

Tasar UK State of Affairs: Report For Worlds Tasar Committee

Japan Worlds 2017

Rod Porteous

This report sets out a brief summary of Tasar sailing activities in the UK over the past few years and provides an introduction, following agreement of the WTC, for Tasar UK to hold a Tasar World Championship at Hayling Island Sailing Club (HISC) in 2019.

I would firstly like to introduce myself. I have sailed since I was 8 years old, starting on Sand-yachts and progressing through some high performance dinghy's. About 19 years ago I bought my first tasar to sail with my children whilst still sailing other classes. Since then I have attend many nationals and world championships, but only Cascade Locks USA being outside of the UK. I have been active with the UK class committee. I am delighted to have won the 2016 Tasar Nationals and to be acting Tasar UK Chairman heading up the organisation of the 2019 World Championship. I am supported by a small worlds committee who are knowledgeable, supportive and passionate to deliver a first class 2019 worlds' event at HISC. I hope you find the worlds taster presentation from Roger of interest.

Over the past fifteen or so years there has been a proliferation of new small manufacturers one design dinghies coming onto the UK market from such manufactures as RS Sailing. Some have failed and others, such as the RS 200, have seen spectacular success. Many traditional classes have seen a reduction in attendance numbers, whilst others have remained stable or in specific cases such as the Merlin Rocket, a development class, grown steadily with strong attendance numbers.

For about the past 20 years the Royal Yachting Association (RYA) has continued to develop the concept of youth classes with dedicated youth racing located across the country in zones. This has had the effect of fewer younger sailors participating as crews with older sailors at weekend club racing, an area where the Tasar did well in attracting crews, with those crews then subsequently obtaining their own tasar's. Consequently there are less young people sailing tasar's now than there was 15 or so years ago.

The high cost of fuel and general austerity that the UK has been experiencing has seen many dinghy sailing travellers events suffer with reduced attendance. This coupled with the ageing profile of the Tasar fleet and reduced younger sailors has seen a decline in the desire of tasar sailors to travel to class racing events.

The consequence of this declining support has been the necessity to "piggy back" onto existing well recognised handicap racing events and encourage Tasar sailors to attend these class "supported" events. National's attendance has remained steady and seen 20,21,22 and 26 boats over the past four years. It appears the UK tasar class still wants to have a single large annual event.

There have been approximately 5 new boats delivered over the past four years. Second hand values for good quality boats are stable as they remain competitive for UK racing. However the cost of replacement masts, boom and sails is known

to deter people from buying the boat as a second family dinghy. A number of UK sailors felt sufficiently aggrieved at the price and quality of sails to have a very limited number of high quality training sails manufactured overseas at a fraction of the cost of the current class supplied sails. They have not been permitted to use these sails at recognised Tasar events.

The UK dealer, Signal Locker is rightly concerned at the approach of training sails as the viability of their business is threatened. But the cost of sails is believed to significantly threaten the longevity of the class in the UK and must be recognised by the WTC if our UK fleet is to continue.

The UK class association are also considerably concerned with the proposed changes of centre board box with the potential to use alternative foils in the future and would like to see some Hydraulic tank testing results, easily obtainable via university lab facilities, to substantiate the publicised claim of no performance implication. We would like to see facts not opinions.

The Class Association is progressing arrangements to hold the 2019 world championship at the prestigious Hayling Island Sailing club. No doubt many competitors at Japan will already be aware of this club and its reputation. The 2018 nationals have also been confirmed to be held at HISC, with the intention of building support from the home club and hopefully attracting some overseas sailors whom we will be able to arrange some loan boats for.

I hope you enjoy Roger's presentation about the Worlds 2019 event, in your welcome pack you should have some details sign boarding you to where further information may be obtained.

I look forward to meeting you in 2018 and 2019

Rod Porteous