



# *tasar*

WINTER 2006

NEWSLETTER OF THE NORTH AMERICAN TASAR ASSOCIATION



Sailors Weigh in on Mylar Sails

Darwin Worlds Scrapbook

Tasars in the Bush

McKee's Gorge Go-Fast Tips

# NATA

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## from the editor

Is your Tasar suffering a mid-life crisis? Do you realize that the Tasar Class is 30 years old and that a mid-life make-over project has been in the works? This year the Tasar will get a face-lift.

If you haven't been on the water much this past summer you may have missed the opportunity to test out the demo suit of Mylar sails that were passed around the North American fleet. For comments from the fleet on the sails, don't miss the quotes on page four of this newsletter. The group order for new Mylar sails has been placed with the Neil Pride loft near Hong Kong and we should hopefully have our hands on them in April of 2006. The Tasar logo has undergone an update too thanks to a redesign by Jonathan Ross. (Note the return address on this newsletter which sports the word mark and logo that will be placed on all the new sails.)

With all of these changes, I'd like to propose a movement within the class to promote the boat in a more intentional way than we have in the past. Would you be willing to invite three sailors this spring to go for a test sail? How about following through with a friend that has commented that they are interested in sailing and would like to go for a sail? How many Tasars do you know of that haven't left the garage or dinghy park in the past year? How about a call to the owner of at least two of those boats to encourage them to get active in the coming year or consider loaning/selling their boat to someone new to the class? If each of us made a goal of reaching two inactive owners and three potential sailors, we could collaboratively make a large impact on the numbers we see out on the starting line. Food for thought.

**-Carol Buchan**



Bruce & Indi Gage sailing Turkey Bowl

Sean Trew Photo

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Cover Photo by Sean Trew  
Jeff Causey and Caitlen Coleman-Hulbert  
Kimball Hall and Becca Pease

## nata annual general meeting

Eighteen people were in the CYC clubhouse at Shilshole Bay in Seattle for the NATA AGM on November 19, after the first day of racing in the Turkey Bowl regatta. Bruce Gage welcomed everyone to the meeting, and moved to voting on the proposed rule changes.

**Proposed rule changes approved.** NATA approved all the proposed changes to the class rules, voting unanimously (including two email ballots) in favour of fixing the minimum hull weight for racing at 68kg, and for all the changes required for the introduction of mylar sails.

**Mylar sails can be used in all regattas.** NATA decided to encourage the use of mylar sails by voting to allow them to be used in all Tasar events, effective immediately.

**Crew weight rule.** Thilo Giese (who was not able to be at the meeting) had sent a proposal for a modified crew weight rule. Thilo suggested that lighter crews should carry ballast equal to half the difference between their combined weight and 130 kg, to a maximum of 6 kg. However, if the wind at the start of any race is more than 12 knots, the ballast (which could be carried as water) could be jettisoned. He also suggested that lighter crews should be allowed to lengthen their forestay by 10 mm for each 2 kg of ballast, which would give a maximum increase of 30 mm.

After considerable discussion, Thilo's proposal was not adopted.

NATA voted to continue not requiring crew weight ballast in NATA events.

**Forestay length.** Thilo had suggested that a longer forestay could help lighter crews in heavy air. Richard Spencer suggested that for a 12 month trial period, NATA should not restrict forestay length. The optimum length in the design wind (10 to 12 knots) is usually within the range allowed by the class rules, but lighter crews (and others) could see if

using a longer forestay in heavy air would help them be more competitive. This suggestion was approved. (Note: Rule C.8.1: "The overall length of the forestay and shrouds may only be changed while the boat is either on shore or at a dock " still applies.)

**Class Promotion.** Carol Buchan suggested several ways in which the class could be promoted more effectively. CYC has a one design class promotion day, and the Crowsnest allows class promotion. The Tasar class should take advantage of these and similar opportunities in Seattle and Vancouver.

The class should find owners who would allow their boats to be used by people who want to try sailing a Tasar, and arrange to match these sailors with available boats. College sailors might be available to crew in Tasars when there is no collegiate racing. Email lists are the best way to coordinate these activities.

In light of the high price of new Tasars, we should encourage people who own Tasars, but no longer sail them, to offer their boats for sale. A good supply of second hand boats is essential for maintaining the strength of the class.

**Possible 2007 Tasar Worlds at Kaneohe.** See page 15 for details.

**NATA Dues.** Richard Spencer suggested we lower the annual membership fee to \$5 (US or Canadian), and require NATA membership for all NATA sanctioned events. This was approved.

**Officers.** The slate of officers for 2005/06 is:

President - Bruce Gage

Vice President - Guy Wall

Secretary - Jeff Castleberry will be asked to take this on.

Treasurer - Diane Dronsfield

Promotion and Newsletter editor - Carol Buchan

There was a vote of thanks to Bruce for his leadership, and to the rest of the outgoing and incoming team.

*-Richard Spencer*

## Proposed 2006 Racing Schedule

NATA will promote about nine regattas, probably including;

Date	Regatta	Location	YC	Contact
May 13-14	SOCKS	Seattle, WA	SYC	www.seattleyachtclub.org
May	Desert Regatta	Lake Charboneau		TBA
June 3-4	Jericho Classic	Vancouver, BC	JCSA	www.jsca.bc.ca
July 8-9	Kits Regatta	Vancouver, BC	KYC	www.kitsilanoyachtclub.com
July or Aug	North Americans	Lake Wenatchee	NATA	gage.finch@comcast.net
August 4-6	CGOD/US Nationals	Cascade Locks, OR	CGRA	www.cgra.org
September 9-10	Tasar BC Champs	Vancouver	JCSA	www.jcsc.bc.ca
October 7-8	Fleet Championships	Seattle, WA	CYC	www.cycseattle.org
November 18-19	Turkey Bowl	Seattle, WA	CYC	www/cycseattle.org

The CanAm events will be the NAs and US Nationals in the US, and the Jericho Classic and Tasar BCs in Canada.

*All events and dates are tentative at this stage.*

# MYLAR SAILS



“The new sails will re-image the Tasar by giving it a more modern look. This will extend the life of the class by ten year at least, probably fifteen.”  
-Frank Bethwaite

Bruce Gage sent an open letter to the NATA membership with his thoughts on adoption of the Mylar sails. “First, the performance is likely to be superior in terms of boat speed and possibly racing longevity. Second, as above, it will enhance the boat’s reputation by virtue of modernization and appearance. Third, the sails will be less expensive.”



Jay Renehan logged in his comments after racing with the sails one evening in Seattle. “Essentially, it seems the boat is easier to sail because the “optimum” sheeting of the jib does not change as much for the Mylar sail for a change in windspeed. Everyone agreed, including the I-14 and Laser sailors, that the sails look cool! The visibility while sailing is nice too.”

The Portland fleet weighed in with their comments in October. “Some folks pondered on whether or not we will miss our furlers. One team says good riddance to the dang thing. Another thought it always looked dorky on the boat anyway. The consensus seemed to be: Helmspersons – good riddance to the furler; Crew persons – I’m gonna miss the furler.”



Scott Davis comments after a windy trial at Lake Wenatchee, “...overall the mylar setup seemed to automatically respond to changes in wind strength and required less adjustment of mainsheet, vang and traveler.”



# race results

## Spring Frostbite Regatta

April 2nd and 3rd, 2005 Corinthian Yacht Club of Seattle

Place	Sail #	Skipper/Crew	Total
1	2397	Bruce Gage / Indi Finch	13
2	2278	Kimbal Hall / Becca Pease	18
3	2379	Shelly Macy / Gary Brandt	25
4	2392	Kent Powley / Kathy Sherwood	28

Eleven Races with one drop

## Flights of Spring Regatta

April 23rd and 24th, 2005 Jericho Sailing Centre

Place	Sail #	Skipper/Crew	Total
1	2683	Thilo Giese / Sandra Towers	7
2	2397	Bruce Gage / Indi Finch	16
3	2388	Guy Wall / Marie Wall	19
4	2699	Ronald Konitzer / Zeid Mohamedal	31
5	2685	Brian Key / Mary Brennan	36
6	301	Andy Mills / Lori Harkins	38
7	1465	Tim Murphy / Lynn Ramond	46
8	2389	Derek Stanger / Miroslav Ristic	48

Eight races with one drop



Bruce and Indi

## S.O.C.K.S.

May 14th and 15th, 2005 Seattle Yacht Club

Place	Sail #	Skipper/Crew	Total
1	2698	Jay & Lisa Renehan	17
2	2684	Scott & Penny Davis	30
3	2398	Carl & Carol Buchan	31
4	2683	Thilo Giese / Sandra Towers	32
5	2691	Fritz & Molly Lanzinger	36
6	2397	Bruce Gage / Indi Finch	41
7	2678	Andy Schmidt / Erin Harkins	59
8	2278	Kimball Hall / Becca Pease	64
9	2279	Ryan Zehnder / Kim Kishi	69
10	2296	Mike & Kate Farthing	83

Ten races with one drop



Jay Renehan

## Jericho Classic Regatta

June 4th and 5th, 2005 Jericho Sailing Centre

Place	Sail #	Skipper/Crew	Total
1	1465	T. Murphy / A. Coleman / L. Raymond	14
2	2388	Guy & Marie Wall	21
3	2699	Ronald & Laura Konitzer	28
4	2752	Brian Key / Elizabeth Hafeli	30
5	2280	R. Spencer / Peter Graham	34
6	2389	D. Stanger / P. Wolstenholme	42
7	2284	Patrick Cauley Ewan Deane	45
8	1539	Kyle & Tony Martin	49
9	2379	Shelley Macy / Gary Brandt	56
10	2381	R. Tigler Wybrand / Lori Harken	64
11	853	Colin Lee / Kito	84
12	2262	Ryan Allderman / Tamara Ibbitt	86
13	1444	Phil Hieter / Shy Shohan	105

Ten races with one drop



Lisa Renehan and Kate Farthing

Carol Buchan Photos

# race results

## Columbia Gorge One Design Regatta

August 6th and 7th, 2005

Columbia Gorge Racing Association, Cascade Locks

Place	Sail #	Skipper/Crew	Total
1	2597	J. & Libby Johnson McKee	9
2	2698	Jay & Lisa Renehan	16
3	2690	Fritz & Tina Lanzinger	23
4	541	Tony Norris / Shelley Fluter	36
5	2278	Kimbal Hall / Becca Pease	37
6	2678	Andy Schmidt / Erin Harkins	47
7	2296	Jarvis & Jennifer Brecker	63
8	1601	Paul Stewart / Nick Hubbard	65
9	1621	Jeff & Stacey Castleberry	65
10	590	J.Causey / C. Coleman-Hulbert	68
11	2281	D.Despierres / C.Erbelding	88
12	821	C. Ferlazzo / Marjorie Webber	89
13	2682	Charlie Griffes / Emily Sinclair	105

Nine races with one drop



Jeff & Stacy Castleberry



Fritz & Molly Lanzinger



Lisa & Jay Renehan



Chris Ferlazzo & Marjorie Webber



Paul Stewart & Nick Hubbard



Jarvis & Jen Brecker

Sean Trew Photos

# race results

## Tasar Bush Regatta

August 20th and 21st, 2004

Lake Wenatchee

Place	Sail #	Skipper/Crew	Total
1	2689	Carol & Carl Buchan	21
2	2683	Thilo Giese & Sandra Towers	22
3	2698	Jay & Lisa Renahan	24
4	2690	Fritz & Tina Lanzinger	24
5	2393	Andy & Jaimé Mack	26
6	2684	Scott & Penny Davis	31
7	2691	Chris & Molly Lanzinger 32	
8	2398	Lindsay Buchan / Dalton Bergan	38
9	2397	Bruce Gage / Indi Finch 41	
10	2678	Andy Schmidt / Erin Harkens	45
11	1601	Paul & Jamie Stewart	55
12	2684	Ross & Marcia MacDonald	61
13	2389	Derek Stanger	72
14	590	Jeff Causey / C. Coleman-Hulbert	82
15	2379	Shelley Macy & Gary Brandt	85

Seven races with one drop

*“Beach, barbecue and breeze!”*



Lake Wenatchee beach



Regatta Chair, Allan Johnson hopeful about wind



The race committee team



Alan delivers the verbal SI's using pinecone marks



Tasars wait for the breeze



Top five finished teams place within five points

Jamie Stewart Photos

## Wilamette Sailing Club

### Spring Series

Place	Sail #	Skipper	Total
1	541	Tony Norris	6
2	2598	Bill Symes	7
3	2296	Mike Farthing	8
4	2298	Erik Goodfriend	10

Four races with no throw-out

### Summer Series One

Place	Sail #	Skipper	Total
1	2598	Bill Symes	33
2	541	Tony Norris 44	
3	2296	Mike Farthing	62
4	1454	Mark Vandershale	72
5	2298	Erik Goodfriend	72
6	1621	Jeff Castleberry	82
7	590	Jeff Causey 82	
8	821	Chris Ferlazzo	95

Twenty-three races with four throw-outs

### Summer Series Two

Place	Sail #	Skipper	Total
1	1454	Marc Vander Schalie	33
2	541	Tony Norris 40	
3	2598	Bill Symes DNC	54
4	2298	Erik Goodfriend	69
5	821	Chris Ferlazzo	72
6	590	Jeff Causey 73	
7	1621	Jeff Castleberry	75
8	2296	Mike Farthing	78

Twenty-five races with five throw-outs

# AUSSIE WORLDS

Snapshots from Down Under



Yes, there really were 24 crocodiles!



Light air start

Sharon Lane



Shelley dances at Mandorah



Loren, Bruce and Alex



Bruce Gage and Indi Finch



giant Termite Mound

July 1st-8th, 2005

Darwin Sailing Club, NT, Australia

Place	Skipper	Crew	Sail #	Country	Total
1	Rob Douglass	Nicole Douglass	2710	AUS	38
2	Craig McPhee	Kevin Kellow	2780	AUS	45
3	Ikuya Tanaka	Noriko Tanaka	2765	JPN	65
4	R.Longbottom	John Force	2475	AUS	70
5	Ben Nicholas	Thomas Winter	2674	AUS	71
6	David Bretherton	Doris Bretherton	2790	AUS	74
7	Martin Linsley	Nick Grey	2482	AUS	83
8	Dan Vincent	Hamish Walker	2492	GBR	95
9	Dan Walker	Caroline Eyre	2484	GBR	100
10	Phil Darby	Chris Darby	170	AUS	109
11	H. Macfarlane	Chris Payne	2781	AUS	127
12	Mark Henger	Mark Edmonds	2064	AUS	130
13	Michael Paynter	Kim Paynter	2659	AUS	154
14	Lachlan Brown	Trish Collocott	2734	AUS	156
15	Derick Warne	Gwen Warne	2601	AUS	158
16	Bruce Gage	Indra Finch	2793	USA	163
17	Luke Owen	Amelia Butler	2776	AUS	164
18	Dave Collins	Stephanie Sheridan	789	AUS	169
19	Megan Ridgway	Hugh Ridgway	2570	AUS	170
20	Paul Ridgway	Bronwyn Ridgway	2742	AUS	177
21	Peter Wilson	Glen Wilson	2714	AUS	177
22	Alistair Murray	Clare Murray	2779	AUS	180
23	Sean Hackett	Matthew Neale	2667	AUS	185
24	Jeff Mephram	Matthew Fitzgerald	2580	AUS	193
25	Martyn Sly	Sue Sly	2777	AUS	201
26	Mark Lainson	James Lainson	2579	AUS	205
27	Constantine Udo	Jan Slotemaker	638	NED	206
28	Jonathan Ross	Jane Sly	2789	AUS	209
29	Junichiro Hirao	Reiko Hirao	2669	JPN	213
30	Rob Gilpin	Jacqui Isaacs	2608	AUS	216
31	Dave Higgins	Brett Yardley	1954	AUS	232
32	Ray Martin	AnnMaree Martin	2785	AUS	240
33	Kym Widdows	Melissa Crawford	2782	AUS	244
34	M. Komatsu	Masaru Ogawa	2761	JPN	257
35	Fumio Kaneko	Rumi Kaneko	2676	JPN	258
36	Peter MacGregor	Duncan MacGregor	2536	AUS	265
37	A. Almond	Lockie Pearman	2656	AUS	268
38	Chris Batenburg	Camille Woodhouse	1047	AUS	270
39	S. Templeton	Nicole Kidman	2092	AUS	273
40	A. Nicholson	Rebecca Nicholson	2075	AUS	284
41	Hugh Tait	Penny Tait	2569	AUS	300
42	James Chilman	Libby Collins	2462	AUS	311
43	Jordan Spencer	Jackie Prentice	2613	AUS	315
44	Satoshi Ikeuchi	Kazuhiro Yonekura	2736	JPN	317
45	Chris Allen	Lee-Anne Allen	2673	AUS	321
46	Kate Rooke	Dave Moy	2473	GBR	325
47	Darryl Bentley	Andrew Foulkes	2237	AUS	332
48	David Mann	Caitlin Walz	2584	AUS	341
49	Graham Hanna	Liz Kemmis	2727	AUS	348
50	Cary Pedicini	Pat Pedicini	1908	AUS	353
51	Derek Hadwen	Trish McVeagh	2578	AUS	363
52	T. Miyashita	Hirofumi Kanetsuki	2709	JPN	383
53	Kayne Binks	Louise Blagrove	782	AUS	387
54	Hugh Bekkers	John Connell	1918	AUS	398
55	M. Prendergast	Andrew Rae	2717	AUS	401
56	John Eriksson	Jim Rae	2747	AUS	413
57	Josh McCall	Ben Callard	2319	AUS	416
58	D. Robertson	Paul Robertson	2590	AUS	417
59	James Livesley	John Livesley	2184	AUS	419
60	J. Richardson	Leigh Richardson	2235	AUS	444
61	Tony Creak	Julie Creak	2076	AUS	444
62	Geoff Klein	Jane Klein	2728	AUS	448
63	Chris Parkinson	Beryl Parkinson	2665	AUS	458
64	Fred Ackland	Tracey Deckert	772	AUS	461
65	Greg Heath	Judy Heath	2134	AUS	480
66	John Lawton	Kevin Baker	2640	GBR	485
67	Warren Morris	Matthew Morris	2788	AUS	485
68	Chris Carden	Chris Smith	2666	AUS	491
69	Bill Quinn	Megan Darby	2143	AUS	498
70	Claire Wharton	Taryn Batenburg	1673	AUS	499
71	Bob Wright	Gillian Berry	160	AUS	512
72	L. Gustavsson	Taison Eady	2067	AUS	524
73	Kim Short	Michael Lees	2658	AUS	533

# worlds results continued

74	Karl Cooksley	Pam Martin	1862	AUS	534
75	Amy Nicholas	Elaine Nicholas	2024	AUS	542
76	David Seaton	Deborah Seaton	2731	AUS	543
77	Jenny Simondson	John Simondson	2072	AUS	555
78	Ian Best	Karen Tocque	2619	AUS	564
79	S.Cruickshank	Jamye McManus	2246	AUS	570
80	Yoshinobu Kure	Saori Watanabe	2768	JPN	572
81	Evan Steele	Darryl Brooksby	2551	AUS	572
82	Bruce Gillespie	Anne Muller	2348	AUS	576
83	Hiroshi Akai	Asuka Akai	2762	JPN	578
84	Bart Thompson	Sharon Thompson	2131	AUS	584
85	Mark Hansen	Graham Hansen	2611	AUS	598
86	R. MacDonald	Michael Campbell	1885	AUS	610
87	Michael Rock	Scott King	2002	AUS	611
88	Damien Ford	Storm Ariho	774	AUS	612
89	R. Spencer	Peter Graham	2280	CAN	615
90	Gary Foley	Kate Douglass	2567	AUS	622
91	Ian James	Peter Nicholson	760	AUS	623
92	Ken Pearson	Marie Hannaford	2650	AUS	640
93	G. Motoyoshi	Mahoro Sekiguchi	2395	JPN	641
94	Jenr Ramsay	Scott Ramsay	1666	AUS	657
95	John Jacob	Connor Gollow	2337	AUS	661
96	Steve Tyerman	Sue Tyerman	2079	AUS	662
97	T. Miyamoto	Hironichi Kameyama	2593	JPN	709
98	Philip Smith	Russell Steele	1926	AUS	724
99	Bryan Hill	Moirra Hill	2778	AUS	740
100	Nigel Amphlett	Amelia Gould	2496	GBR	742
101	Will Crossley	Andy Wilcox	1999	GBR	743
102	Colin Franke	Wendy Franke	1871	AUS	744
103	J. Tyrrell	Vanessa Ross	2606	AUS	750
104	David Ingleton	Lesley Bennett	2792	AUS	751
105	Michael Dale	Naomi Dale	765	AUS	751
106	Brad Tallis	Jared & Tayla Tallis	2618	AUS	754
107	Alan Sutton	Marilyn Sutton	2089	AUS	759
108	Zoe Chilman	David Rose	2132	AUS	782
109	Stephen Evans	Jane Sheridan	2220	AUS	784
110	Michael Wadley	Sarah Hitchcock	2472	AUS	785
111	Ian Church	Janice Millar	2321	AUS	792
112	Shelley Macy	Gary Brandt	2379	USA	793
113	Lucille Tautelei	Sally Jones	1962	AUS	805
114	Fiona McManus	Danny McManus	2612	AUS	811
115	Marcus Ilton	Vivian Eugster	2218	AUS	824
116	Karen Geach	Lindsey Wharton	2057	AUS	840
117	Robert Draper	Joel Whalley	2474	GBR	856
118	Michael Sue	Brenton Watts	2600	AUS	862
119	Ken Roper	Bjorn Godwin	1886	AUS	871
120	Ian Scholes	Will Scholes	1001	AUS	890
121	Ron Anderson	Jackie Bange	1958	AUS	890
122	J. Seccafien	Peter Weir	2063	AUS	896
123	P. Colquhoun	Sandra Colquhoun	2347	AUS	898
124	Andrea Rice	Annaleis Martin	757	AUS	898
125	Robin Uhe	Kevin Bennett	2320	AUS	913
126	Phillip Norman	Graeme Bruce	2240	AUS	915
127	Jeff Swann	Leonie Turra	2126	AUS	918
128	Nicola Howe	Sophie Callander	2604	AUS	933
129	M. O'Donohue	Jessica Barr	2008	AUS	991
130	Mitsuru Tateuchi		2720	JPN	1056
131	Frank Katers	Carrie Collett	1946	AUS	1320



Darwin boat park



Frank Bethwaite & Gary Brandt



Richard Spencer & Peter Graham



Nitmiluk Gorge

Gary Brandt Photos



Crowded mark rounding

Marine Photography, Australia

# race results

## Tasar BC and North American Championship

September 10th and 11th, 2005

Jericho Sailing Centre

Place	Sail #	Skipper/Crew	Total
1	2684	Scott & Penny Davis	19
2	2693	Ross & Marcia MacDonald	26
3	2683	Thilo Giese / Sandra Towers	27
4	2678	Andy Schmidt / Erin Harkins	31
5	2690	Fritz Lanzinger / Rachel Guthrie	37
6	2691	Chris & Molly Lanzinger	37
7	2677	T. Murphy / R.Coleman / L. Allison	39
8	2699	Ronald & Laura Konitzer	40
9	2280	Richard Spencer / Peter Graham	61
10	2388	Guy & Marie Wall	66
11	1539	Tony & Kyle Martin	69
12	2278	Kimball Hall / Becca Pease	73
13	301	Andy Mills / Tina Foxx	80
14	2753	Andriy Kanyuka / Petra Hoermann	98
15	2752	Brian Key / Elisabeth Hafeli	101
16	2389	Derek Stanger / Paul Wolstenholme	115
17	231	R. Tigler-Wybrandt / Dave Macintosh	119
18	2379	Shelley Macy / Gary Brandt	129
19	2385	Kevin & Rianna Crook	130
20	2262	Ryan Allderman / Tamara Ibbott	136
21	1561	Paul & Will Hansen	137
22	853	Colin Lee / Andy Dennier	139
23	2265	Michael & Elizabeth Schalka	143
24	2597	Peter Nash / Richard Lament	145

8 races with one drop



## Turkey Bowl

November 20th and 21st, 2004

Corinthian Yacht Club of Seattle

Place	Sail #	Skipper/Crew	Total
1	2398	Carol & Carl Buchan	14
2	2678	Andrew Schmidt / Erin Harkins	18
3	2397	Bruce & Indi Gage	22
4	2388	Guy & Marie Wall	30
5	2698	Jay & Lisa Renehan	36
6	2278	Kimbal Hal / Pecca Beassel	42
7	2279	Ryan Zehnder / Kim Kishi	45
8	2379	Shelley Macy / Gary Brandt	54

10 races with two throw-outs



Andy Schmidt & Erin Harkins



Jay & Lisa Renehan



Andy Schmidt & Erin Harkins



Guy & Marie Wall



Carol & Carl Buchan

## Getting up to speed in a Tasar

By any account, Tasars are tricky boats to learn how to sail. As with anything new, the best way to get better is to spend time on it. Over the past year Becca and I have learned a lot about the Tasar by getting to know the boat on and off the water.

Like many other new Tasar owners, we bought a used boat—16 years old in our case—so there has been some repairs and preventative maintenance that we have had to do. Spending time going over the boat to make sure that everything worked the way that I wanted it to has helped us get the most out of our time on the water rather than being frustrated with sticky tracks, chaffing lines and broken parts. It also helped to check with other sailors to see how they rigged their boats and made everything work.

Undoubtedly the best thing that we did this season was going to as many Thursday night races as possible. We quickly figured out how to sail the boat better by going out with other boats on a weekly basis, and we didn't forget what we had learned the last time out...plus its way more fun than running errands or watching TV. As far as actually sailing the boat goes, here are a few tips for beginning Tasar sailors that will at least help you keep up with the fleet while going around the buoys:

- 1. For the crew:** Tack the mast at the beginning of the tack. Its way easier to pull the handle at the beginning of the tack than to push it over after the tack.
- 2. For the skipper:** Cleat the mainsheet during the tack. You only have 2 hands, and one has to be on the tiller. That leaves one hand for dealing with the mainsheet/traveler, and it is more important to adjust the traveler than the mainsheet during the tack. For some reason I thought that I could juggle the tiller, the mainsheet and the traveler at first, but I sure couldn't get it to work.
- 3. Downwind:** Let the shrouds off, and sit forward! This one made the biggest difference for us. The first few times we went out, we couldn't figure out why everyone was passing us downwind. Letting the shrouds forward allows the mainsail to go out farther without being choked off, it eases the tension on the forestay so the jib can fill better, and it lets you sit farther forward. Since I'm a pretty big guy, getting my butt forward and the stern out of the water is a big deal.



Kimball Hall & Becca Pease

Sean Trew Photo

**4. Upwind:** Pull the shrouds back, and sit forward! In order to go fast upwind, the forestay doesn't need to be super tight but it certainly needs to be tighter than when going downwind. If you don't lube the tracks though, pulling the shrouds back can be a lot harder than it needs to be. Make sure that you spray the tracks down with your favorite lubricant every once in a while before you head out - I prefer WD40 for this, others like McLube. Since the track is pretty far back when you're going upwind, the crew should get right up against the shroud, and the skipper should get cozy with the crew to keep the stern out of the water—again this was a big deal for us.

**5. Keep the boat in the groove.** This one is a little harder to explain. When the boat is really going well, it just feels good—there is plenty of power in the sail, the boat is nice and stable, and the rudder is very responsive. When you fall out of the groove the boat feels slow, it heels to windward, and all the power goes out of the sails. By spending time sailing the boat and just focusing on boat speed, you learn how to feel the difference between the two, and you get the feeling for when the boat is about to fall out of the groove and what to do to keep it going well.

So to sum everything up; fix up your boat so that it works the way you want it to, and go sailing—lots.

**-Kimball Hall**

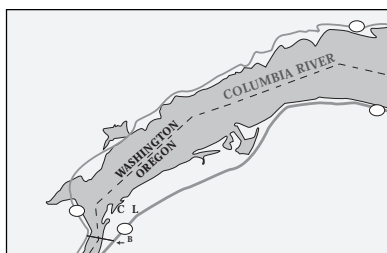


## WINNING TACTICS IN CASCADE LOCKS

*Tips from Jonathan McKee*

The Gorge is a great place for developing upwind boatspeed, because you can get consistently strong breeze day after day, a rarity at other NW venues. But in the end it is usually strong tactics, together with adequate speed, that will win the regatta.

One unique aspect of the Gorge is how well you can see the wind on the water. This allows you to trust you're your eyes more than normal, especially the arrival of new puffs. I find it is useful to plan out the beat before the start, thinking about where I want to tack in the absence of other boats. Let's begin by asking a few basic questions that will vary day by day:



**1 How strong is the wind?** The more wind there is, the less we can tack because the loss from each tack is higher. If the wind is over 20 knots, I would prefer to make 2 to 4 tacks during the beat, no more. Each tack can cost as much as 3 boatlengths, so you have to use them very carefully. This means you sometimes have to sail in bad air for a while, or sail on a bad shift for part of the beat. As difficult as this is, it is generally better than tacking too often. However, if the wind is lighter, say 12 knots, when the tack loss is more like 1 boatlength, it might pay to tack as many as 8 times on a beat (although 6 tacks is probably a better bet).

**2 Is it blowing right down the river or off one shore?** If the direction is more or less straight down the river it will normally be more steady (less tacks) and stronger in the middle. Stronger wind is good up until about 20 knots, but above that you will actually go faster in less breeze (and smoother water), normally found near the edges. If the breeze is blowing off one shore a little bit, that side will usually pay, because the wind curves to blow more off that shore, producing a lift leaving the shore. Since you can't

play every shift, just try to be on the lifted tack for most of the way into the shore, then pick a good time to tack out. You have to be pretty patient if you continue to lift as you approach the shore. The danger here is to get too close to shore where the wind can be quite light, so if you don't see another puff coming, think about heading

offshore while you still have decent breeze. Often the best plan is do this twice, or 4 tacks total. In Cascade Locks this is often the Oregon shore, because the river takes a little northward bend upwind of the start, thus blowing off the Oregon side more often than not. In this case, try to get a good start and hold starboard for as long

as the wind velocity is pretty good, then ride the port tack lift most of the way up the leg. If the beat is longer, you may tack back again halfway up if you get a good header.

**3 How strong is the current?** If there is a lot of upwind current, typically early in the year, the middle right is sometimes better because it is more in the channel, thus more positive current. Somewhat balancing this, the waves can be significantly bigger here, so you will go slower through the water (though faster over the bottom). Also, be very careful at the start in lots of current. Don't set up too close to the line, and take a practice run to figure out the time-distance. You also have to be careful not to overstand the windward mark as well.

**4 Moderate Westerly.** If the wind is lighter, you can tack more often, but it is still better to sail through some small or short-duration shifts to make sure you get the bigger shifts. Also wind speed becomes more important, so you should focus on finding velocity and a little less on the shift.

**5 The Importance of Boatspeed.** Even though the Gorge is a very tactical venue, it rewards superior boatspeed. It is especially important to be able to hold a good lane on starboard after the start, as the early tack is generally a loser (unless there is big current advantage right or the wind is north). It is also key to be able to go fast on the long port tack coming off the Oregon shore, as there are often a few boats bow-to-bow. As the wind comes up, make sure your rig is tight enough to help flatten the jib. I like to move my shroud pins down 1 hole from the normal setting, so the leeward shroud is just coming loose in the puffs. Don't be afraid to use lots of Cunningham as you start to drop the traveler below centerline. We use moderate vang in the puffs and loose vang in the lulls.



Also, the jib trim is very important, especially when puffy. You should ease the jib 2" to 4" at the beginning of the biggest puffs, then trim it back in as the blast passes. Easing both jib and traveler at the same time as the puff hits is really fast, but don't forget to trim back after the initial blast goes by. This is where a top notch crew will really earn her Chardonnay, but even newer crews can learn this technique to very good effect. One of the challenges is to ease the jib without coming in from hiking too much. I find it helpful to count down the time to the puff so we are both on the same timing. If the puff is smaller it is better to just hike super hard and drop the trav. Don't be afraid to steer very aggressively as it gets more puffy.

**6 Figure Out the Pattern.** Often the wind pattern will stay fairly constant for a couple of hours, or 2-3 races. If you can figure out a good track up the course, you can use it each time and thus not have to think too much. Then you can focus more on speed. But be aware if the pattern starts to change, as it eventually will. This is a good time to watch the compass a little bit, noticing if the range of directions start to migrate one way or the other. Then you have to throw out the old track and figure out the new pattern.

**7 Upwind in an Easterly.** An easterly can be a very challenging wind to figure out. Usually there are patterns to the breeze, and once you figure out the best track you can reproduce it beat after beat like a westerly. The upwind legs are longer since you are against the current, so don't give up

hiking, and keep working hard right to the windward mark. The right side often pays, as there is usually a little right shift in the breeze, and the current is less. But don't just blindly go right; pick your times when the velocity and shift are both relatively favorable. The right approach to the mark is often a winner.

**8 Downwind.** Running is mostly a matter of staying in maximum windspeed and going fast. It sometimes pays to reach up or go by the lee to latch onto a nearby puff, but I usually don't go too far out of my way because the distance lost is hard to make up. Also the puffs don't always move in the direction you think. There will always be other boats with more wind at a particular time, but don't get frustrated and wait for your puff to come.

Reaching is a little more interesting, because the current is more of a factor. The first thing to focus on is getting up on a plane, which means staying hiked out around the mark. Don't be in too much of a hurry to get the centerboard, outhaul, shrouds etc, just keep the boat planing and you can make a big gain here. Once on the leg, there are certain fast angles to sail, especially in marginal planing conditions. If you can reach up a little and start to plane, by all means go for it. On the other hand, if you are already planing try to sail a little lower and stay in the puff (and downcurrent). If you are not going to plane anyways, it usually pays to sail a little lower so you don't get too far upstream while waiting for a chance to plane. However if you see a puff to windward, make sure you head up to get it sooner, then bear away and ride it low once you are going fast. Pay extra attention to the current as you approach the mark. It is easy to get forced into a bad rounding because you lost track of the current at the end of the leg.

**9 Have Fun!** The Gorge is without a doubt one of the best small boat sailing venues in the world. It is challenging in terms of speed, tactics and boathandling, and can often be humbling. But the combination of fresh water, upwind current, and good breeze is a rare treat, and should be enjoyed as its own reward. Use the opportunity to get a better feel for your boat and don't be afraid to try different setups to make the boat easier to sail. Accept that you will not be on the lifted tack all of the time, because you don't want to tack too often. And by all means enjoy the ride downwind. This is Tasar sailing at its best, and if there is a race going on, so much the better! -jm



Jonathan & Libby McKee in winning style at the CGOD Regatta

Sean Trew Photos

## fitness tips

### Winter Conditioning

It's April and you're driving to the first regatta of the year thinking "I can't wait to get in my boat, I haven't sailed my Tasar all winter." As you make your way into the parking lot you look out onto the water and see white caps and sun, and you think to yourself, "Yes, sunny and windy!"

As you get into your boat and push off onto the water you see the course has been set, so you look upwind at the waves coming down the course and realize the current is coming in hard, your first thought is, "long weather leg, can't even see the mark," your second thought is, "oh no, that means a lot of hiking," so you look down at your quads with dread and wonder if they'll ever make it through the day.

How about avoiding the dread by keeping in sailing shape this winter?!



According to Annapolis Sailing Fitness Trainer, Harry Legum, "Any sailor looking to increase his or her fitness for sailing should begin by building core strength. A sturdy core of stomach and back muscles is necessary for good balance and overall strength. Each physical task in sailing—hiking on a dinghy, trimming a jib, jumping a halyard, carrying a flaked headsail below decks, or gybing a spinnaker pole—is complicated by the boat's movement through the water. For instance, trimming a 200-square-foot jib with a winch is straightforward on a flat and stationary surface. Adding 15 degrees of heel and a pitching motion complicates the action. In each case you rely on strong leg, stomach, and back muscles to maintain balance and support other muscle groups."

Recommendations include adding some form of flexibility, balance and core training in your workout, such as yoga, Pilates, working with a ball, bosu, wall sits, crunches and push ups. These kinds of exercises keep your joints' range of motion from diminishing and help avoid injury.



*To work your core, try this on an exercise ball. Working with a ball will more closely simulate your movements on the Tasar by working your stabilizing muscles as well. Kneeling, place your palms on top of the ball and roll forward.*



*To roll back, press down on your forearms and use your abdominal muscles to pull you back up. Repeat until you are fatigued.*



## fitness tips

A complete fitness program not only works on the core, but also includes aerobic activity and strength exercises. Aerobic activity means working the heart and the cardiovascular system. Aerobic exercise not only improves your overall health, but can also reduce your risk for diabetes, cancer, and heart disease. At least 1 hour a day three times a week is recommended. Any exercise whereby you can maintain a steady heart rate works. This can include running, swimming, cycling, rowing...whatever it is that you are most likely to leave the couch for. Remember to change up the activity from time to time to vary the stresses put on the body and prevent injury.

And finally, strength training, which not only builds up muscles, but will rev up your metabolism, reduce risk of illness, and improve performance. Whether you pick free weights, or machines, remember to include all the muscle groups, arms, chest, back, stomach, hips and legs.

Unlike our Tasars, our bodies are able to repair themselves to a level stronger than it was before we damaged it. Exercising breaks down or damages the muscles, only to have them recover stronger with more endurance. So take the time this winter to improve your strength and aerobic capacity so you don't have to sheet out when your legs start shaking.

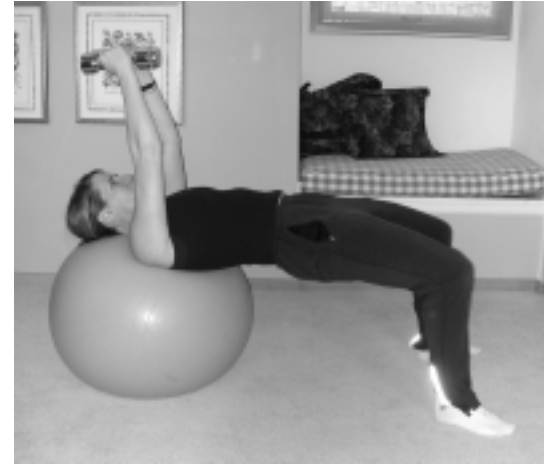
For more information on sailing fitness check out "Sail Fitter" by Michael Blackburn.

**-Molly Lanzinger**

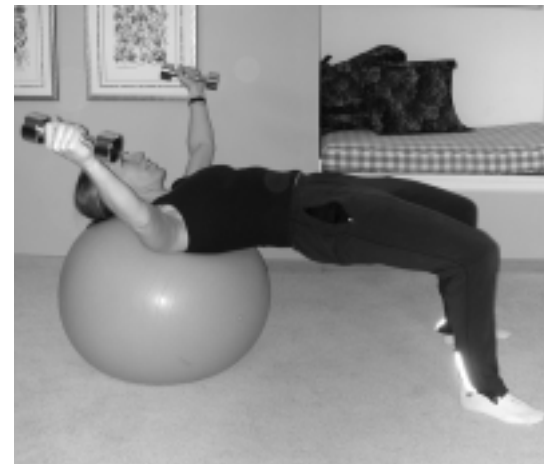


### Possible 2007 Tasar Worlds at Kaneohe

A Tasar World championship at Kaneohe Yacht Club in Hawaii in September 2007 is being considered. We don't have firm information on costs, but estimate about \$1000 to ship a boat, and around \$600 in entry fees (Kaneohe would provide all race committee, support and rescue boats and staff). Both figures would vary, depending on the number of boats competing. There was general support for both the venue and the timing, although the cost would make it difficult for many Tasar crews to attend. Thought is being put to possible fundraising efforts to send North American teams desiring to attend.



*To keep your arms strong for jib and mainsheet trimming, balance on the ball with your shoulders and support your body with your core muscles. Hold two weights above your head.*



*Pull your arms apart and slowly drop to a horizontal position keeping your elbows slightly bent. Raise them to the original vertical position and repeat until fatigued. Again, balancing on the ball utilizes your stabilizing muscles.*





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P.O. BOX 374, MEDINA, WA 98039

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## Website Links...

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| Corinthian Yacht Club     | <a href="http://www.cycseattle.org">www.cycseattle.org</a>                       |
| Gorge Racing Association  | <a href="http://www.cgra.org">www.cgra.org</a>                                   |
| Jericho Sailing Center    | <a href="http://www.jsca.bc.ca">www.jsca.bc.ca</a>                               |
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| Royal Vancouver YC        | <a href="http://www.royalvan.com">www.royalvan.com</a>                           |
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| Sean Trew Photography     | <a href="http://www.pacificfog.net">www.pacificfog.net</a>                       |



*Andy Schmidt and Erin Harkens surf the Gorge at the CGOD Regatta*

Sean Trew Photo

# Membership/Address Change

NORTH AMERICAN TASAR ASSOCIATION

2006  
NATA Dues  
\$5 USD  
\$5 CND

NAME	CREW		
ADDRESS		APT./SUITE NO.	
CITY	STATE/PROVINCE	ZIP/POST CODE	COUNTRY
PHONE	FAX	E-MAIL	
BOAT NUMBER	COLOR	BOAT NAME	

Please mail completed form with check or money order to NATA, 3190 West 43<sup>rd</sup> Avenue, Vancouver, BC Canada V6N 3J5

\$30 USD \$40 CND Membership year is January 1 through December 31, 2006