



Tasar Australia

Newsletter of the Australian Tasar Council Inc



“That’s Kool” sailing at its new home in Perth with Kayne & Louise

November 2006
www.tasar.com.au

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November 2006

Tasar Australia Newsletter

Tasar Major Events

ACT Tasar Titles
25-26 November CYC Canberra

TAWA Tasar State Titles
25- 26 November at RPYC

PAN Australia Shipping 34th National Tasar Championship
Christmas / New Year 2006/07 - Royal Perth YC

South Australian State Titles
26-27 January 2007 - Somerton Yacht Club

Ronstan Tasar Southern States Championship
10-12 March 2007- Yarrawonga SC

NSW State Titles
6-9 April 2007

Tasar World Championship
July 2007 - Phuket

President's Message

This President's report is being written on the road somewhere out in the back blocks of Victoria's Western District. We are on our way to Rivoli Bay in South Australia for the Vic/SA Challenge. Life seems pretty hectic cramming all these Tasar events in but we wouldn't have it any other way. When you think about, with all the places we have travelled sailing Tasars and the friendships made along the way, life would be a lot more "suburban" without our Tasar experiences. So to those of you who don't travel with your Tasar, give it a go next time an event comes around - you won't regret it.*

By the time this edition hits the stands the count down to Perth will definitely be on with just weeks to go. In a change to normal procedures, all boats will be measured prior to the regatta in your home state. See details of where your measurement session is to be held on page 4 of this newsletter. The Nationals organising committee are pulling out all stops to make the regatta a success and it was rotten luck that the main sponsors PAN Logistics went into liquidation. Still, the show must go on and I'm looking forward to what will be a great event.

On the national front, Tasar activity seems to be bubbling along with SA continuing to show resurgence with up to 20 boats rumoured to be sailing out of Somerton this season. I think it would be a fair guess that this would represent the strongest club sailing fleet in the country. It is also good to see the activity in Queensland and WA with both Victoria and NSW ticking over. There always seems to be cycles in Tasar activity - has there ever been a time when all states were showing strong activity and growth at the same time? Congratulations to Nicole Douglass on her Thursday night forum initiative

Inside this issue

President's message	3-4
Nationals measurement	4
Perth 34 th National Tasar Championship Update	5
Phuket 2007 Tasar World Championship	6
Local, State & Territory report	7-16
Tasars in Vancouver	17
The new Mylar Sails	18-20
Freak Waves	21-23
Nationals entry form & notice of race	24-28

President's Message cont...

which has seen the NSW channels of communication open up which can only be a good thing.

On the Phuket Worlds front, things are proceeding smoothly with 50 confirmed entrants and at least another 15 boats we know of are coming, (including another 8 Japanese.) Best guess at this stage is 70-80 boats will take part in the regatta which is an ideal number. Not too big and not too small. There is a more comprehensive Worlds update later in this newsletter.

Just after our Nationals in Perth, the Tasar class has been invited to take part again in the Sail Melbourne International Regatta from 18th - 20th January. This is the only Grade 1 ISAF event in the southern hemisphere and will be a very exciting event to be a part of. There will be lots of potential Olympians wanting to shine before Beijing. A few Tasar ladies are still trying to cool down from the last event - something to do with all the toned RSX sailboarders in the rigging area! Nice to see the shoe on the other foot for once!!

Hope to see you in Perth.

Jonathan Ross



*PS A Post Rivoli Bay Report

The Vics won the challenge in very fresh sailing conditions. Our long weekend included a lovely morning brek-kie on the Beachport waterfront, a mass 4WD expedition 30 km north along the beach towards Robe (thanks Evan!), much communal wining and dining, superb hospitality from our RBSC hosts, a visit to Port McDonnell (tick another Aussie wanted to visit location off), an amusing encounter with a rabid Croweater at Adam Lindsay Gordon's cottage, whale spotting in Warrnambool (unfortunately they were holidaying elsewhere), an overnight stop in the picturesque Port Fairy topped off with a tour on the way home along the Great Ocean Road where Kyle saw the Loch Ard Gorge, Port Campbell and the 12 Apostles for the first time. We also did some sailing. As you can see, sailing a Tasar is only half of what you get when you get involved with Tasar sailing.

Measurement for Perth Nationals

All those attending the National Titles in Perth are required to have their boats measured prior to arriving in Perth. Measurement dates for each state are listed below. Please ensure that you take with you all the equipment that you will be using available for measurement.

- Victoria - 18-19th November at McCrae YC (Victorian State Titles)
- Western Australia - 2nd December 8:30am onwards at RPYC (separate session will be arranged by TAWA to measure Navy boats located in WA)
- New South Wales - 2nd December at Balmoral
- South Australia - 2nd December at Somerton

Queensland & Northern Territory boats will be measured on arrival in Perth.



34TH TASAR AUSTRALIAN CHAMPIONSHIPS



PERTH - 29 DECEMBER 2006 - 5 JANUARY 2007



34th National Tasar Championship Update

Firstly I wish to thank the Tasar community of Australia for their patience in what has been a difficult time for the regatta organising committee, with the demise of PAN Australia Shipping. Unfortunately PAN's administrators have advised that PAN will not be able to meet their commitment to transport containers to and from Perth for the Tasar nationals. While this is inconvenient for our regatta, it is an extremely unfortunate situation for the employees and their families of PAN Australia Shipping. Our thoughts are with these people during this uncertain time, it's very sad that this company, with such a patriotic vision was unable to succeed commercially as envisaged.

Fortunately all other aspects of regatta organisation are well in hand. The organising committee have secured race sponsors for most races of the series, and wish to thank all regatta sponsors. Please afford the below sponsors your best consideration for your business or personal needs.

Race sponsors:

- Project Directors Australia (Project Management Services)
- Club Marine (Marine Insurance)
- Zhik (Sailing Clothing and Accessories)
- Rider Hunt (Quantity Surveyors)
- Royal Perth Yacht Club (The best kept secret in Perth)
- Hyatt (Luxury accommodation and function services)
- Jacobs Creek (Wine and Champagne)
- Export Solutions (Export Market Development Consulting Services)

Other regatta supporters:

- Water Corporation (WA Water Supply)
- Raine and Horne (Property Services)

The regatta volunteer team is being finalised, and the entire RPYC community has got behind this event. The organising committee has been inundated by RPYC members offering their time to assist running the regatta.

We urge you to keep an eye on the Perth Nationals section of the ATC website over the coming weeks, as there will be many announcements to competitors, and other useful regatta information. Check out the registered competitors list, so that you can keep an eye on the competition!

We hope to see you for what promises to be a most memorable and fun series on the Swan.

I hope to see you in Perth, so we can find out "Who will be the fastest Tasar in the West!"

Kayne Binks

Regatta Secretary

34th National Tasar Championship



Phuket update



2007 Tasar World Championship

Planning for the Phuket Worlds is proceeding smoothly with only 7 months to go before the event kicks off! Hard to believe and I suspect it will come up in a rush once the New Year is behind us. Thanks to all those that have entered so far. Getting 50 entries this far out has guaranteed the event and enables our organising committee to plough ahead and lock-in the infra-structure requirements. Another 20 boats entering is not out of the question based on feedback we are getting from interstate and overseas. It's quite likely the North American and Japanese contingents will be the strongest ever at an "overseas" venue for them.

An indication of the interest and level of support we are receiving comes from the many race officials and international jurors that have put up their hands to assist at the event. We are embarrassed with riches at this point and our Race Director, Kevin Wilson, is assembling a race management team that would be the envy of many other sailing championships. Robert Warnes continues to do a great job in Phuket and is assembling a flotilla of RIBs and committee boats to service the regatta.

On the shipping front, we are working on a sponsor-

ship proposal but tying down a final agreement is a prolonged process. Details on this will be posted on the event website as they come to hand. It was hoped to negotiate group airfare fares for competitors but after numerous approaches to airlines and travel agents, we concluded that discounted airfares are just not going to happen. The margins in this industry are very tight and the various players don't have much room to move. So, I'd urge you to just to keep an eye on the various specials that are offered and book flights most convenient and cheapest for your needs. It would also be a good idea at this point to make sure you have booked your accommodation at the Cape Panwa Hotel - just go to the accommodation booking form on the event website at www.tasarworlds.com

I hope you have been able to view the various Phuket video clips on the website which provide a snippet of what you are likely to experience around the venue and Phuket Island. Thanks Rob G. for doing the editing. Personally, I can't get back there and sample some more of that lovely Thai hospitality and food! The sailing should be pretty good too!!

Jonathan Ross

Local, State and Territory Reports

Sail a Tasar at Dobroyd Aquatic Club

Breeze is filling in from the north-east, 10 knots gusting about 12, maybe 15. A bright sunny day, and subliminal new Tasar sails above us. Shivering leach is marking little holes and swirls in wind, and we have the impression of riding under transparent wings of a big butterfly. In delicate balance of power and control, Encore is slicing her path through the air and through the water.

Can it get better than this?

A year ago, when we made our “big” decision to switch from Heron to Tasar, we were not so sure. BIG boat, BIG sails. Apprehension (fear?). For years we were a “heavy” crew on a small boat. Suddenly, we are a light crew on a huge boat. An opportunity to learn sailing again (as if we knew much about it before). So, here we are, a year later, getting slowly into it, and, on the right day, really having a ball.

In the process, we are also doing our best in trying to revive the Tasar class at Dobroyd Aquatic Club, our domicile sailing venue. The clubhouse is being re-built after a devastating fire last year, and a grand opening is planned for 18th of November. Tasar sailors will offer a particularly gratifying contribution to celebrations: impressive 100% growth rate in number of boats in the class. Last year it was only us, this year another Tasar is showing her colours on waters of Iron Cove (Manuel Ferreira is a proud skipper of Screamer 2 - sail #2181). There is a seriously confirmed rumour that yet another one will appear no later than February-March next year...

At DAC, for the time being, we sail within “open” class fleet: mostly 125s, a few Flying 11s, 29er, several NS14s and (now two) Tasars. Mixed fleet makes for funny sailing and complicated yardstick calculations. Grand vision is of course to get enough Tasars, so that a separate class can be established in its own right. The club also runs fleets of Sabots, Herons, Lasers and Windsurfers. Every year, there is a sail training for kids (in Sabots) and our sailing and socialising activities involve all family members. Not to forget, we also host a strong Sailability fleet, and this part of club’s life is a feature that we most seriously nurture and expand.



Iron Cove, our sailing venue, is a great place to be at: views of the city, picturesque island in the middle of the cove, shores lined with delightful houses (crew on Encore is regularly inspecting and pointing at more prominent features of these). No ferries, no big boat traffic. There is plenty of parking and rigging space. And on every Saturday: enjoyable, sharp and competitive sailing. The warning signal blasts at 2pm.

If all of the above sounds like an invitation, you guessed it right, it is. Come and see, come and try, try and stay! Present core members of the future Tasar class and all other people from our club will warmly welcome you.

Happy sailing.

Myra and Gordon Koch

Encore #2532

Dobroyd Aquatic Club

www.dobroydsailing.com.au

Local, State and Territory Reports

Young Tasar Sailor in Australian Team

Queensland Tasar Sailor, Duncan MacGregor, has been chosen in the Australian Team to compete in the FESPIC Games in Kuala Lumpur, Malaysia in November. Although sixteen year old Duncan is confined to wheelchair with Spina Bifida, he has an impressive sailing history.

Crewing for his dad, Peter, Duncan has won the Queensland Tasar Championship twice and been a member of the North Queensland Schools Team Sailing team twice. Recently Duncan has moved to a Laser 4.7 where he competes regularly at his home club, Tinaroo Sailing Club.

The FESPIC Games are for people with disabilities in Asia and the South Pacific and attract over 3,000 competitors from 43 countries. Duncan will be competing in the International Access 2.3m class.

Duncan had no idea of what the boat looked like and was concerned about what to do for training. However, after news of his selection spread throughout the North Queensland Sailing Community, two Access dinghies were located in Townsville and delivered through various means to him at Tinaroo. He has managed to do some training before heading off on a family pre planned holiday in Scotland. Duncan assures us that the Access is very different to a Tasar!

The Qld Tasar and North Qld Sailing Community are very proud of Duncan's selection and we wish him all the best in Kuala Lumpur.



Peter and Duncan MacGregor beside their Tasar, Turtle at Mission Beach in 2004.

News from Kogarah Bay Sailing Club

Well it's official. After quite a number of years, Kogarah Bay Sailing Club has kicked off the 2006-2007 season with Tasars being recognised as a stand alone class. For quite a few years, Ashley Berry in 758 'Flying Circus' has been the lone Tasar sailing in the Open division. Mid last season he was joined by Bruce and Simon Litchfield in 'Sufferin Succotash' and now, after some extra interest during the Winter series, we have had 6 boats competing in races this season. There are whispers of more to come which should make for a great first season.

Unfortunately due to a couple of wild weather Sundays, we have only managed to get races away on two of the four scheduled days. For the first race we had 5 Tasars and then 4 Tasars for our most recent race day. Two of our boats represented the club at Jervis Bay (AWOL Trevor Hilleard & Lea Sorensen and Sufferin Succotash Bruce & Simon Litchfield). We had a great day sailing on the Sunday and did find, at least in AWOL, that our fresh weather skills were a little dusty. Hopefully we will have representatives at most of the Association events, so anyone interested in finding out more about Kogarah Bay Tasar racing, please come and have a chat. We sail most Sundays with a 2.00 pm start.

The facilities at the club have had a boost with a floating jetty and pontoon now in place. Parking and launching facilities are great and the club offers a diverse array of sailing activities. We have stand alone class racing for Hartly 16s and Tasars plus an Open division for any other craft. At the same time we also have a very active group involved in radio control yacht racing from the clubs shoreline. Also with the addition of the new jetty and pontoon we are a host club to Sailability.

For any info on Kogarah Bay Tasars, contact Trevor or Lea 95217055.

Lea Sorensen

Local, State and Territory Reports

Frenzy for “Forum Night”?!?

The forum has been available to Tasar sailors since November 2002 as a tool to connect with fleet members from within walking distance, to across the country. I myself didn't join until November 2004.

Recently, the TANSW has started creating a time to meet on the forums, on Thursday nights, basically anytime that you want to pop in - from the end of work onwards.

5th of October discussions broke all records, having the most members online at once - 10, using 11 pages for the dialogue and 164 messages. This even created fears the next day of a major meltdown on the Forum's part, when fatal error messages were all that could be found. In fact, the site was undergoing routine maintenance; perhaps these fears were fuelled simply by the fact that more people than ever before were online to notice that there was no page available.

WA, VIC and NSWers have been on the forum; crossing boundaries, planning events, discussing the weekend past or future - just talking Tasar through text.

Some have pointed out that amounts of this proportion may just be facilitating banter - BUT, at least there is an opportunity, time and place for all Tasar sailors to come together, and get fast (and free) answers to the ques-

tions that we all want to ask, in a virtual group environment. The discussions are recorded in the posts, even looking at what goes on the next day, or week, or in the other forums could be a valuable find for your 'Tasaring' efforts, at any level.

So! I invite you all to come online on Thursday nights, and see what the “Forum Night” is all about. We are usually in the NSW News Thread, between the hours of 5pm and 10.30pm.

If you need help in becoming a forum member, see the TANSW Updates on the homepage of the Tasar site through the newsletter section which provides step by step instructions, or the FAQ's on the forum itself.

See you on the forum (and on the water)!

Nicole D



NSW News and Upcoming Events
Moderators: None
Users browsing this forum: None

[new topic](#) [Bulletin Board Forum Index -> NSW News and Upcoming Events](#)

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Topics	Replies	Author	Views	Last Post
[Poll] Who is interested in getting a set of mylars before Xmas?	1	Nic	52	Tue Oct 24, 2006 7:39 pm Nic ↑↓
NSW Container (Qld invaders)	3	Itchv & Scratchy	88	Mon Oct 23, 2006 4:32 pm Nic ↑↓
BONUS for all TANSW Interclub Participants	0	Nic	32	Sat Oct 21, 2006 7:48 am Nic ↑↓
Parts Finder - Second Parts Wanted or For Sale	5	Nic	203	Fri Oct 20, 2006 6:59 pm Nic ↑↓
Concord tomorrow (Sat 21st Oct)! 1pm Briefing!	0	Nic	24	Fri Oct 20, 2006 6:24 pm Nic ↑↓
Thursday 19 Oct	13	Creaky	123	Thu Oct 19, 2006 10:43 pm Nic ↑↓
NSW News Update - October 2006	0	Nic	78	Mon Oct 16, 2006 11:43 am Nic ↑↓

Jervis Bay Sailing Club

JBSC sails from Callala Bay at the northern end of Jervis Bay, about two hours drive from the south of Sydney.

As is the case with most country sailing clubs JBSC is run by a very friendly and enthusiastic group.

The sailing venue is probably unsurpassed within Australia - grassed rigging area, white sand and clear water make for a brilliant sailing situation. Jervis Bay is a Marine National Park, so the traffic is non-existent apart from a pod of dolphins, and the other sailors on the bay.

We currently have six Tasars within the club with one extremely excited newcomer to the class in Nev Lotze.

Our current claim to fame is holding the recent TT event participation record of 22 boats, and what a spectacle it was.

Sailing is scheduled for Saturday afternoons at 2pm. Visitors are welcome a any time.

Please contact Rob Douglass: 0427 54 0066, rob@halesdouglass.com.au before you come so that we can roll out the welcome mat properly!



Local, State and Territory Reports

MB Sailing Club Regatta- a big success!

60 sailing boats from as far away as Brisbane in the south and Port Douglas in the north converged on South Mission Beach for the MBSC annual 'Around Dunk Is' Regatta. The biggest fleet was the 13 strong Tasar fleet.

Usually there are light winds in the morning and a Nor-easter in the afternoon at this time of year but this year the sou-easter blew all day at 15-20k.

New Tasar sailors from Cairns, Ken and Penny Laycock, won race one by a good margin in 2337 "About time". Tony Whittem and Amy Linton borrowed 759 'Bluey' and led the next bunch home just in front of John Jacob/Aidan Phillipa in 2743, 'I'm Smiling' and Judy Heath /Joanne Ross in 2134 Beebop.

The Around Dunk race started with a two hour slog to the south eastern end of the island and John and Aidan showed their stamina to open up a good lead. Half way up the windward leg Max Creedy and Leith Mitchell found a weakness in "Stepping Stone's" forestay but expertly sailed back to shore unaided with a jerry rig.

The lighter crews were happier when they rounded the corner and surfed the 2-3m swells around the back of the island. However a lack of concentration in these conditions caused a few to capsize. Jackie and John Phillipa came very close to capsizing but kept 'Moon Dance' waltzing down the waves.

The wind eased toward the end of the three hour long race to help the lighter crews but their could not catch John and Aidan. Tinaroo sailors, Jamison and Terry Barnes finished second , from Tony and Amy, Ken and Penny , and Judy and Jo.

The breeze strengthened some more for the two races on Sunday and a few boats had an early wash down. Max and Leith repaired 'Stepping stone' to win race three in a very close battle. Paul and Judy Whittem were doing really well in the last race until they lost their way and Greg and Judy Heath returned together to win the last.

Greg and Trish debuted the first set of Mylar sails in NQ and are sorting out a few minor rigging problems. Lynnley Orr and Briley Curnoe did not capsize once during the regatta!! That is a first! Well done girls.

Sabot sailors Simon and Lee Nightingale from Whitsunday tried their hand at Tasar sailing in Chemistry 2462. The heavy winds made it difficult for them, but they fought on bravely to finish every race and showed great sailing skills.



Tim Simmonds & D Clearly

John Jacob/Aidan Phillipa in 2743, 'I'm Smiling' won the regatta ahead of Tony Whittem and Amy Linton in 759 'Bluey' and Ken and Penny Laycock in 2337 "About time" third.

The standard of Tasar sailing in NQ has increased thanks to a number of Tasar Sail Training days expertly coached by Peter MacGregor in July/ August. The MacGregor family were exploring their heritage in Scotland at the time of this regatta.

Judy & Greg Heath

Place	Sail No	Boat Name	Skipper	Crew	From	Total	Race 4	Race 3	Race 2	Race 1
1	2783	I'm Smiling	J Jacob	A Phillipa	TIN	6.00	[14.00C]	2.00	1.00	3.00
2	21341	Bluey	T Whittem	A Linton	MBSC	7.00	2.00	3.00	[3.00]	2.00
3	2337	About Time	K Laycock	P laycock	TIN	9.00	[4.00C]	4.00	4.00	1.00
4	2134	Beebop	G Heath	J Ross/ J Heath	MBSC	10.00	1.00	5.00	[5.00]	4.00
5	2123	Helerity	P Whittem	J Pople/N Whittem	MBSC	17.00	4.00	6.00	7.00	[9.00]
6	337	Monndance	J Phillipa	J Phillipa	TIN	19.00	[14.00C]	7.00	6.00	6.00
7	1849	Crusader	G Curnoe	S Lowe	MBSC	20.00	5.00	[12.00]	8.00	7.00
8	1667	Escapade	L Orr	B Cournoe	MBSC	21.00	3.00	8.00	[11.00]	10.00
9	1811	Waterhammer	T Simmonds	D Clearly	TSC	23.00	[14.00C]	9.00	9.00	5.00
10	2462	Chemistry	L Nightingale	J Nightingale	Air	25.00	7.00	11.00]	10.00	8.00
11	1698	Wisper	J McCollough	L McCollough	MBSC	27.00	6.00	10.00	[14.00C]	11.00
12	2537	Stepping Stone	M Creedy	L Mitchell	MBSC	29.00	14.00C	1.00	14.00C	[14.00F]
13	2065	Spindrft IV	J Barnes	T Barnes	TSC	30.00	14.00C	14.00C	2.00	[14.00C]

Local, State and Territory Reports

Sydney Weekender

As a promotion for the Try Sailing Day, Channel 7's lifestyle Show - Sydney Weekender - attended Concord & Ryde Sailing Club on 14 October to film the club's Learn to Sail classes. Concord & Ryde has been the focus of Sydney Weekender for the second year in a row due possibly to the fact the Concord & Ryde has the highest attendance rate at Try Sailing Day of any club in NSW - well over 200 people tried sailing at our club each year for the past 3 years.

Former Eastern Suburbs rugby league footballer - Luke Rickettson - was the guest of the show. He talked to some of the kids about sailing, went for a sail in a Spiral with Matthew Dismorr then went out in Tony Keever's Tasar. Luke also had a skipper whilst out on the water. The segment aired on 28 October.



Tasars at Pt Pirie

The Royal Pt Pirie Yacht club is sited on the Pirie River. We sail our races past the Smelters and up and down the river. It is often very tricky sailing as the wind whips around the buildings and up the creek lines. We can only do small triangles in the turning basin and most of the course is big sausages.

When we joined the club they were sailing Holdfast Trainers, Herons, Sabres and 125s. We had bought a very tatty 420 and were learning to sail in it, much to everyone's entertainment. After a while, our son Eli moved into a Holdfast Trainer and we sailed the rest of the season in the 420.

We knew we weren't competitive in that boat so started looking around for something better.

I didn't fancy trapeze work and handling a spinnaker so the 125 was out.

We read an article in the Sailing magazine about the Tasar and decided that was the boat for us.

As it happened there was one advertised on our notice board so we rang the owner to find that it had sold but he gave us the name of the boat we eventually bought. Mr

Bean 2068 was sailing in Adelaide and the helpful members of the TASA gave information and encouragement to buy her.

When our son Eli grew out of his Holdie he decided to move straight into a Tasar, so we contacted the association and they came up with 909 Trouble & Strife, for him. He sailed cautiously the first season, but by his third season took out the club Championship in the mixed class.

Unfortunately he has moved to Adelaide to go to Uni so will now sail at Somerton YC.

Luckily two more club members have moved into Tasars as their children have become too big for the Herons. Mark and Dwayne Eckert are sailing

Too Old For What and Richard and Ruth MacKinnon will start this year in Waka Magic. Tasar numbers will remain at three again this year.

The Tasar is often admired by other sailors in the club for its speed and elegance. We have relished the challenges that sailing a Tasar in the Pirie river brings and enjoy the leaning curve we have been on trying to keep up with Eli and now to hold our position against heavy competition.

Tina and Alan Moore: Mr Bean 2068

Victorian Event Calendar

Date	Event	Venue
November 11/12	FOAK Regatta	Chelsea YC
November 18/19	State Title - Bethwaite Regatta	McCrae YC
December 29 - Jan 5	Tasar National Championship	Royal Perth YC
January 18,19,20	Sail Melbourne	Sandringham YC
February 3/4	Tasar Short Course Championship	Docklands
March 10,11,12	Ronstan Tasar Southern States Champs	Yarrowonga SC
April 6,7,8,9	NSW State Titles	Lake Macquarie NSW
June 9,10,11	Sauna Sail Winter Championship	Hazelwood Pondage, Latrobe Valley YC
July 2 nd - 11 th	World Titles	Phuket, Thailand

Local, State and Territory Reports

Somerton Yacht Club

Tasars are booming at Somerton Yacht Club. That's the only way to describe it, with numbers snowballing. We promise not to blow our 'sails' so furiously in future reports but our previous ones have been pretty sparse. Here is the Somerton Tasar story so far.....

1997/98 - the first intrepid 'pioneers' migrated from Largs Bay and discovered the cutest, friendliest sailing club in metropolitan Adelaide.

By 2000/01 numbers had doubled to four boats but the word was out and the numerous Heron and National E crews couldn't help but notice the Tasars' attractive features, while a few more of the old Largs crews were getting the word that there was good sailing and socialising to be had at Somerton.

2001/02 and there were enough boats to stage the first Club Championship, which was won by David and Leonie Ingleton in Scooter. The Port Lincoln Nationals also enticed some 'oldies' back. Somerton Heroner Ian Church couldn't resist the Tasar charms any longer and bought a boat. By the end of the season the fleet was eight strong.

2002/03 - 9 boats

2003/04 - 12 boats and with good competition racing every week the snowball was building a decent momentum and fast turning into an avalanche.

2004/05 and the lure of the Darwin World Championship bumped the fleet up to 14. Hudwalloper (Kym Widdows and Melissa Crawford) took out their third consecutive Club Championship with a close win over dastardly rival Game On (Adrian and Rebecca Nicholson).

Last season was our best yet with another four crews joining us - 18 boats with an average weekly fleet of 13 or 14. Conditions were mainly light to moderate for the season with tight, competitive sailing throughout the fleet. The Nicholson's sailing consistently well to claim their first Club Championship.

2006/07 is already off to a great start. New Commodore, Adrian Nicholson, is a long time Tasar stalwart; we are boasting a fleet that includes the South Australian Sailor of the Year (congratulations yet again Craig); and Neil Burford's training programs will be taking last year's work to a new level.

We have begun the season with 22 Tasars registered, Mylar sails all over the place and some great racing and social fun in front of us. Somerton could well be hosting 30 boats by the time the Adelaide Nationals get under way in a year's time.

We put the success down to:

1. An almost missionary zeal among many of our members to increase numbers and then keep them sailing and happy. Adrian Nicholson, Craig McPhee, David Ingleton, Bob Wright and Kym Widdows have all been involved in finding likely new sailors, helping them buy boats and then giving good 'after sales' service.
2. Moving to a popular Heron Club - many ex- Heroners have seen the Tasar as a logical, more exciting next boat without having to change clubs.
3. A good training program has helped improve skills and has noticeably bunched the fleet closer. This has tended to limit discouragement to the minimum.
4. Fun - within the club we are looked upon as the most social and fun group. The Elvis Show (see picture), an epic Tasar melodrama, Somerton Iron Chef and various theme nights have all contributed to our well deserved reputation.

This year's State Championships will be held at Somerton over the Australia Day long weekend (26-28 January). At least 24 South Australian boats will be competing - think about joining us for some great racing and socialising.

Kym Widdows
2782 Hudwalloper



Local, State and Territory Reports

Concord & Ryde Tasar Fleet Report

Where did that winter go? It just seemed to disappear so quickly. No time to polish the hull this time.

Nine Tasar crews got together one Friday night pre season at the sailing club to install sail numbers on their new mylar sails. It was a tremendous night made so much easier by the sail making expertise of fleet member Brad Stephens who showed everyone how to accurately measure their sails for placement and then to apply the sail numbers and 'AUS' letters. Sounds easy til you try it! I'm not sure about other fleets but out of a 2005-2006 fleet of about 13 Tasars we have 11 boats with mylar sails - which is quite an impressive take up rate.



Racing has been enjoyable with terrific fleets for this time of year. On our first day of the 2006-2007 sailing season with the help of 2 new Tasar sailors - Gordon & Kate Az-zopardi and John Bombell and George Upjohn we set a new fleet attendance record with 12 Tasars and have since then had significant Tasar fleets with attendances mostly in the double digits. Its only three or so years ago that our fleet size was only about 6 or 7 Tasars so now we are really enjoying the much bigger fleet numbers.

Weather conditions have varied considerably from drifters to howling southerlies which were shaking the rigged Tasars on their trailers - a sure indication that it is windy on the course. Over recent weeks, I acquired a brand new "S" for 'small' dacron rig to use in these conditions. Of course, whenever you buy something like that, the winds from then on get lighter and lighter so you do not have the conditions to use them.

Last weekend saw the club again being used to host TV coverage for the upcoming Try Sailing Day. This has been covered in a separate report in this issue but you can appreciate the trepidation when you are asked to part company with your Tasar with its new mylar sails to allow for a tall, muscled football player to skipper for a TV promotion. Of course you start to get your old set of dacron sails out but everyone round you says how much better the mylars will look on TV. You reluctantly get out your new sails and rig the boat. You brief Luke (who looks about 2.2 metres tall) and Jo from YNSW about the Tasar. You quietly mention to them that Tasars have been designed to quickly turn turtle when capsized (ignoring the glint in their eye) and you also remind them that the waters aren't all that

deep in this part of the Parramatta River (was that a sly knowing grin that they give you from behind their dark glasses?). Of course, you allow them out in your Tasar and watch from shore every change of direction, every tack or change of sheet trim. The speed boat with the film crew all the time appears only centimetres away from your Tasar as they follow it around.



Then, of course, you see the deliberate capsize and you wait in trepidation, hoping that it will be quickly brought back upright but fearing that it will turn turtle. Instead, they seem to hold it with the mast horizontal with the water and continue filming. It seems to stay capsized for hours but in reality it is only a short period of time before it is upright again. Some more sailing, this time single handed by Jo whilst Luke Rickettson enjoys a swim in the middle of the river (something you have never been game to do having heard all the stories from the locals about sharks coming up the river to eat discards from the abattoirs that closed only 10 years ago to allow the site of the Sydney Olympics to be developed.)

Some sailing single handed by Jo from YNSW with Luke still in the water - dispels all fears and then they are heading back to shore. A quick inspection shows that Frank has really designed a strong and durable hull - its none the worse for wear. The TV footage appeared on Sydney Weekender on Channel 7 at 5.30pm on Saturday 28 October.



That afternoon's racing with 12 Tasars including Rob Douglass sailing with his sister Helen as crew certainly blows away the cobwebs. If anyone wants to join us at Concord & Ryde send me an email at nswinfo@tasar.com.au, And don't worry - the abattoirs closed years ago.

Sail A Tasar
Tony Keevers, Tasar Class Captain
Concord & Ryde SC

Local, State and Territory Reports

Rivoli Bay report

Eighteen Tasars gathered at Rivoli Bay Sailing Club on the weekend of 4-5 November for the annual SA/VIC challenge series. The weather was kindly - plenty of breeze and sparkling azure blue water. For those unfamiliar with Rivoli Bay it is situated about 45 mins west of Mt Gambier - the sailing club is in the town of Southend at the south end of the bay, Beachport being the larger township on the northern end of the bay. Both are busy crayfishing ports and holiday spots.

At the end of racing the trophy (a handcrafted redgum design put together by the Club's backup rescue boat driver) went to the Victorians by a considerable margin. To even up the numbers 3 SA boats were drawn from a hat and 'donned the big V' for the series.



The best performance was that of Craig McPhee with Gill Berry as crew, although the election of Paul and Bronwyn Ridgeway not to sail the last race - in a freshening breeze getting up to 25k - may have cost them that honour. They finished 3rd overall. Sailing consistently (and getting a 1st in the strongest breeze - the last race on Sunday) Derek & Gwen Warn in "Watchacallit" picked up second.

The weekend's racing started at about 1.30pm on the Saturday with an 'agility race'. This entailed pairs of boats (1 from each State) completing 3 tacks, a 720 turn, a buoy rounding and a whisker pole run back to the finish line. The event was won by Sean Hackett of Somerton Yacht Club, Adelaide.

Then followed 3 back-to-back short course races each of approx 30-40 mins duration which provided great racing in the freshening breeze, moreso when the length of the upwind leg was reduced a bit between races given that the day was coming to an end.

Sailors tumbled ashore at about 5.30pm and prepared themselves for the traditional seafood dinner in the Clubhouse. Unfortunately this year lobsters were not available in sufficient quantities to be served - 6 crayfish were however drowned and boiled after the racing (you can't get fresher than that) and became available to visitors during the evening.

Partying carried on into the night at the local accommodation ("Lynnies") chosen by most sailors - a 1 minute walk from the Club.

As the sun rose Victoria led the Croweaters by 66 points.

Sunday's racing was conducted in strong southeasterly winds with increasing chop despite the protection of the southern shoreline. Again the Victorians dominated, the first event being a 'speed reach' (boats starting in pairs) in



which 3 boats tied for first - Craig McPhee & Gill Berry, Derek & Gwen Warn and Paul & Bronwyn Ridgeway - only 1 being South Australian.

The next event provided great interest - boats were required to nominate the time it would take for them to complete the first triangle of the back-to-back races which followed. Points were awarded for the closest; and the closest time was that of "Antzpantz" sailed by Tony Creek and his son (in the absence of regular crew and wife Julie). The Ridgeways won heat 1 with the Warns taking heat 2. In both cases Craig McPhee and Gill Berry were runners-up. The fleet then gave the officer of the day a clear message that possible damage to sails and boats was to be avoided by heading back to the beach. Only 2 boats were ready to start as the 5 minute gun was fired (both locals) but were not too disappointed with the inevitable cancellation of the third and last heat.

When points were added up for the entire regatta the Croweaters had failed by 118 points.

A sausage sizzle in the Clubhouse after showers and derigging was greatly enjoyed and as sailors finished off the previous evening's luscious deserts the presentations were commenced. Commodore Evan Steele was visibly moved when he announced the first award - for the youngest combined Tasar crew - as the skipper of that boat ("Blow em Away") was his son Russell Steele with friend and fellow RBSC member Taison Eady as crew. The Challenge trophy was duly badged with the words "Winner 2006 - Victoria" and delivered to Jonathon Ross of that State upon the undertaking that he would return to Rivoli Bay SC on the Melbourne Cup weekend 2007 with the trophy in hand for another series.

Placings (down to 6): 1st Craig McPhee & Gill Berry, 2nd Derek & Gwen Warn, 3rd Paul & Bronwyn Ridgeway, equal 4th Alexandra Almond & Lockie Pearman / Tony Creek & son/and 6th Phil Smith & Craig Ruffin.

Anyone wishing to know more about this great weekend or who wishes to compete in future years should contact the Club's Publicity Officer, Graeme Ruffin on 0887358381 or 0887358019.

Local, State and Territory Reports

Queensland Sailing Championship

The Queensland Tasar Championships were held in conjunction with the North Queensland Regatta at Easter in Airlie Beach this year. The event was also part of the NQ Games. The state was well represented with competitors traveling as far away as, Gladstone, Tinaroo and Mission Beach.

It looked like rough weather was to prevail but the breeze came and went in the usual Whitsunday Bullet style.

The first race was delayed due to the strong winds but once underway the Tasars were bunched together in some very close racing. The lead changed many times but it was the Grand Masters Greg and Judy Heath who crossed the line first in Beebop. Lynnley Orr and Briley Curnoe found their light weight was not enough for the rough weather and capsized a number of times.

The breeze eased a little for race two but this time it was the younger Heaths, Warwick and Mitchell' who took line honours in the newly acquired 30 year old boat 759 Splinter.

Airlie Beach locals Joel McDonald and James Kelder were after a slice of the action and even though they were new to Tasar sailing their vast experience helped them win the third heat.

Last years runners up and favorites for the championship Caitlin Walz and David in Itchy and Scratchy from Gladstone

were next to win. Lynnley Orr and Briley Curnoe capsized a number of times.

So after four heats the championship was still wide open.

Just after Splinter left the shore for race five the gooseneck fell off the old boat and the Heath boys had to make some quick repairs. They got it back together and arrived at the start line with a minute to spare. The rush must have been a help as Mitchell and Warwick won race five with Itchy and Scratchy second.

Greg and Trish Curnoe were getting a handle on the rough weather sailing after an intrepid start and finished fourth.

The table was turned in race six with Itchy and Scratchy first and Splinter second.

Lynnley and Briley capsized thirteen times so far.

The last race was very exciting especially around the last mark before the finish.

Splinter rounded first and then three abreast were Beebop, Tasman Sails, and Itchy and Scratchy. Beebop touched Tasman Sails and had to do penalty turns. Itchy and Scratchy was closing in on Splinter and Tasman Sails, but Mitch and Warwick held on to win the race and the Queensland Championship.

Inaugural South Qld Tasar Series

A new initiative has been kicked-off by the Tasar Association of Queensland with the South Queensland (SQ) Tasar Series. The series has been developed to help bring Tasars together from around the region. It is being held at the Royal Queensland Yacht Squadron, Manly Brisbane as an invitational series to allow Tasar sailors from all clubs to join in and compete over a whole series.

The primary objectives of the series are as follows:

- Provide a formal and competitive class series to all Tasar sailors in the region
- Race days are held between 1 - 2 months apart to minimise the impact on club numbers
- Get to meet and compete with other Tasar sailors around the area
- Help to increase the standard of Tasar sailors in the region by providing an alternative competitive environment to club racing and to share ideas and tips
- Help to promote the class throughout the region

The first 2 races were held on 7 October 2006 and we were pleased to get 4 boats joining in from various clubs around Brisbane. Boats came from South Brisbane, Bulimba, St Lucia (ex Mission Beach) and Manly. The fleet saw a mix of young guns and "more mature" sailors and it was evident early that we were fighting for sheep stations! Well not really, but we can say that if what we experienced was a warm up, we are in for some exciting sailing and keenly contested races over the rest of the series.

Refer to the advertisement in this edition of the Tasar newsletter for dates and contact details if you would like more information. We want as many Tasars to join in and be part of the series as possible so don't hold back if you are in South Queensland or Northern NSW.

Wayne Sampson
Rattle & Hum 2793

South Queensland Tasar Series

7 October 2006

11 November 2006

9 December 2006

17 February 2006

17 March 2006

(2 races per day max.)

Royal Queensland Yacht Squadron

For further information contact Wayne
Sampson on 0402 070 045 or
sampsonw@connellhatch.com



**2006/2007
QUEENSLAND TASAR
CHAMPIONSHIP**

in conjunction with
Sail Brisbane 2006

9 - 12 December 2006

Royal Queensland Yacht Squadron Ltd

For Notice of Race go to:
Royal Queensland Yacht Squadron website
www.rqys.com.au

For information contact:
Wayne Sampson
Tasar Association of Queensland
sampsonw@cornellhatch.com
0402070045

Peter Beard
RQYS
marinesports@rqys.com.au
3396 8666





Tasars in Vancouver 2006

We are enjoying a three months summer vacation in Vancouver to be present for the birth of our newest grandchild. The local Tasar sailors are extremely friendly and very competitive on the water. Tim, the Vancouver fleet contact, kindly arranged for us to borrow a couple of local boats during our stay thanks to the generosity of the owners. Jericho Sailing Centre seems to be the focal point of Tasar sailing in British Columbia at the moment and we are enjoying the great facilities offered.

Jericho Sailing Centre is situated in the corner of a large recreation park which is used for folk festivals and community activities and has an extensive beach front and forest. It is about 7 km west of downtown Vancouver and nearby to the University of British Columbia.

Their clubhouse is a renovated World War Two Flying Boat Hangar on the waters edge of English Bay with no waves or swells to speak of. The beach is relatively steep making launching easy and with three concrete ramps, two of which have drum power winches and ropes for use if necessary is very convenient.

Racing is on Sundays at 12.30pm and Tuesday evenings at 6.15pm for any class wishing to participate and currently the Tuesday fleet is most popular with as many as 18 Tasar starters. Up to 7 short races are run back to back depending on the wind strength and conclude about 8pm when the wind regularly dies out, so it's a must to carry a paddle. Racing is run from a sailing centre boat not far from the club house with a starting line marker to one side and the finishing marker on the other. One of four standard courses is indicated by a numeric flag on the official boat and buoys are all rounded anti-clockwise. Sound signals are made with a whistle which can be heard ok since winds are generally light. The most popular course is a windward, leeward and finish on the wind. With such short courses it is imperative to get a good start. Rounding marks can be a problem with variable light winds and strong unpredictable currents caused by constricted strong river flow beneath the adjacent Lions Gate Bridge and a tidal range up to 4 metres.

The Jericho Sailing Centre with its 3000 members plus casual users has a lease on the land and is the host and umbrella club for 3 aquatic schools and 10 aquatic clubs whose members must be members of Jericho. Most of these groups have small premises at ground level of the host club and own a variety of vessels which are provided for the use and training of its members who do not own their one. A lockable fenced compound housing up to 1600 boats is provided for those



who find it more convenient to store boats at Jericho, particularly as homes with small yards and apartments are common. This form of boat storage has become so popular that there is now a waiting list. Dinghies are left with jibs and masts up on dollies for convenient launching and are tied down to anchor points when not used. Two of the sailing clubs, Viking and Locano, own 7 and 4 Tasars respectively.

If you want to sail but don't own a boat it is possible to join a club and use theirs. For example, Viking Sailing Club family membership is \$750 (includes membership of Jericho) and a rigorous testing procedure is carried out with new members to ensure they are competent before boats are booked out on a "first come first served" basis with all gear supplied. If you own your own boat you can join Jericho for family membership of \$97, park your boat for \$260 and obtain a large locker for your gear for \$71 and just rock up on race days. Even by paying the extra 6% Goods and Services Tax, it sure beats transporting your boat and putting up your mast every race day.

The sailing centre also provides for the general public with competitive priced light meals, alcoholic beverages and a patio and viewing deck to enjoy the view. Jericho members have their own reserved section of the patio to congregate and since the sun doesn't set until about 9:20pm in mid summer it gives plenty of time to have dinner and a beer and enjoy the fellowship of other friendly sailors. The view of downtown and north Vancouver is stunning at sunset and not to be missed.

Our sincere thanks goes to the staff of Jericho Sailing Centre and the Tasar sailors for their generosity and friendship during our stay and although we are only half way through our visit we hope to achieve some better results before we leave.

Footnote: Our newest grandson was born 4th August weighing 10lb 1oz - ouch!



The new Mylar sails - part 1

Part 1: An Overview Report from Japan

Part 1 was written by Ikuya Tanaka in Sept 2005, just after coming third in the Darwin Tasar Worlds and after returning to Japan with Mylar sails AUS 3000 for trialling. The article was first published in the Japan Tasar News, Oct 2005, and was recently translated into English at our request, by himself and his very able wife and crew, Noriko (Tasar 2765, "Kai Ona").

Features of the New Mylars

Jib: Sail area is broader than that of the woven Dacron, especially in the leech area (Fig-1), and is stiffened with three battens, the latter being thinner than those used in the Dacron mains. Unlike the Dacron jib, the new sail system doesn't have a furler and the sail is connected to the forestay with luff hanks. After hoisting the sail, the hal-yard is turned-down at the hound, and sheeted off at the bottom of the lower mast (Fig-2) (note: a clam cleat is now used), allowing the jib luff tension to be fully adjustable at all times.

Main: The new main has a roach in the upper leech area (Fig-3). Five battens are installed and each of their tension can be tuned up by screw at the one end of the batten, respectively (Fig-4). Sail curvature appears to be more shallow than for the Dacron sail.

Weight: Weight of both the new jib and main are lighter than those of the Dacron sails.



Fig. 1



Fig. 2



Fig. 3



Fig. 4

First Impressions of the New Mylars

General: We sailed with the new Mylars under light offshore winds (8-12 knots) on flat water, and also had some opportunities to compete with other crews using the Mylars, while we sailed with Dacrons. In short, the most impressive point with the newly designed Mylar sails is the "hassle-free trim", the boat being much steadier with less handling than before required. The two main reasons for this are, the effectiveness of the roach area in the main, and the deep curvature in the jib.

Roach & Curvature: The roach in the main tends to open the leech when the wind strengthens. This action, under a certain degree of wind's fluctuation, diminishes or absorbs the power that makes a boat roll. Consequently, the skipper can minimise the range of trim and keep the boat steadier. Also, the deep curve in the jib gives it more power, which prevents the boat stalling. As a result, the crew can reduce the amount of jib adjustment.

Reaching: In reaching, the Dacron jib has a tendency to open in the upper area of the leech. This problem seems to have been improved with the Mylars, resulting from the higher position of the clew board and from the effect of the battens. For the Mylar main, the leech doesn't tend to open so much, thus making it easier to control sail shape. With the Dacron main, crews have to frequently both, tighten the vang in wind gusts to prevent the main from opening too much, and loosen the vang in wind lulls.

Mylar Sail Report cont...

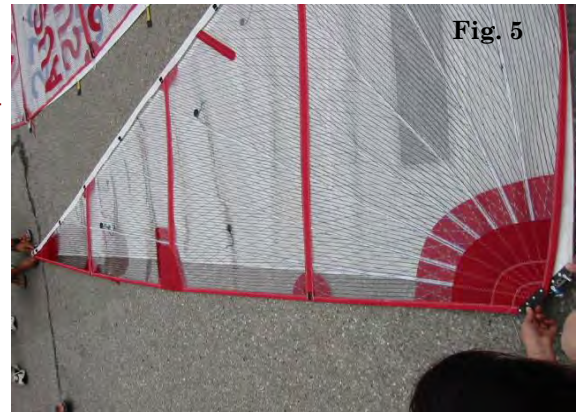
Overview: Thanks to the benefits of the Mylar sails, “regretfully” some Tasar sailors will now miss out on the chance to amuse themselves shifting gears with sensitive fine and elaborate handling to keep their boat speed, which the Dacron sails had required us to do. The overall impression felt, was that there were no extreme differences in top speed under light to moderate condition between the boats with either sail types. However, it’s a safe bet, that with the Mylar sails, because boat is easily kept at top speed and hardly stalls, the improvement of boat performance will be right across the board.

Some Closing Thoughts

Jib clew board position: As noted above, the clew board position of the Mylar jib is higher than before (Fig-5), hence while sailing downwind, this may work better. But when sailing close hauled, as this makes the jib leech tend to close, it is harder to pull the jib in tightly. Consequently, we can’t expect to achieve as higher pointing angles. It would seem to be better to place the jib lower.

Sail reinforcement: The broader jib may increase the risk for the sail and spreaders or diamonds to interfere with other while tacking, jibing or flagging. Also as the Mylar film seems to be vulnerable to friction, adequate reinforcement is needed at these points and especially in the areas which often touch the stays.

Broader jib: One more thought against the broader jib, is that jib trim in heavy conditions may require crews to be stronger, making it harder for older people, smaller women generally, and/or juniors in stronger sailing conditions.



Part 2: Mylar Sails, Care Advice from Australia

Part 2 was written by Brad Stephens, at the request of the NSW Tasar Assoc. Brad is a Tasar sailor (Tasar 2603, “Tie Me Down”) and has been professionally involved in all aspects of the sail industry for many years. His comments have been endorsed by MacDiarmid Sails.

Introduction: Having seen some bad habits with sail care, and with the arrival of the new polyester film or laminate sails (Mylar is a Dupont trade marked version), it was thought an appropriate time to raise these issues for both the Mylar and the older woven Dacron sails.

Factory Tests: Sail cloth manufacturers perform what is called a “flutter” test, in which a piece of sail cloth is made to flutter on a flutter/impact test machine and then is compared to an unused or reference/lab sample. Invariably the “fluttered” sample, both stretches more and recovers less. Hence allowing a sail to flap and flutter needlessly, will shorten it’s racing life. An “impact” test is also used, which is pretty aggressive and leaves the sail cloth looking very much the worse for wear, and again reflects in a shorter racing life. The problem is biggest for large yachts, but the message is the same, for boats with jibs, when not in use, avoid letting the jib flap back and forth across the front face of the mast.

Sail Shrinkage: Laminate sails, typically feature a layer of polyester film on both sides of the load bearing yarns that will “shrink” when crushed. The term “shrink” is used because like a plastic banknote, if badly folded or crushed, it will become smaller, the non-removable micro folds causing the size change. With laminate sails, local crushing and resultant “shrinkage”, can be very detrimental to sail shape. Shrinkage is the enemy of Mylar sails, hence avoid crushing any area of the sails, such as with hard folds or with poor storage.

Batten tension: With a fully battened main when not in use, it is good practice to release the batten tension. Whether radial cut like the new mains, or cross-cut like the old mains, and even allowing for the batten pockets and reinforcing, the batten tension is still applied in a direction of low stretch resistance. Hence to re-establish a consistent tension after release, simply mark the battens where they protrude beyond the leech, or mark the new screw adjustors.

Sharp Points: If there are any sharp points on your rig then the new sails will find them. Rivets on whisker pole holders on top of the boom, outhaul cleats, etc. Make sure everything is smooth. Also as there is now more interference with the jib, particularly check the outboard ends of the diamond tubes.

Rigging: Early hoisting of the sails off the water, particularly on windy days, and then allowing them to flap and flutter, is not a good practice. Better to rig later. Leaving a hoisted main disconnected from the boom, although safe, is still not good for the sail, especially in the clew area. With a higher bottom batten on the new mains, a larger area of the main will flap back and forth which is highly undesirable. An option is to use a restraining line of shockcord to

Mylar Sail Report cont...

the rudder box or gudgeon.

De-rigging: Ease the jib sheet a little when dropping the jib to avoid point loads on the jib luff attachments as the sail is gathered to the deck.

Storage: The new fully battened jib can still be rolled onto PVC stormwater pipe, however take care to avoid twisting the battens. The main should have the sail batten tension released and then rolled loosely, avoiding a tight roll on the head. This is probably more important with Mylar than with Dacron, as the head patch is somewhat stiffer and a tight roll will tend to permanently deform that area of the sail. Head to mid foot and a loose roll from the nearest batten is OK. However, removing battens to avoid them taking on a permanent twist, and rolling the mainsail on a tube, is the best option.

Washing & Drying: Salt water is chemically aggressive and corrosive for sail hardware, such as the eye-lets (sailmakers grommets), hence regular washing is recommended. Also note that unlike Dacron, Mylar is an impervious film which cannot breath, and fresh water provides a good environment for mould growth behind the stitched areas, hence always store dry.

Exposure: All UV exposure will damage sail materials (ie: films, fibres, adhesives and woven components). The breakdown rates vary, but eventually sail strength will be destroyed. So when not in use, to prolong sail life, store in sail bags or elsewhere, out of direct sunlight.

Sail Repair: Always have some repair material available. Either PSA (pressure sensitive adhesive) backed film or insignia material (used in the sail numbers) to apply to any small holes or tears.

Mud Removal: Mud will readily wash off Mylar, so be patient when cleaning, avoid aggressive scrubbing and hence the risk of scratching the film.

Cleaning: Like the sail numbers, the corner patches are made from insignia cloth with a PSA backing. Hence beware of the danger of having solvents near the sails, products such as methylated spirits, acetone, etc, will dissolve the corner patch adhesive. Also the edge tapes and batten pockets are a dyed woven polyester, heat set stabilised. Hence be gentle with any cleaning products as some may effect the dye.

Closing Point: Ultimately the clear laminate (Mylar) sails will have a longer race life than the woven (Dacron) sails, but will not handle abuse in quite the same way.

Freak Wave

an article by William J. Mather - Tasar 1987 Birdie

On April 2nd 2005, a professional photographer, photographing surfers under San Francisco's Golden Gate Bridge, captured a sequence of over 100 high quality pictures of a small yacht capsizing in a following sea (<http://photos.sfsurvey.com/>)

The images of this yacht's demolition as it rolled multiple times flashed through my mind on Saturday 8th April, 2006 at 16:02AEST, when I saw 60 metres to port, the marker buoy for Brolga Reef suddenly rise into the sky, and watched a wall of water rushing down on me.

Callala Bay is a small township on the northwest corner of Jervis Bay. Normally, winds from any westerly direction are all holes and bullets, but at 8 AM, these westerlies were gently zephyrs. During the day, the wind backed around to the south (around 9 AM), and by noon, the wind was from the east - a true sea-breeze, finally backing to NE around 2pm. The wind was light to variable, my imagination suggesting that it even reached 8 knots (no whitecaps at all!).

Seas in Jervis Bay are characterised by the swell which enters at the mouth of the bay, then fans in a circular shape like ripples on a pond across to the west and north. As these swells near Callala Bay, they meet a series of reefs, which results sometimes in the swells turning into waves 90 degrees in direction from the original. This gives rise to the interesting situation where the swells proceed north, the waves break west, and the wind opposes by coming from the west, steeping the wave face.

Jervis Bay Sailing Club races on Saturday afternoons. They encourage students from the CJSS to participate - I took Amber, a 13 yo who has been out with me a few times. The fleet is a mixed fleet, consisting of Cherubs, Spirals, Leaders, Moths (Scow and Skiff), catamarans, keel-boats, Contenders, NS-14s, and the occasional Tasars.

This Saturday, our Commodore gave a skippers' meeting, where he brought to our attention the forecast of offshore high seas and winds. In Callala Bay, we had been experiencing swells of about 1.5 metres, so his concern was of the waves breaking on the beach, which he expected to cause difficulty on our return. 4 boats decided to race and took to the water, supported by the start/rescue boat and the rescue rib.

We completed a shortened race - the wind was so light that my average speed was about 5 knots. Racing was difficult. As the swells passed, the apparent wind changed dramatically, almost as if the wind was being funnelled down the valley between the swells. As the boat came to the top of the swell, the apparent wind appeared to back about 50 degrees, and become fresher. This situation lasted for about 10 seconds, when the apparent wind dropped and veered. I did not see any whitecaps at any time during the race. (*I wonder - could the apparent wind changes be due to the rotor effect of the water surging and retreating?*)

Brolga Reef is a spur of shallow water jutting out from Callala Bay to the east - it is however, not the only reef. It is on the chart as being 1.6 metres deep, however, during normal periods, there is almost always at least 3 metres of water. Near the eastern end is a red buoy. The charts show the buoy in its old position 400 metres east of the CJSS, the new position appears to be about 650 metres from CJSS.

During the morning, swells passed over the reef, generating a wave about 3 metres high, with a gentle and not-so-steep face - I was unable to get a Spiral to surf with the wind from the South - tacking to the run lost so much speed that the wave left us behind. The waves were just steep enough that a catamaran coming vertically up the face slapped over the top. All-in-all, a mindset was being generated to cause me to believe that the waves being generated by the reef were quite benign.

After completing the race, I set sail for the beach. Typically, we sail north of the Brolga buoy, heading for the deeper water at the jetty,

before turning to the beach in front of the club house. In the light breeze, Amber was sprawled athwartships, and we were bantering. I was sailing about 60 metres north of the Brolga buoy, running on starboard before the sea-breeze, when I noticed the buoy suddenly lift towards the sky, and a massive vertical-faced wave rose up, just like on TV. My GPS tracklog indicates that my Tasar went vertically 5.7 metres.

Immediate actions:

- Verbal "Oh, s..t!!!"
- Alerted Amber - who responded immediately and was up and working straight away, without questions (except to say "You swore!!")
- Mentally, ran through possible actions for handling the Tasar in the face of a vertical wave, and the youth and inexperience of my crew, and my concern about damage to person and property (*yes, really, I did go through all this mentally at the time!*)
 - Wave face too vertical - continuing in the same direction would cause rolling.
 - Wave face too vertical - too late to turn into the wave - the Tasar takes water over the front deck, so we would submarine, at the bottom of a very large wave.
 - Wave face too vertical - running would cause the Tasar to go vertically into the bottom of the wave front, throwing us out.
 - Only one option left - the procedure I had been practicing all morning - run before the wave at 45 degrees, balance the boat to prevent rounding up and broaching, and when under control, steer back over the top of the wave.

Act on decision. Immediately turned away from the wave to place the wave on my port quarter.

Recollections:

I am surprised that I do not have a good recollection of the event - I can definitely remember some things, but the rest is not even a blur. Snippets I remember are:

- Expletive
- Crew alert
- Mental process
- Beginning of action - putting the tiller over, feeling the boat slow
- Looking down the wave - boat in a nose-down attitude, with stern near bottom of wave. (*I am guessing about 50-60 deg - from my aerobatic days*)
- At about 30 degrees to the wave, near the top, wave breaking, and turning back through the white water, boat perfectly balanced, mast absolutely vertical
- Bearing away when the second wave approached. This was nothing in comparison with the first
- Coming over the top of the second wave, into really flat water
- Amber saying "Gee that was fun, can we do it again?"
- I remember thinking the wave was 3 metres high, or about as high as the numbers on a Tasar (*GPS Tracklog shows this estimate was too low!*)
- Noticing that the waves were breaking soon after the swell hit Brolga Reef, but not really paying that much attention, since the leading boat had gone through the same area (more to the north though).
- Thinking about the reef and the waves being generated there, but continuing because the area was calm and flat, but still deciding to go north of the buoy rather than close to it on the way in.

I don't remember which tack we were on - I feel we were on port, but I think we were on starboard tack - or anything about the ride

Freak wave article cont...

The Tasar bow easily penetrates waves - this leads me to the conclusion that I should NOT sail directly into or away from a steep-faced freak wave.

Freak Wave Specific Advices:

On seeing the freak wave, alert the crew, and get moving NOW - everything will be over in less time than you can count. Remember, the Tasar takes at least 5 seconds to do anything, and that wave ain't stopping, so don't delay.

Look at the wave face - whether it is steep, and where the wave is going. Don't assume - check always - freak waves are unexpected and come from anywhere.

You have no choices if the face is steep. Turn the Tasar to run before and across the wave at 45 degrees away from the face of the wave - this helps prevent the 2 extremes of pitch-poling and broaching.

As the wave approaches, the Tasar will be sucked back towards the wave. Keep the Tasar sailing - without way on, you have no control. There is NO wind at the bottom of a large wave!

As the wave passes under the Tasar, the Tasar will be lifted by the stern into a steep nose-down angle - you will feel as if you are about to fall into the mast. At the same time, the wave will try to push the stern away and parallel to the face of the wave.

Counter the broaching effect of the wave face on the flat stern. Maintain direction at 45 degrees away from the wave face, and keep the Tasar really flat (with nose down). You may/will need to hike way out over the stern quarter.

The Tasar will accelerate very suddenly to quite a high speed - it will go from going backwards to over 12 knots in 2 seconds. The apparent wind moves forward very fast, so the skipper will need to sheet in very fast to keep the Tasar powered up and to keep control - the essential element is boat speed relative to the water, ignoring boat speed over the seabed - do NOT allow the boat-speed through the water to drop.

When you have boat control, and going down the face of the wave, you can now steer your Tasar to exit the wave in a gentle and controlled manner. If the wave is small enough, you can surf the wave, and generally have fun.

Beware of breaking crests. If the crest breaks, and the Tasar cockpit fills, the Tasar will slow and become uncontrollable instantly.

In a sea-swell situation, the freak wave will always be followed by a number of smaller waves. Keep sailing - don't relax just yet, and keep a good lookout.

Practicing to meet the Freak Wave

Freak waves are sudden - always keep a good lookout.

Practice on the little waves - when you meet the big ones, you will react instinctively and correctly. For how-to hints, search for 'surf' in "High Performance Sailing". Go play and have fun with waves.

Know the actions of your Tasar with waves - how she digs in and fills (practice this to windward). Know how she responds to balance and trim for each leg of the race. Learn how fast she stops when water floods into the cockpit, yet by bearing away 5 degrees, she rises like an express elevator. Don't dig your nose in on a run - old-timers recount stories of mast breaks!

Hang on tight - the Tasar will float with all its inbuilt buoyancy, even if severely damaged.

Note that there are 2 boat speeds which come into play in freak waves - the speed of the boat through the water - which determines controllability and the speed of the boat over the sea bed - which determines the apparent wind.

Manage the sails - the boat speed will very quickly vary substantially through the event and the sails will luff. Keep power on as the apparent wind direction moves forward then aft again.

Read the "surf" sections in "High Performance Sailing" - they give a hint on how to practice handling waves. When you have free time, go out and play - get to know how your Tasar responds when waves pick her up. In races on the bay, learn how the Tasar will dig her bows into waves - it is so easy to fill your cockpit by ploughing into a wave. See what happens when the cockpit fills - your Tasar just stops. Run before the wind and waves - see what happens when your Tasar digs her nose into the wave in front - old-timers tell me that this can lead to mast breaks. Move aft to bring the bow out of the water and see how your Tasar skips over the next wave. Move further aft, and see how she stops. See how she changes speed when instead of following the wave in front, you cut across. Taking this memory of your Tasar digging into waves into your freak wave event - you will quickly become very loathe to sail either directly into or directly away from the wave.

Your Tasar has a sharp bow - it cuts through the water very cleanly. However, when it meets a wave, it does not have enough lift, so the wave will break over the bow, and flood the cockpit with water, at which time the Tasar seems to shudder to a halt. Don't attempt this downwind - your mast may break!

With many waves, the Tasar parallel to the wave seems to elevate, the feeling seeming to be that you are in an express lift. How well this translates to large waves, I do not know.

Some references:

For a treatise on handling heavy weather, I recommend Don Dodd's article "TWL: Handling Heavy Weather in a Power Boat" which can be found at http://www.trawlerworld.com/qu_1999_11_12.htm. In this article, I think there are many interesting points, but none more important for sailing the freak wave than the section "Effects of Orbital velocity on the Boat" reference broaching. He also provides formulae for those who wish to pursue the subject further. (full document available via email from Don)

Don advises that he has published two books "Modern Seamanship", and "Modern cruising under sail".

For the US Coastguard recommended handling of large waves using a powered vessel, refer to their Boat Crew manual, Heavy Weather Addendum, (B.6., Yawing).

For an excellent example of how quickly everything happens in a freak wave event, a high quality photographic essay of an actual event can be found at <http://photos.sfsurvey.com/>

34th Tasar Australian Championships Entry Form

ENTRY FORM

34th Australian Tasar Championships 29th December 2006 to 5th January 2007, Perth, Western Australia.

Entry Fee \$375.00 by 15th December 2006. After 15th December an additional late entry fee of \$50.00 applies. Cheques should be made out to "Tasar Association of WA Inc."

Boat Name Sail No Club State

YA Membership Number Insurance Company Cover

Helmsperson DOB:..... Sex

Contact address

Tel:..... Email

Crew DOB Sex

YA Membership Number

Contact address

Tel:..... Email

Emergency contact Tel:.....

Medical conditions we should know about:.....

Shirt Size (XS,S,M,L,XL,XXL) Helmsperson Crew

Social Events: Refer to separate Booking Form on website. Some events not covered by entry fee. Additional charges will apply for persons other than Helmspersons and Crew.

TERMS OF ENTRY:

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

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

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

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

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

If you are under 18 years of age on the 29th December 2006 the following Consent for Junior Competitors is required from your Parent or Guardian:

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

of..... consent to him/her participating in the 34th Australian Tasar Championships and upon terms and conditions set out in this entry form and hereby release organisers and any representative thereof, from any claim or demand that I may have or deem myself to have on my or anyone else's behalf arising out of this regatta.

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

34th Tasar Australian Championships Notice of Race



NOTICE OF RACE

34th Australian Tasar Championships 29th December 2006 to 5th January 2007, Perth, Western Australia.

The Australian Tasar Council Inc. in conjunction with the Tasar Association of W.A. Inc. and Royal Perth Yacht Club Inc. invite you and your crew to the 34th Australian Tasar Championships to be held in Perth, Western Australia, from 29th December 2006 to 5th January 2007.

1. Organising Authority

The Organising Authority is the Australian Tasar Council Inc. in conjunction with the Tasar Association of the W.A. Inc. and Royal Perth Yacht Club Inc. Perth, Western Australia.

2. Rules

The regatta will be governed by the rules as defined in the Racing Rules of Sailing 2005-2008 which includes the Tasar Class Rules.

3. Eligibility

The regatta is open to all Tasar Class boats whose skipper or crew are a member of a Yachting Australia (YA) affiliated Club and a financial member of a Tasar Association which is a constituent of the World Tasar Council. All competitors shall comply with the ISAF eligibility rules. All competitors will be required to prove their YA membership number as part of the registration process.

4. Entry

A completed Entry Form and Entry Fee of AUD \$375.00 shall be lodged with the Race Secretary by the 15th December 2006. Late entries with a corresponding late fee of AUD \$50.00 may be accepted at the discretion of the Organising Authority up 1300 hours on 29 December 2006.

Entry forms and entry fee should be mailed to:

The Regatta Secretary
34th National Tasar Championships
PO Box 676
Claremont WA 6910

34th Tasar Australian Championships

Notice of Race cont.

5. Advertising

The event will be a Category "C" event as described (ISAF Regulation 20, Advertising Code)

6. Schedule of Events

Thursday 28 December 2006	0900 – 1630	Early Bird Registration & Measurement
Friday 29 December 2006	0900 – 1300	Registration & Measurement
	PM	Invitation race
Saturday 30 December 2006	PM	Heat 1, Heat 2
Sunday 31 December 2006	PM	Heat 3
Monday 1 January 2007	Lay Day	
Tuesday 2 January 2007	PM	Heat 4
Wednesday 3 January 2007	AM	Heat 5, Heat 6
Thursday 4 January 2007	PM	Heat 7 + provision for resail
Friday 5 January 2007	AM	Heat 8 + provision for resail
	PM	Presentation evening

7. Measurement

All boats shall conform to the measurement requirements specified in the Tasar Class Rules. Random measurement checks and inspections may be carried out at any time during the Regatta, from the commencement of registration. A boat notified of inspection shall follow the instructions of the Race Committee.

8. Sailing Instructions

The Sailing Instructions will be available upon registration.

9. Regatta Site

The regatta will be conducted from The Royal Perth Yacht Club Inc, Matilda Bay, Perth W.A.

10. Racing Area

The racing will take place in the waters off The Royal Perth Yacht Club Inc, known as Melville Water and shown on chart WA 898 available from the Department of Transport, Western Australia.

11. Courses

A combination of windward/ leeward and triangular courses, as described in the sailing instructions, will be used.

34th Tasar Australian Championships

Notice of Race cont.

12. Scoring

The Low Point System will apply. Eight races are scheduled. A minimum of five races are required to be completed to constitute a series. If six or more races are completed each boat's worst score will be excluded.

13. Jury

A National Jury may be appointed in accordance with Addendum A Part 2. If a National Jury is appointed, its decisions will be final and the right of appeal denied in accordance with Rule 70.4(b).

14. Buoyancy

All competitors whilst afloat shall wear personal flotation devices which are in good condition and are in accordance with the applicable boating regulations in Western Australia.

15. Support Boats

Team managers, coaches and other support personnel shall stay at least 50 metres outside racing lay lines from the time of the preparatory signal until the finish of the last boat in a race, except when asked to assist by the Race Committee. Failure to comply with this instruction may result in action being taken by the Protest Committee against the support personnel and/or any boats supported by them.

Support boats shall be marked with a clearly visible at all times yellow flag, carried at least 1.5m above the water and be greater than 400mm x 400mm in dimension.

16. Electronic Communications

A boat shall neither make radio transmissions whilst racing nor receive radio communications not available to all boats. Mobile telephones are not permitted to be carried while racing.

17. Prizes

Prizes will be awarded for the following:

- Australian Champion;
- Masters Champion – combined ages of helm and crew 80 to 99 years;
- Grand Masters Champion – combined ages of helm and crew 100 to 119 years;
- Super Grand Masters Champion – combined ages of helm and crew 120 years or more;
- First Junior Helm – helm under the age of 19 years;
- First Female Helm.

All ages are calculated on 29 December 2006.

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

18. Rights to Use Name and Likeness

In participating in the 34th Australian Tasar Championships a competitor automatically grants to the Organising Authority and the sponsors of the event, the right in perpetuity, to make, use and show, from time to time and at their discretion, any motion pictures, still pictures and live, taped or film television

34th Tasar Australian Championships Notice of Race cont.

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.

19. Entry Disclaimer

It is the competitor's decision to enter the 34th Australian Tasar Championships or to start and continue in any race. Competitors shall accept that their participation in the regatta is at their exclusive risk in every respect. See rule 4, Decision to Race. The Organising Authority, their officers, members, servants and agents accept no liability in respect of loss of life, personal injury or loss or damage to property which may be sustained by reason of their participation or intended participation in the regatta or how so ever arising in connection with the event.

20. Insurance

All boats competing in the 34th Australian Tasar Championships shall have third party insurance cover of not less than AUD \$5,000,000 (recommended AUD \$10,000,000) or equivalent thereof in any other currency for any accident. All owners/competitors who sign the Entry form are deemed to have made a declaration that they hold such cover. Competitors will be required to produce evidence of such insurance at registration and any competitor not holding this cover shall withdraw their Entry.

21. Further Information

For further information, please contact the following:

The Regatta Secretary
34th National Tasar Championships
PO Box 876
Claremont WA 6910

Email: kayne@graduate.uwa.edu.au
Tel: 0411 699 822