

NOTICE IS HEREBY GIVEN OF A SPECIAL GENERAL MEETING TO BE HELD AT GLENELG SAILING CLUB ON FRIDAY, 17 AUGUST 1990 AT 7.30 P.M. TO CONSIDER PROPOSALS AS DETAILED BELOW FOR ALTERATION TO THE CLASS RESTRICTIONS

1 BUILDING RESTRICTION SUBCOMMITTEE PROPOSALS

The subcommittee has had several informal discussions and one formal meeting to examine developments in the class and see what changes are required as a result. Surprisingly, little has emerged since the last restriction review in 1987 when a lot of minor improvements were made and ambiguities were clarified. This time only a couple of changes are proposed.

1.1 RESTRICTION 5.9

Restriction 5.9 currently reads:

"All plywood used in hull construction shall have a waterproof glue line to Type A bond standard or equivalent ply marine grade application, minimum thickness:

- hull sides, forward deck, rear deck = 4 mm
- centre deck = 8 mm
- frames = 4 mm."

It is proposed to change just the minimum thickness specifications to read:

- hull sides, forward deck, rear deck = 3.5 mm
- centre deck = 7.0 mm
- frames = 3.5 mm"

Reason for change

This is simply a loose end which needs to be tied up. Currently some legal eagle could eliminate virtually the whole plywood Mosquito fleet because the ply on these boats, while nominally 4 mm thick, is actually only 3.6 mm to 3.7 mm thick. Clearly this anomaly needs to be corrected, and the simplest way of doing it is to reduce the minimum thickness to an appropriate figure.

1.2 RESTRICTION 10.1

Restriction 10.1 currently reads:

"The total assembled weight of hulls, correctors (if any), main beam, rear beam, centre beam, trampoline, centreboards, rudders, tillers, connecting arm, tiller extensions, main sheet track or wire house, main sheet travellers or

slide and all fittings bolted, screwed or permanently fixed to the boat shall be not less than 60 kg when in dry condition to the measurer's satisfaction. Not included in this weight are: spars, standing or running rigging, sails and all other loose or easily removable gear."

It is proposed to change this to read:

"The total assembled weight of hulls, correctors (if any), main beam, rear beam, central beam, trampoline, main sheet track or wire house, main sheet travellers or slide and all fittings bolted, screwed or permanently fixed to the boat shall be not less than 60 kg when in dry condition to the measurer's satisfaction. Correctors if required, shall be securely fixed inside the ends of the beams as follows:

- (i) boats weighing more than 55 kg—one half of weight in each end of main beam.
- (ii) boats weighing 55 kg or less—one quarter of weight in each end of main and rear beams."

Reason for change

Until recently the minimum weight of the Mosquito (60 kg including centreboards, rudders and associated stocks, etc) was unattainable with either fibreglass or plywood construction. The Mosquito Catamaran Association of SA Inc. has argued for many years that this is dangerous for the class as it encourages the home builder to diverge from the building plans in the pursuit of lighter (and potentially weaker) construction. Indeed, boats with substantial amounts of internal stiffening left out are known to have been built and raced interstate.

In addition to this risk, the low minimum weight also left the class vulnerable to the development of high-tech hulls which, like the 18 foot skiffs in Sydney, were expensive but extraordinarily light and stiff, and which gave the owners a significant edge on the racing course. This development now appears to have become a reality in the form of Jim Boyer's kevlar hulls. Those hulls are exceptionally fast and have made a significant impact on the fleet nationally. Indeed, there is now a feeling in this state and elsewhere that the home builder of plywood hulls (the traditional base of the class) can no longer compete with these machines in level rating racing. The simple answer is to increase the minimum weight to a figure which can be achieved readily by the do-it-yourself builder. Removing the foils, rudder boxes, connector bar and tiller extension from the boat to be weighed accomplishes this by effectively adding about 10 kg to the minimum weight. Given that boats will now have to be weighed before national championships, etc. this is the best way of achieving the desired increase in weight with simplicity in policing it.

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