the Tasar Association of New South Wales Inc. be increased by \$5 per year from \$20 to \$25.' Carried

unanimously.

Resolution No. 4 'To amend Appendix 1 (Application For Membership Of The Tasar Association Of NSW) of the TANSW Rules Of Incorporation to include 1) The Tasar Association of New South Wales address details, 2) E-mail address and mobile telephone numbers, and 3) Information on fees and dates of the Membership Year.' Carried unanimously.

After the formal part of the meeting was completed the Tasar Traveler's Trophies for the Summer and Winter series were presented. Frank Bethwaite presented the FD Bethwaite Trophy to Rob and Nicole Douglass.

Post meeting discussion covered the success of the Association's double header TTT races at Double Bay and Greenwich and the short course races included in the sailing program this year.

We also discussed the State Championship venue and timing in the light of reducing numbers of entrants, increasing costs and sailing conditions at Easter.

Members concluded that they would like to continue with the current arrangements into the future.

Chris Parkinson gave an update on the continuing development of the ATC web site. The web site is now up and running although some parts are still under discussion. The site is based on the TAV model and is hosted by Bethwaite Design. Chris thanked Frank Bethwaite and Jonathon Ross from the TAV who has also been key in getting the site up and running.

Article from Concord & Ryde Tasar Fleet Captain

Hello again fellow sailors,

I am pleased to note that most are putting in regular appearances seeing us getting six boats or more in the water every week. Since the last report we have had our fair mix of conditions with every thing from strong winds to almost no wind at all. It would appear that some poor mid season form has seen Nick Brown's "Shoki" Tasar 1903 handicap extend to 5 minutes, which despite some of his recent efforts has remained there.

Robert and James McMaster in "Bucentaur" Tasar 1848 have had a few absences this season which has seen other boats leading the field. Some boats however are having difficulty in adjusting to the new circumstances in which they find themselves. Bryce Ellis and Tony Passafaro in *Kermit* Tasar 1787 have sailed a great tactical race to get to the front with an unbeatable lead only to miscount the number of laps they had completed. They set off to do another while the rest of the fleet quietly sailed to the finish. Despite this, Bryce moved to and is currently in first place for the club championship on both Handicap and Scratch.

The last two Handicap starts have been sailed in even conditions allowing the longer handicap boats to hold out the faster boats chasing from behind. Ian and Andrew McMaster in *Helianthus* Tasar 2225 started well and led all the way to take out the Australia Day Trophy. In the handicap start to the Ryde Games, the many months of perseverance have finally paid off for Concord & Ryde's newest Tasar Crew - Russell Morrow and Mathew Weir. They started well and were never headed as the remainder of the fleet were unable to reel them in.

The larger fleets has seen some competitive racing particularly in the middle of the fleet, with it being not uncommon to see three or four Tasars fighting it out lap after lap with only boat lengths between them.

Now life for a Tasar crew is quite simple ... or is it ... Normally the crew can work the jib sheets, mast rotator and balance the boat sound in the knowledge that the skipper has matters at the rear of the boat firmly in hand ... or are they Recent post race discussions in the change rooms have revealed that Robert McMaster of "Bucentaur" Tasar 1848 seems to have developed a

Article from Concord & Ryde Tasar Fleet Captain (Continued)

habit of departing over the gunwale during the race with little more than a main sheet and a tiller extension in hand. Hardly re-assuring for the crew. However so adept is he at re-boarding his vessel that the crew hardly notices his absence.

So ends another season, with our Club Champions once again being Robert and James McMaster in "Bucentaur" Tasar 1848. It appears that the extensive off-season refurbishment of "Kermit" Tasar 1787 undertaken by Bryce Ellis prior to this season has worked wonders. He has placed well in most major trophies this season,

comfortably taking out Club Championship on Handicap and leading the Autumn point score right up to the last race.

To find out if Nick Browns' handicap will ever get back above five minutes, or Russell Morrow's boat finally gets a name you will just have to come down and get out on the water with the Concord & Ryde Tasar fleet. I look forward to seeing you all on the water again next season.

Robert Lees – Tasar Class Captain

Batemans Bay Interclub Report

The 2002 Surfair Holden Regatta had 104 entries including 13 Tasars. This was the best Tasar class turnout ever. In between dodging Taipans, Hobies, FDs, Sharpies, Contenders, Fireballs, Lasers and Moths, the Tasars also managed to have some excellent class racing.

The first race of the regatta was the interclub heat. The race officer, who also happened to be the Ferette's husband, was caught out by a thirty degree backing shift during the multidivision start sequence.

A port tack start was essential. Flying Ferret did it better than most.

Tadpole squeezed in between the Ferrets and the pin but soon got leebowed. Gone Feral started a few metres behind in clear air. Scribbel and Formula Pye were relatively buried.

It was a near soldiers course so there were few overtaking opportunities. Despite this Formula Pye showed good speed to come through for second behind Flying Ferret. Scribbel squeezed past and then sat on Gone Feral on the last leg. Then followed To The Max and Single Malt.

Graham Hanna, Liz Kemmis, Michael Sant and Fiona Darling were heading back to Sydney so didn't sail the second race. Graham said something about boogying at Shane Guanaria's 21st. Michael had to get out of town fast after his radical beach driving display in Chris

Thomson's much cherished Tercel.

The second race was just brilliant. It was a beautiful day with fantastic light and a challenging 15 to 18 knot sou'easter.

Formula Pye won the pin end position and leebowed Flying Ferret into tacking back into the fleet.

Meanwhile Agamemnon and Scribbel did well by going right. Formula Pye sailed away with great speed and tactics. Scribbel was quick on the downwind legs. Flying Ferret sailed over Agamemnon on the second reach but soon had Tadpole coming past with downwind zip and upwind grunt.

On the Sunday the breeze was mostly light with some wild shifts thrown in. Flying Ferret was in the lead after getting an arsey private breeze around a rain shower to overtake Scribbel.

However, the time limit ran out with the Tasars a triangle from the finish. The committee were unable to find a cut off to shorten the course because the various divisions were already lapping each other.

The Saturday points held. This left Peter and Gillian Wilson sailing Formula Pye as clear winners over Lachlan Brown and Trish Collocott on Flying Ferret with Rob and Nicole Douglass aboard Scribbel third.

Lachlan Brown



Another Method to sell your Tasar or buy Tasar related Equipment

Since the last Tasar Australia newsletter, another medium has been added where Tasar sailors can now advertise either the sale of their Tasar or for anything Tasar related that they may want to buy.

This medium is the Australian Tasar Council's website. Its address is www.tasar.org.au

To advertise your Tasar for sale simply log onto the website, click onto Boats for Sale, and then enter the following details:-

- Your Tasar Name
- The Sail Number
- The Price
- Your Name
- Your Phone Number
- Your Email Address
- Description and/or comments (eg: condition, spare sails, trailer, etc)

Then submit the form. A similar form exists if you want to buy some Tasar related article. This arrangement is similar to what currently exists on the Tasar Association of Victoria's website.

Should you list your boat or article via this method, please don't forget to contact the webmaster to arrange removal of your listing once it is sold.

Please also remember to forward the name, address and Tasar sail number and any other details to Australian Tasar Council as well as your local State Association as per the contact details at the front of this newsletter. This is to ensure that we keep boat ownership records current as well as then being able to invite the new owner to join the Association and participate in Association events.

www.tasar.org.au

Batemans Bay Sailing Club Report

The season just gone has been quite a successful one for the BBSC.

Tasars 787 (Gone Feral), 2619 (Flying Ferret) and 2087 (Scribbel) have all done well in interclubs and championships at various times.

These also happen to be the three Tasars that are active at BBSC.

Our local NS14 colleagues Gary and Tom Foley have sold their NS14 and have bought Sea Ferret 2567. This will cause an estimated 33% jump in the Tasar fleet.

We sail about eight Sundays every sailing season at the Bay. Usually we sail two short races with a handicap start first followed by a scratch start race. The racing is always very close but friendly.

To get bigger fleet sailing we are obliged to go to interclubs and championships. The BBSC Tasars are amongst the most travelled in NSW.

Every year we host a Tasar interclub heat as part of our annual regatta held on the weekend closest to ANZAC day.

For many years this was the *only* sailing event that BBSC conducted. Now the club has an active racing program which is mainly based around keelboat racing (including the Port Hacking Batemans Bay Regatta which was the third largest keelboat event held in NSW last season).

Despite this the ANZAC regatta, sponsored this year by Surfair Holden, remains as the climax of the season. It brings all the club members together be they dinghy



sailors, keelboat sailors or hangers on in a unique fashion as just about everyone in the club is needed to actually run the regatta.

Lachlan Brown

NSW State Championships Point Wolstoncroft Report

Easter at Point Wolstoncroft promised the usual combination of rain and drifters. However this year a big southerly swept through on Friday night to provide plenty of breeze for the remainder of the weekend.

By Easter Monday there was even bright sunshine! The brisk breezes swept a couple of the best Tasar boat handlers around, Rick Longbottom and Paul Kinghorne to a convincing win.

Runners up Bruce and Josh Paine also came from that renowned high wind venue -Canberra, and have a similarly impressive heavy air record to the winners.

Third placegetters Rob and Nicole Douglass won the only light air race and then hung in remarkably well given that they are not the heaviest or tallest combination around.

Rick and Paul also won the masters which is fair enough -they do seem to have been around for ever.

Graham Hanna and Liz Kemmis put together an excellent series for eighth overall and victory in the increasingly hotly contested grand masters category. Jennifer Ramsay was the leading female skipper. Jennifer scored her best result in the heavy air second race.

Good Friday was typical of years gone by with cloudy conditions and a dying breeze. Rob and Nicole Douglass broke from the leading bunch by playing the shifts well on the final square run. They grabbed a vital inside overlap at the bottom mark and went on to win from defending champ Shane Guanaria and Courtney Harrington with the Jeff Mephram/Mathew Fitzgerald team third.

The highlight for Flying Ferret was drifting past Rick Longbottom and Paul Kinghorne on the finish line for sixth place, but that was the last we saw of them on the racecourse for a while.

Chris Thomson and his girlfriend Debbie put on a



gratuitous display on water pashing which went on for most of the race. The resultant 14th place wasn't up to Chris' expectations. He decided to leave Debbie ashore the following day.

That night triviaeister David Seaton conducted a battle of the garbagebrains for the highly coveted NSW Tasar trivia awards.

These turned out to be a set of mint condition 1994 Nationals tee shirts which Duncan Robertson had found in his garage.

Batemans Bay S.C. thought they had a strong team until most of their team didn't show up, thinking trivia was on the Saturday! BBSC managed to recruit some ring ins from outlying Batemans Bay suburbs such as Canberra and Oatley to form the SLAGS (Southern Legends and Government Servants). After three rounds SLAGS were even with the defending champions Balmoral. It came down to a sudden death three question tie breaker. SLAGS representatives expectorated their answers with the utmost speed and accuracy to claim the tee shirts whilst the other teams drowned their sorrows in the liberally supplied Tasar port.

On the Saturday it was a sore and sorry bunch of Tasar sailors who looked out at the 20 to 25 knot plus breeze blowing rain squalls over Lake Macquarie.

The race was delayed while the race committee aboard their magnificent vessel "Striker" sampled the breeze. When racing got under way the conditions were a challenge for even the most experienced skippers. Some prominent ex national champions joined a large minority of the fleet in the "turtle club" (don't worry Phil and Martin, I won't mention your full names). Bruce and Josh Paine made it look easy in taking out the race. Rick and Paul had a couple of hairy moments but kept it together for second.

Slightly down the fleet Tim Kannegieter and Barbara Cowan finished the race in 22nd. They were well back but their determination to finish paid off. They improved their finishing times dramatically in the later races which enabled them to win the NSW Titles on handicap.

Michael Sue and Brendon Watts finished just ahead of Tim and Barbara. Being the lowest placed boat which finished every race but didn't win anything else won them the encouragement award for sheer guts and persistence.

Chris Thomson's usual crew Annie Hodge arrived from Batemans Bay to take over the more usual crewing duties from Debbie. Unfortunately Annie twisted her knee so Chris and Annie had to retire. Annie was out for the series. Chris had to look around for yet another crew.....

Everyone was feeling stuffed after one race so the committee wisely postponed Saturday afternoon's race to

Point Wolstoncroft Report (Continued)

Sunday morning. It continued to rain on and off. That night the "odds vs evens" cricket match got under way with some spectacular displays of both skill and ineptitude. Rain stopped play at a stage where odds were in a commanding position, according to this impartial observer.

Sunday morning's NSW Tasar Association meeting will go down as the briefest on record. It took about 10 seconds to move and carry a motion to postpone the AGM to the Sunday evening so that we could all go out racing.

There was still a good 15 knots of breeze. In race 3 all I can remember is rounding the first mark in fourth and then going backwards from there. I was tacking too often and sailing everyone else's race, not mine. Chris Carden and Vaughan Broomfield on the other hand sailed simple straight lines, went fast and maintained 5th position pretty much all the way around the course. They secured what was surely a massive race win on handicap along the way.

In the afternoon sprint races the breeze held up and racing was tight. It was a day for some of the class big fleet sailors to come through -Rick and Paul, Bruce and Josh and Rob and Nicole certainly, but also Peter and Gillian Wilson as well as Phil Darby and William Mueller.

Meanwhile Chris Thompson had recruited Nicky Howe to crew for him as her skipper was out injured. Chris and Nicky sailed three excellent races on the Sunday. Chris was heading for a breakthrough top 10 position in the Tasar states!

At the AGM that evening the motion to reduce the Tasar weight limit from 68 to 66 kg was debated. Phil Darby made an intoxicating speech in favour of the motion while Rob Douglass mounted an equally spirited defence of the status quo. In the end the motion was defeated by 16 votes to 14.

By the Monday it was clear that the NSW Title would go to either Rick and Paul or Bruce and Josh. The former



crew held a useful two point buffer, four points after their worse discard.

For Chris Thomson disaster struck. Nicky's skipper Julia Fitzgerald (the leading junior skipper) had regained her fitness and recalled Nicky to the "Wasabi" foredeck. Chris had no choice but to sail with Debbie. The question was -could Chris keep his mind on the sailing?

Everyone was a bit twitchy at the start, resulting in 2 general recalls. There was then a big backing shift and the pin end became massively favoured. The Ferrets were down at the pin end with two minutes to go thinking "where is everybody?". Chris and Debbie were also there but Chris was already looking distracted.

At the start the Ferrets hit the line pretty much on the gun and at the pin. The first leg was a reach which meant that "Flying Ferret" rounded the top mark first. We had no idea where the wing mark was and soon threw the lead away, but it felt good at the time. A group including the Wilson's, Rick and Paul as well as Jeff Mephram and Matthew Fitzgerald sailed over the top and finished the race in that order.

This was more than good enough to secure the NSW Championship for Rick and Paul. It lifted the Wilson's to fifth overall and culminated Jeff Mephram and Matthew Fitzgerald's best NSW Titles ever for fourth overall.

In amongst all this Chris was getting progressively buried. His mind was far away as "Gone Feral" slipped further and further down the fleet. By the end Chris and Debbie were smooching away again as they crossed the line eighteenth for an ignominious 12th overall. Ah, true passionate love -is there no place for it on the racing Tasar?

Some Thoughts From The Masters.

Paul Kinghorne, describing himself and Rick Longbottom as "fat old bastards" attributed their victory

Point Wolstoncroft Report (Continued)

to Rick's ability to pick the way to go in the shifty conditions as well as a lot of hard work on the beats.

He pointed out that he had been sailing with Rick for 17 years. They had been 136 kg then -now they are 152 kg. At that weight the dreaded marginal planing conditions "would have killed us".

Paul said that he had not sailed with Rick since the Tasar Internationals at Whitstable in August 2001. "This was an advantage because mentally there were no expectations, no pressure". He added that on the breezy days they were sheeting wider than normal and sailing with the centreboard raised upwind.

(Paul Kinghorne interview courtesy of Chris Thompson)

Interview with Rob Douglass

(this interview was recorded shortly before Tasar Australia went to press)

Lachlan. Rob, you are not very tall and your boat is crap. How come you manage to beat us all the time? I mean specifically how do you do manage to do so well in heavy breezes against heavier and taller crews?



Rob (laughs) Well, we have improved because Nicole is a lot stronger now. I was also watching Dave Bretherton at Port Lincoln and Yarrowonga and seeing when he decided to point and when he decided to just sail fast.

Lachlan. What do you mean by that?

Rob. There are times when it is much faster not to worry about pointing and just sail fast. Coming off the line in the heavy air race was one time.

Lachlan. How far out were your jib leads, about two holes?

Rob. Yes, and the mainsheet was eased.

Lachlan. Did you play the traveller or just cleat it centreline?

Rob. In the heavy stuff I just cleated it centreline. The top ten in the states was very good. In the last race we got buried at the start and couldn't get back to the front. In another race we were only just behind fourth and finished seventh.

Lachlan Brown



Balmoral Waves

The end of the season has left us with a lot of time to do other things besides sailing and the house is glad for that. We had a most successful season this year with some very challenging days on the water with a bunch of good people to us help enjoy the day.

The racing on the day and the outcome of the race is a most challenging event but I must say the people involved and their character makes the event most enjoyable. This made the just past season a hoot as I believe the layouts we have at Balmoral put a spin on the season like no other season I have experienced. The lip from the competing boats after the race and the com-

petitive spirit on the water, I can understand, could throw a scare into any newcomer to the club or the class, but the toplevel birds on the beach soon calms the nerves and brings the crews back time after time. Or at least that's what Aaron tells me how it works. Me, I just like the workload.

The conditions this season were of interest week after week with little consistency from the regular North East wind and more from that gruelling West and South area showing up with regular unwelcome occurrences. However those conditions made the interclub races a procession for us.

25th NSW Tasar Championships 2002 - Scratch

Place	Ties	Boat Name	Sail No	Skipper	Crew	Agg Score	Race 6	Race 5	Race 4	Race 3	Race 2	Race 1
1		Platform 9 3/4	2475	Rick Longbottom	Paul Kinghorne	8	2	1	2	1	2	(7)
2		Hogwart's Express	2183	Bruce Paine	Josh Paine	14	4	4	3	2	1	(5)
3		Scribbel	2087	Robert Douglass	Nicole Douglass	20	(9)	2	6	8	3	1
4		Freya	2580	Jeff Mepham	Matthew Fitzgerald	23	3	(10)	4	9	4	3
5		Formula Pye	1913	Peter Wilson	Gillian Wilson	24	1	3	5	3	(42F)	12
6		Ultralite	170	Phil Darby	William Mueller	26	(10)	5	1	7	9	4
7		Southern Stars	2578	Shane Guanaria	Courtney Harrington	28	8	7	(13)	4	7	2
8		Single Malt	2727	Graham Hanna	Liz Kemmis	42	5	8	9	10	10	(11)
9	5.0S	Cool Running	789	Derick Warne	Gwen Warne	44	6	(18)	8	16	5	9
10		RAN	2482	Martin Linsley	Trish McVeagh	44	(14)	6	11	13	6	8
11		Flying Ferret	2619	Lachlan Brown	Trish Collocott	49	7	11	14	(15)	11	6
12		Gone Feral	787	Chris Thompson	Annie Hodge	54	18	9	7	6	(42F)	14
13		To The Max	2672	Michael Sant	Fiona Darling	55	12	12	10	11	(13)	10
14	5.0S	Tadpole	2588	Chris Carden	Vaughan Bromfield	67	19	17	12	5	14	(24)
15		Agamemnon	2665	Chris Parkinson	Beryl Parkinson	67	15	13	(15)	14	12	13
16		Doubtful Circumstance	2613	Peter Hibberd	Chris Darby	69	11	15	(17)	12	15	16
17		Masquerade	2731	David Seaton	Helen Impey	78	13	14	18	(18)	16	17
18		Slingshot	2673	Richard Rubenach	Cameron Rubenach	81	16	16	16	(26)	8	25
19		Richard Cranium	2140	Ric Day	Barbara Day	94	17	23	19	17	(42F)	18
20		Akatonbo	2650	Ken Pearson	Marise Hannaford	101	(25)	19	20	22	18	22
21		Fantus	1688	Ian Best	Arron Soiland	105	22	22	(29)	21	20	20
22		Slam Dunc	2590	Duncan Robertson	Laurie Hoffman	107	20	(27)	25	24	19	19
23		Vintage Stuff	2471	Derek Hadwen	Sophie Callander	109	27	20	21	20	(42F)	21
24		Simply Red	2348	Bruce Gillespie	Brett Perry	118	28	24	23	19	24	(33)
25		Ono	2604	Chris Howe	Aryssa Moen	126	29	21	24	29	23	(32)
26		Tequila Sunrise	2218	Rob Landis	James Landis	127	21	28	22	41F	(42F)	15
27	17.0S	Trivial Pursuit	2091	Jennifer Ramsay	Scott Ramsay	129	32	25	(32)	28	17	27
28		AMP	1974	Stephen Baxendale	Anne Carter	129	26	29	28	23	(42F)	23
29		Allons y	2600	Michael Sue	Brendon Watts	130	23	31	30	25	21	(31)
30		Byora	933	Tim Kannegieter	Barbara Cowan	138	30	26	31	(34)	22	29
31		Tokay	2728	Geoff Klein	Jane Klein	143	24	30	33	30	(42F)	26
32		Manly Ferry	2111	Kevin Brown	Lucinda Smithers	163	37	37	27	27	(42F)	35
33		The Snowman	2220	Steve Evans	Graham Evans	165	39	34	(41S)	37	25	30
34		Martini Dry	1842	Gus Kernot	Sam Kernot	166	34	33	26	33	(42F)	40
35	28.0S	Kookaburra	2717	David Robinson	Cameron Robinson	175	35	38	39	35	(42F)	28
36	31.0S	Daffodil	1801	David Smith	Joanna Pieper	175	42C	32	34	31	(42F)	36
37		Blatant Optimism	1943	Warren Olsen	Henry Kernot	175	33	35	37	36	(42F)	34
38		Vortex	2098	John Pateman	David Ralston	179	36	36	36	32	(42F)	39
39		Tad	1768	Pat Conway	Michelle Zwagerman	188	38	39	35	38	(42F)	38
40		Wasabi	2606	Julia Fitzgerald	Nicola Howe	194	31	42C	42C	42C	(42F)	37
41		Curvstrasse	2243	Adrain Vandenberg	Derek Allen	200	42C	40	38	39	(42F)	41

25th NSW Tasar Championships 2002 - Handicap

Place	Ties	Boat Name	Sail No	Skipper	Crew	Agg Score	Race 6	Race 5	Race 4	Race 3	Race 2	Race 1
1		Byora	933	Tim Kannegieter	Barbara Cowan	47.5	11.5	2	4.5	(31)	22	7.5
2		Simply Red	2348	Bruce Gillespie	Brett Perry	49.5	11.5	5	3	6	24	(31)
3		Masquerade	2731	David Seaton	Helen Impey	50.5	7.5	9	7	17	(17)	10
4		To The Max	2672	Michael Sant	Fiona Darling	56	(28)	17	10	10	13	6
5		DoubtfulCircumstance	2613	Peter Hibberd	Chris Darby	59.5	14	10.5	12	8	15	-15
6	2.0S	Tad	1768	Pat Conway	Michelle Zwagerman	64	2	12	4.5	38	(42F)	7.5
7	8.0S	Fantus	1688	Ian Best	Arron Soiland	64	17	8	(24)	15	21	3
8		Allons y	2600	Michael Sue	Brendon Watts	64	3	13	14	14	20	(29)
9		Akatonbo	2650	Ken Pearson	Marise Hannaford	64.5	(23.5)	6.5	9	19	18	12
10		Ono	2604	Chris Howe	Aryssa Moen	67	18	3	2	23	(23)	21
11		The Snowman	2220	Steve Evans	Graham Evans	72	5	4	(41S)	37	25	1
12		Freya	2580	Jeff Mephram	Matthew Fitzgerald	74	19	(32)	23	16	5	11
13	4.0S	Slam Dunc	2590	Duncan Robertson	Laurie Hoffman	75.5	10	(23)	20.5	22	19	4
14		Single Malt	2727	Graham Hanna	Liz Kemmis	75.5	16	19.5	19	11	10	(24)
15		Ultralite	170	Phil Darby	William Mueller	78	(36)	28	16	9	9	16
16		Platform 9 3/4	2475	Rick Longbottom	Paul Kinghorne	79.5	22	22	30	3.5	2	(36)
17	6.0S	Cool Running	789	Derick Warne	Gwen Warne	80	20	(38)	15	21	6	18
18		Agamemnon	2665	Chris Parkinson	Beryl Parkinson	80	(31)	16	17	12	12	23
19		RAN	2482	Martin Linsley	Trish McVeagh	81	(35)	14	25	18	7	17
20	1.0S	Tadpole	2588	Chris Carden	Vaughan Bromfield	85	33	31	6	1	14	(38)
21		Formula Pye	1913	Peter Wilson	Gillian Wilson	85	15	10.5	20.5	2	(42)	37
22		Slingshot	2673	Richard Rubenach	Cameron Rubenach	86	21	25	8	28	4	(40.5)
23		Scribbel	2087	Robert Douglass	Nicole Douglass	89	(39)	29	35	13	3	9
24		Trivial Pursuit	2091	Jennifer Ramsay	Scott Ramsay	95.5	(30)	6.5	28	26	16	19
25	1.0S	Curvstrasse	2243	Adrain Vandenberg	Derek Allen	97	42C	1	13	39	(42F)	2
26		Flying Ferret	2619	Lachlan Brown	Trish Collocott	97	26	26.5	(29)	20	11	13.5
27	5.0S	Hogwart's Express	2183	Bruce Paine	Josh Paine	99	29	(36)	32	5	1	32
28		Martini Dry	1842	Gus Kernot	Sam Kernot	99	13	18	1	34	(42F)	33
29		Southern Stars	2578	Shane Guanaria	Courtney Harrington	100.5	37	35	(37)	7	8	13.5
30		Tokay	2728	Geoff Klein	Jane Klein	112	7.5	19.5	33	32	(42F)	20
31		Blatant Optimism	1943	Warren Olsen	Henry Kernot	120	4	21	38	35	(42F)	22
32		Kookaburra	2717	David Robinson	Cameron Robinson	122	9	33	39	36	(42F)	5
33		Gone Feral	787	Chris Thompson	Annie Hodge	124	38	24	18	3.5	(42F)	40.5
34		Vintage Stuff	2471	Derek Hadwen	Sophie Callander	135.5	32	26.5	22	25	(42F)	30
35		Richard Cranium	2140	Ric Day	Barbara Day	138.5	23.5	37	26	24	(42F)	28
36		Vortex	2098	John Pateman	David Ralston	139	6	30	36	33	(42F)	34
37		Manly Ferry	2111	Kevin Brown	Lucinda Smithers	146	27	40	11	29	(42F)	39
38		AMP	1974	Stephen Baxendale	Anne Carter	147	25	34	34	27	(42F)	27
39		Daffodil	1801	David Smith	Joanna Pieper	149	42C	15	27	30	(42F)	35
40		Wasabi	2606	Julia Fitzgerald	Nicola Howe	153	1	42C	42C	42C	(42F)	26
41		Tequila Sunrise	2218	Rob Landis	James Landis	170	34	39	31	41F	(42F)	25

Balmoral Waves (Continued)

A recent garage sale at the Greenwich Sailing Club unearthed the long lost "Outstanding Club" State Title Trophy which rightfully belongs to the Balmoral Club and understandably a very concerned official from the Greenwich club returned it to us, in a brown paper bag with no return address indicated. We understand their embarrassment and we are grateful for its return. Have a restful and safe off-season and we hope to see you all in the new season.

Spam on the Spit

The following e-mails came from our regular after race correspondence.

Ian Best

Hello to all, In future races I would appreciate it if the leading boats did not hide the finishing line on me after they have used it. Last Saturday the line was definitely removed from the water as I approached causing more confusion than normal in my boat and the reason for me not crossing it.

The finishing boat told me they saw the boat responsible for removing the line and the offending boat will be watched closely in future races. How such a long line can be pulled into a Tasar is beyond me.

Graham Hanna

I've checked, the line's not in my boat. The line was definitely there when we went over it. Have you checked Kevin Brown's boat?

Scott Ramsay

From what I've heard I think Kevin Brown (Manly Ferry) ran into it.

Ian Best

Info. fresh to hand reports that David and Deb were seen scuba diving in the area and I suspect that they pulled the line down to the bottom and tied it to a piece of weed they happened to be smoking at the time and left it there. As you all know the buoyancy of this line renders the line as a navigation hazard as it will eventually snap off the weed, spring to the surface and could destroy our total Topper fleet. Good one Dave and Deb. Then again Duncan could have tangled it around his rudder and towed it to the beach, because he is still dirty on me for beating him at the States.

Kevin Brown (skipper of Mainly Ferry)

While packing up on Saturday I came across a rather unusual item. It is about 50 meters long, no more than a centimetre wide, has remarkable elasticity, when looked at too long seems to vanish, when approached it seems to get further away, and yet it had a tremendous magnetic attraction to Graham's boat. When touched it made a strange "beep" sound, and stranger still, it seems to make grown men weep. It appears to be relatively unused, except for the dent I inadvertently put in it. Does anyone have an idea as to the BEST use of for curious item?

Shane Guanaria

Fellow sailors, there seems to be a some confusion about what actually happened. Although I did not see the incident, I understand that one of the leading boats may have disadvantaged the slower boats by removing a mark from the coarse. My advice to the slower boats that couldn't actually see what happened is to sail faster! So here is my sail fast tip of the week.

SAIL FLAT. Some sailors have found that a constant reminder is needed to help in achieving this. I like Graham Hanna's technique. Get a hole in the side off your boat then spend the day trying to keep the hole out of the water. Sounds so simple doesn't it??????????

Scott Ramsay

I've heard it all now. Doesn't the wisdom of youth "shit" you. All us old farts have been fumbling around unable to see the forest for the trees. We should all bow down to Shane and send our thanks for drawing this to our attention.

Graham Hanna

Hey Scotty, They say that 'today's wisdom of youth is tomorrow's diplomacy.....' (or something like that) Shane's right though, I've never worked so hard at trying to keep the boat flat as I did on Saturday arvo, especially on star-board tack. I didn't know how big the hole was and how long we could keep the thing afloat, or if we'd disappear from the radar screen before we crossed that damned line. Still, I guess if that's what it takes..... Seems like we've got a great end of season present for our Class Captain - a brand new, unused line, imported direct from Finland - I guess that would be a Finnish line.

Ian Best

Sail faster, why I'll have you know young fella that it was speed that done the damage in the first place. If them hoons up the front had behaved themselves we wouldn't be in this predicament. Them fellas probably got one o them Jet-thingamejigs they banned from the harbour, in their shed. And what's more I'll hear no more talk about one o them imported finish lines used in our waters and it wont be attached to no Pole, it'll be Ausie made and attached to the Ausie that damaged the old one. I bet that Liz (ever the School Teacher) corrects the grammar, the spelling and gives me a mark out of ten and sends the document back to me.

Shane Guanaria

Who said that that the older you get, the less you use your sense off humour? You guys crack me up!!!!!!! Have a great winter, hope you keep the ice off your boats!! I heard that a coat of polish, some new rope and a new set of sails could help.

Makes you worry about the club doesn't it folks

Kind Regards
Ian Best

Wangi Amateur Sailing Club welcomes all TASAR Sailors

Wangi now has a small, but enthusiastic fleet of TASARs and welcomes visitors. Contact either Rob Brown 49752232 or Denis Gilbert 49754319.

The Clubhouse is located in the grounds of the Wangi RSL Club on the western shore of Lake Macquarie, just a two-hour drive from Sydney. The club races yachts and dinghies offering a large, safe, uncongested race area with clear breezes.

Regular dinghy racing is generally confined to Sept to April while yachts race all year round. The clubhouse has some permanent boat storage, a large grass rigging area and parking adjacent to the club with a concrete dinghy-launching ramp. All visitors are welcome to race in afternoon centreboard racing (2pm start) catering for all centreboard dinghy such as OK's, Flying 11's, 29er's in addition to Tasars.

The club is family orientated with junior sail training con-

ducted in the mornings as an integral part of operations. There are several dinghy regattas run every year at the state or national level. Qualified club staff, using club facilities and equipment, assisted by sailors of world standard, run these.



SPEERS POINT AMATEUR SAILING CLUB season wrap-up

Anzac Day is always the finale to our sailing season at Speers Point, and this year we again hosted a regatta with lots of visitors and a good showing of locals including Tasars.

In fact our club hosts a few regattas and notable events through the year, and it's great to see visitors turn up to these. These include the marathon, held this year in February, when we sailed down the lake, around Pulbah Island – yes, next to the States venue at Point Wolstoncroft – and home again. Plenty of opportunity for changes in place! It was eventually won by *Dynamic* (Julia Fitzgerald & Allan Hughes) on handicap – new Tasar owners Alan & Marilyn Sutton (*Bateau d'Or*) making their mark in third.

Several of our Tasars have travelled to join others at the special Tasar events held around the State – and further. We have made our mark at the Port Lincoln Nationals, the Victorian States and of course the NSW States at Point Wolstoncroft, where Jeff Mephram and Matthew Fitzgerald (*Freya*), and Peter and Gillian Wilson (*Formula Pye*) were especially prominent in scratch placings. Jeff and Matthew showed this was no fluke by taking out both the Club Championship

and overall Point Score prizes at the Club. Peter and Gillian found that work got in the way of a good time on some Saturdays, but still had some good individual results through the season.

Other boats to feature well in Club Championship races were *Tokay* (Geoff & Jane Klein) and *Agamemnon* (Chris Parkinson and various, including Beryl P., when we were lucky!). The Point Score ratings also saw *Dynamic*, *Vintage Stuff* (Robert Probert & Fleur Robinson), *Agamemnon* and *Vortex* (John Pateman & David Ralston) in the money.

Final names were selected for the two Howe boats and set in concrete (well, at least newly scribed on the sterns). Forget the breakfast cereals – Benny now skippers *Wasabi* (really hot stuff), and Chris has altered *Coco* to *Ono* – supposedly the words his crew utters when getting tossed in the drink. It's also easy to read when the hull is upside down.

It's been a good season with good Tasar fleets and lots of battles throughout, and we look forward to the new season starting, with several new Tasars joining the ranks.

HAGAR THE HORRIBLE BY DIK BROWNE



People Power — Easter at Point Wolstoncroft

Why should only those who went to the NSW State Titles at Point Wolstoncroft experience the joys of a trivia quiz? You too can join in this Do-it-Yourself report on the Easter 2002 regatta.

Your instructions: match the questions on the left with the answers on the right, and experience the Titles.

Questions	Answers
1. What was it that changed the Presidentially designed menu on Good Friday?	A. Derick and Gwen Warne, from Chelsea Vic, finished 9 th .
2. What was the highest wind gust speed recorded during Saturday morning's race 2?	B. Balmoral. And no prizes for guessing that they haven't yet remembered which filing cabinet it was stored in after the last time they won it, 2 years ago.
3. How many races were drifters?	C. People Power! The People spoke with the cook and negotiated a reversion to the traditional fish and chips for lunch and chicken schnitzel instead of the carnivore's delight (meat pie and barbecued steak and sausages). Chief Carnivore Michael Sant accepted the voice of the people gracefully.
4. Who required the greatest number of stitches in the regatta?	D. 29.9 knots.
5. Who chose the most visible spot to break a lower mast section in race 2?	E. Absolutely none! Who said it never blows over 10 knots on Lake Macquarie at Easter! Day 1: 8 – 12 knots Day 2: 20 – 25 knots Day 3: 15 – 20 knots Day 4: 10 – 15 knots
6. Who spent the longest time totally immersed in the water?	F. Julia Fitzgerald, from Speers Point, had a disagreement with her boom in Race 2 and required 4 stitches (delivered by Chris Howe after he'd recovered from the arduous of the race (3 capsizes). Julia returned to racing for race 6, and was the best Junior Skipper.
7. How long was Sunday morning's AGM?	G. Rick and Barbara Day, from Northbridge – right in front of the Committee Boat and Wal's camera.
8. Which boat had the smallest crew member (lightest weight)?	H. Arguably Mark Morson behind a Support Boat (aka Tasar sailor, <i>Cleopatra</i> 1686), while attempting to lasso and guide a huge chunk of water-soaked wood from the course before Race 6.
9. Who sailed with the greatest number of crews?	I. 10 seconds. It was adjourned in a hurry so that the attendees could sail the rescheduled race 3, which was blown out on Saturday afternoon. The meeting was enthusiastically reconvened later that evening.
10. Who had been sailing the shortest time before this regatta, and how long?	J. <i>Kookaburra</i> 2717 – Cameron Robinson (35 kg) sailed with his father David (Northbridge), and they finished 5 races.
11. Who travelled the furthest to sail in the regatta?	K. Chris Thompson (Bateman's Bay) – Deborah P, originally there for moral support, found herself filling in for the first and last races; Annie Hodge, when one of her knees refused to work properly after most of race 2; Nicola Howe, who had lost her skipper temporarily for the middle races (see Q. 4).
12. Who was to travel the furthest home after the regatta?	L. Adrian Vandenberg and Derek Allen (<i>Curvystasse</i> 2243, Greenwich) – four weeks!
13. Which club had two of the first five overall places on scratch?	M. Sophie Callender, who sailed with Derek Hadwen on <i>Vintage Stuff</i> 2471. She came from Perth.
14. Where did the only non-NSW boat place?	N. David Smith and Joanna Pieper (<i>Daffodil</i> 1801). They came from Woollahra, but were leaving for London the following Wednesday for a two-year stint of work.
15. Which club won the Teams Trophy (the five best places on handicap) and why didn't it matter that there was no trophy presentation?	O. Speers Point (4 th to Jeff Mephram and Matthew Fitzgerald, 5 th to Peter and Gillian Wilson)

Answers, in case you need to ask! **Jane Klein.**

1. C, 2. D, 3. E, 4. F, 5. G, 6. H, 7. I, 8. J, 9. K, 10. L, 11. M, 12. N, 13. O, 14. A, 15. B.

Victorian Winter Championships

HAZELWOOD COMES OUT OF THE FOG AND 14 TASARS ENJOY A WINDSWEPT WEEKEND

When Ray in two Dry Martini's broke his swizzle stick and only Martyn, Craig and Dave finished the first race we knew we were in for a rip-roaring series.

The race officer prepared the fleet for the conditions they would experience stating that the patrol boat would circle the capsized boats to ensure that the competitors were alive, and if so would then disappear.



Martyn and Sue Sly proved too good for the Australian Title Holders in race one. Martyn said after the race "The fastest way around the jibe mark when the boat was out of control was to granny (something he had not done before). It was revealed later in the evening that Craig had also grannied at the same mark. I bet that made Martyn's day?"

Conditions were very trying on the crews with winds gusting to 35 knots and 30-degree wind shifts.

The second race saw the wind moderate slightly Doris and Sue had just hit the shore and were making their way back from the canteen with hot drinks when Dave and Martyn called the girls back onto the boats to commence the second race.

Four boats finished race 2 with Craig McPhee and Kevin coming in first followed by Martyn and Sue Sly in second place Dave and Doris Bretherton in third place with Bill



and Jenny Mairs in fourth place (or last depending on how one looks at life)

Southside Motel in Morwell was thumping by 2 pm with all but one room being occupied by Tasar sailors. After a meal at the Pub the troops returned to continue the revellery.

Back at the campsite the B14's were drinking OP rum and when the Tasars arrived back at the pond there were some sick and sorry sights amongst the campers.

Sunday morning saw 20-knot winds with some nasty bullets going through the course to 30 knots. The top three were locked around the course. Doris had a "medical certificate" and couldn't sail (Is there a minimum Size for jib sheets) Annaleis Martin was the reserve. Local boat Ian Shand sailing with his daughter (40 kilos) was a commendable 4th with Derrick and Gwen having an unlucky tussle with a cat resulting in a swim.

Making the windward mark was like being in a pin ball machine, boats just got pinged from side to side. Dave finished first, Craig 2nd and Martyn 3rd.

The afternoon race saw Derrick and Gwen hunting down the top three. It was anybody's race as four boats fought in out to the finish. Craig won with Martyn 2nd Dave 3rd and Derrick 4th.

Dinner at the Morewell Club followed by revellery until 1.30 pm was a fitting conclusion to a hard day on the water.

Monday morning saw the wind increase once more and the troops gathered around the canteen. Dave looked in disbelief when Bill returned from the point

Victorian Winter Championships (Continued)

announcing that his wind indicator showed a reading of 18 knots with gusts to 22 knots. The war of nerves broke when Martin and Bill began to rig. Just as we were about to launch with 10 boats from other classes on the water three of their rigs exploded as they were hit by a gust of about 45 knots and the race officer

called it a day.

Congratulations to the top 3 Craig, Martyn & Dave with Bill taking the handicap prize. Many thanks to the Latrobe Valley Yacht Club and members of the association for organizing such a great weekend.

Place	Sail No	Boat Name	Skipper	Agg Score	Race 5	Race 4	Race 3	Race 2	Race 1
1	2666	More small things	C.McPhee	20.00	14.00C	1.00	2.00	1.00	2.00
2	772	Upyzawl	M.Sly	22.00	14.00C	2.00	3.00	2.00	1.00
3	2658	The Edge	D.Bretherton	24.00	14.00C	3.00	1.00	3.00	3.00
4	2733	Zap	B.Mairs	42.00	14.00C	5.00	6.00	4.00	13.00S
5	789	Cool Running	D.Warne	49.00	14.00C	4.00	5.00	13.00S	13.00S
6	2236	Grumpy	C.Allen	55.00	14.00C	6.00	9.00	13.00S	13.00S
7	1843	Chauvinist	I.Shand	58.00	14.00C	14.00S	4.00	13.00S	13.00S
8	2747	Tsunami	J.Eriksson	61.00	14.00C	14.00S	7.00	13.00S	13.00S
9	1908	Slippery When	C.Pedicini	64.00	14.00C	14.00S	8.00	14.00L	14.00L
10	2601	Swansong	K.Lott	68.00	14.00C	14.00S	14.00S	13.00S	13.00S
11	784	Rocketship	G.John	68.00	14.00C	14.00S	14.00S	13.00S	13.00S
12	757	Two Dry Martin	R.Martin	68.00	14.00C	14.00Q	14.00S	13.00S	13.00S
13	1875	Organised Kaos	R.Pearman	68.00	14.00C	14.00S	14.00Q	13.00S	13.00S



SAIL MELBOURNE 2003

Entire 30th Australian Tasar Championship

Hosted by

MORDIALLOC SAILING CLUB INC.

on behalf of

Tasar Association of Victoria Inc & The Australian Tasar Council.

NOTICE OF RACE

1. Date, Venue & Organising Authority

The Sail Melbourne, Entire 30th Australian Tasar Championship will be held from December 27th, 2002 to 4th January, 2003 inclusive. The organising authority for this regatta is the Tasar Association of Victoria Inc. The regatta will be conducted by Mordialloc Sailing Club Inc. on behalf of the Tasar Association of Victoria Inc and The Australian Tasar Council.

2. Rules

The event will be governed by the current ISAF Racing Rules of Sailing 2002-2004 (RRS), the Tasar Class Rules and the Prescriptions and Special Regulations of the Australian Yachting Federation (AYF), (except as any of these are changed by the Sailing Instructions.) and by the Sailing Instructions. AYF Special Regulations, Part 2, Off The Beach Boats will apply.

Advertising

Competitor's may be required to display sponsor's names(s)/logo(s). If required, these items will be supplied by Yachting Victoria and/or the sponsor and they shall be affixed as prescribed in the sailing instructions.

3. Eligibility and Entry

Entries will only be accepted for Tasar class yachts, whose skipper and crew are members of an AYF affiliated club and one of whom is a financial member of a Tasar Association which is a constituent of the World Tasar Council. All competitors shall comply with ISAF Eligibility Rules (RRS Appendix 2 Regulation 21.1) and will be required to provide their AYF membership number as a part of the registration process.

Eligible boats may enter on the Entry Form, which shall be lodged with the Race Secretary of Mordialloc Sailing Club Inc. by 15th December 2002, at:

Race Secretary
Mordialloc Sailing Club Inc.
PO Box 5018 Mordialloc 3195
Copies of the entry form are available from the Mordialloc Sailing Club web site, www.MordiallocSC.com.au, Yachting Victoria, the Tasar Association of Victoria Inc., www.tasarvictoria.asn.au or the Australian Tasar Council web site, www.tasar.org.au.

Entries will be accepted in the following categories:

- Open
- Masters (combined age 80 - 99 years)
- Grand Masters (combined age 100 - 119 years)
- Super GM (combined age 120+ years)
- Junior Helm (Under 19 years)
- Lady Helm (Open age)

All ages as at Friday 27th December 2002

4. Fees

The Entry Fee for the regatta is \$250 (including GST) and includes race entry and tickets for helmsperson and crew members to Welcome Night and Presentation Dinner functions. Late entries will be accepted until 1100 hrs on the 28th December 2002, and are subject to the payment of a late entry fee of \$35 (including GST).

Cheques should be made payable to "Mordialloc Sailing Club Inc."

5. Schedule Of Events:**5.1 Registration and Measurement**

Friday 27th December 2002 0900 – 1600 hrs
Saturday 28th December 2002 0900 – 1100 hrs

5.2 Competitors Meeting

Saturday 28th December 2002 1230 hrs

5.3 Races

Day	Date	Race	Warning Signal
Saturday	28 th December 2002	Invitation	1400 hrs
Sunday	29 th December 2002	Heat 1	1030 hrs
Sunday	29 th December 2002	Heat 2	1400 hrs
Monday	30 th December 2002	Heat 3	1030 hrs
Monday	30 th December 2002	Heat 4	1400 hrs
Tuesday	31 st December 2002	Heat 5	1400 hrs
Wednesday	1 st January 2003	Lay Day	
Thursday	2 nd January 2003	Heat 6	1030 hrs
Thursday	2 nd January 2003	Heat 7	1400 hrs
Friday	3 rd January 2003	Heat 8	1030 hrs
Friday	3 rd January 2003	Heat 9	1400 hrs
Saturday	4 th January 2003	Heat 10	1330 hrs

Resails will be scheduled at the discretion of the Race Committee.

5.4 Social

Saturday 28 th December 2002	Welcome Night Mordialloc SC	1800 hrs, additional tickets available.
Sunday 29 th December 2002	Mesurers Conference	2000 hrs
Thursday 2 nd January 2003	AGM	2000 hrs
Saturday 4 th January 2003	Presentation Dinner	1830 hrs, additional tickets available

6. Measurement**6.1 All competing yachts shall conform with the measurement requirements specified in the Tasar Class Rules.****6.2 Competing boats shall be available for inspection or measurement by the Official Measurer or his/her representative at any time during the Regatta.****7. Sailing Instructions**

The Sailing Instructions will be available from Mordialloc Sailing Club at Registration.

8. Regatta Site

The regatta site will be Mordialloc Sailing Club, Mordialloc, Victoria. Melways reference: Map 92, E2.

9. Racing area

The racing area will be on the waters of Port Phillip within 2 nautical miles of Mordialloc Sailing Club.

10. Courses

The courses to be sailed will be triangle and trapezoid courses as detailed in the Sailing Instructions.

11. Scoring

The Low Points Scoring System specified in Appendix A will apply as modified below.

10 races are scheduled, of which 6 races shall be completed to constitute a series.

If 6 races are completed each boats series score shall be the total of all race scores without discard.

If 7 or more heats are completed the worst single score may be excluded.

12. Jury

A suitably qualified National Jury may be appointed in accordance with RRS 70.4 and Addendum B. If and when such a National Jury is appointed, the decisions of the National Jury will be final. Approval to deny the right of appeal will be posted on the Official Notice Board.

13. Buoyancy

All competitors shall wear personal flotation devices, which are in good condition and are in accordance with the specifications issued or approved by a national authority affiliated to the International Sailing Federation, or a standards organisation, or certification authority, recognised for the purpose by its respective government. Attention is drawn to Fundamental Rule 1.2.

14. Support Boats

Team Managers, Coaches, and other support Personnel shall keep to leeward and more than 100 metres clear of any competitor or mark of the course between the preparatory signal and the finish of the last boat in a race, except in boats provided by the organising authority or when asked to assist by the Race Committee.

15. 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.

16. Prizes

Trophies and prizes will be awarded at the Presentation Dinner and will include:

Perpetual trophies for the Championship, Masters, Grand Masters, Super Grand Masters, First Lady Helm and First Junior Helm.

Prizes will be awarded to the skipper and crew of the first three finishers in each division.

Other prizes may be awarded arbitrarily by the race organisers.

17. Rights to use Name & Likeness

In participating in this Event, a competitor automatically grants to the Organising Authorities and the sponsors of this 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.

18. Entry Disclaimer

Attention is drawn to Fundamental Rule 4. It is the competitor's decision to enter the Events or to start and continue in any race. Competitors shall accept that their participation in the Events is at their exclusive risk in every respect. By way of entry in the Events competitors shall indemnify the Organisers and Mordialloc Sailing Club Inc., their officers, members, servants and agents in respect to all claims and demands of whatever nature which may be made upon them in connection with or howsoever arising from their participation or intended participation in the Regatta.

The Organising Authority, the Mordialloc Sailing Club Inc., their officers, members, servants and agents accept no responsibility in respect of loss of life, personal injury or loss or damage to property which may be sustained by reason of their participation or intended participation in the Events or howsoever arising in connection with the Events.

19. Insurance

All boats shall have third party insurance cover of not less than \$AUD1,000,000 (recommend \$AUD5,000,000 or equivalent thereof in any other currency) for any accident. All owners/competitors who sign the entry forms are deemed to have made a declaration that they hold such cover. Owner/competitors not holding this cover shall withdraw their entry.

20. Further Information

The Secretary
Mordialloc Sailing Club Inc
P O Box 5018
Mordialloc Vic 3195
Phone. +61 (03) 9580 8816
Fax +61 (03) 9580 8816
Internet : www.MordiallocSC.com.au
Email : msc@MordiallocSC.com.au

Or

The President
Tasar Association of Victoria Inc.
Mr. Martyn Sly
Phone +61 (03) 9772 1563 (ah)

Internet : www.tasar.org.au
Email : jsly@bigpond.com

Or

Yachting Victoria
Suite 2, 77 Beach Road (PO Box 83)
Sandringham. Vic. 3191
Phone. +61 (03) 9597 0066
Fax +61 (03) 9598 7384
Email: vyc.office@vic.yachting.org.au

Entire 30th Australian Tasar Championships

To be conducted by Mordialloc Sailing Club Inc and the Tasar Association of Vic Inc. on the waters of Port Phillip.
 Send entries to: The Secretary, Mordialloc Sailing Club Inc, (cheques payable: **Mordialloc Sailing Club Inc**)
 P O Box 5018, Mordialloc Vic 3195 by
 15th December 2002
or lodge at registration as a late entry with the prescribed fee, at
 Mordialloc Sailing Club Inc,
 27th Dec 2002, between 0900 & 1600 hrs. or 28th Dec 2002, between 0900 & 1100 hrs

Entry Fee: \$250 Late Entry: \$285
 Yacht Name: Sail No: Club

Helmsperson:..... AYF Memb No.....
 Address:.....
 Postcode: Phone: Date of Birth:

Crew..... AYF Memb No

Address:.....
 Postcode: Phone: Date of Birth:

Category: Tick as appropriate:
 Open () Masters () Grand Masters ()
 Super Grand Masters () Junior Helm () Lady Helm ()
 Tri- Service ()

Credit Card Details: Bankcard Visa Mastercard
 Cardholders Name : Card Number : Expiry Date:
 Amount : \$..... Signature : Dated :

Emergency Contact: Phone:

Medical Conditions we should know about?

Competitors Declaration:

I agree to be bound by the *Racing Rules of Sailing* (RRS 2001 - 2004), the prescriptions of the AYF, including Addendum A Part 2 (Off The Beach Boats), the Tasar Class Rules (except as any of these are altered by the Sailing Instructions) and by the Sailing Instructions. I further acknowledge and agree that in consideration of my entry into this championship being accepted (without any obligation on your part to so accept it) my participation and participation of my crew is at our own risk.

I am solely responsible for the seaworthiness, sufficiency and adequacy of my boat and its equipment, and any decision to sail in any race or in the Championship waters between races shall be my own and I hereby indemnify and hold harmless the members, officers, servants or agents of the Mordialloc Sailing Club Inc. and the Tasar Association of Vic Inc. from all claims, costs, demands whatsoever and howsoever arising from acceptance of this entry and the participation of myself and my crew whether it be for personal injury or damage to boat and equipment and whether during rescue operations or otherwise.

Signed: Date:.....

Consent For Junior Skippers (Under 18):

I.....
 of.....
 being Parent / Legal Guardian/ of consent to him/her to participating in the Entire 30th Australian Tasar Championship and upon the terms and conditions set out in the entry form hereby release organisers and officers and any representatives 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.
 (PARENT / GUARDIAN)

Signed: Date:.....