

MozzieNet

June 2009

CONTENTS:

- **Presidential Position**
 - **Committee info**
 - **The Editorial Gybe**
 - **Mozzie Net Classifieds**
- MCASA Merchandise & MozzieNet Classifieds*
(now at <http://www.mossie.org.au/>)

Mosquito Catamaran Association of S.A. [Inc.]

If undelivered, return to:
PO Box 532
PLYMPTON, SA 5038

[Association Registration No. 10287M]
Web site at <http://www.mossie.org.au>



MOSQUITO CATAMARAN ASSOCIATION OF SA INC
COMMITTEE MEMBERS 2007-2008

PRESIDENT

Graeme Davies
P.O. box 458 Gawler 5118
(h)08 85243118 / 0407 701 396
Email gmdavies@baonline.com.au

VICE PRESIDENT/ WEB MANAGER

Ben Clark
ben.clark@didata.com.au

SECRETARY/ NEWSLETTER

Roy Douglas
47 Valleyview Drive
McLaren Vale 5171
Ph 83230006
Mob 0431131303
Email : rvdoug@senet.com.au

TREASURER

Sarah Martin
sarah.martin@flinders.edu.au

HANDICAPPER

Simon Hallsworth
simon.hallsworth@tafesa.edu.au

MEASURER

Peter Dunk
Mob 0439 335 781
pjd001@hotmail.com

NATIONAL SECRETARY

David Dunk
Email to_sailaway@bigpond.com

GENERAL COMMITTEE

Phillip Flaherty
Email: PFlaherty3@bigpond.com
Simon Hallsworth
Graeme Davies
Roy Douglas
Peter Dunk
Rick Tuohy email Rick2e@optusnet.com.au,
Sarah. M. Martin
David Dunk Country Representative
to_sailaway@bigpond.com

HONARARY AUDITOR

Karen Adams
NATIONAL TECHNICAL OFFICER

Tim Shepperd 03 5339 3320
Email tshepperd@gmail.com
The address of the NMCC site has changed to
<http://home.vicnet.net.au/~nmcca/>

LIFE MEMBERS

Member	Joined MCASA	Nominated
John Lane	1973	1982
Don Rees	1976	1986
Malcolm Hughes	1974	1988
Alec Stevens	1977	1992
Richard Armfield		2002
Peter Hallsworth		2002

Presidents Position

Greetings to all, from your newly appointed president. Firstly I would like to thank Phillip Flaherty for his efforts over the last 8 years. I would also like to thank the committee members for showing such confidence in me, and I will do my best to live up to their expectations. There have been quite a few changes to the committee line up

President	Graeme Davies
Vice President/	
Web Manager	Ben Clark
Secretary	Roy Douglas
Treasurer	Sarah Martin
Measurer	Peter Dunk
Handicapper	Simon Hallsworth
Newsletter Editor	Roy Douglas
Country Representative/	
National Secretary	David Dunk
Gen committee	Phillip Flaherty [Merchandise Officer], Hubie Tucker, Rick Tuohy.

Welcome back to the class, for Peter Hallsworth. Peter has returned to mozzies after a stint in Taipans and A Class. Peter is certainly no stranger to mozzies, he has owned about 6, and spent a total of 15 years sailing them, he is a life member of MCASA and brings with him a wealth of knowledge and experience. Peter has bought Jeremy Tustin's boat, last known as "Decider". This is a light weight locally build wooden boat by AJ Ginning which has been the centre of some controversy at times. I'm sure Peter will straighten it out and show us all that wooden boats can still be competitive.

Most of you would be aware we are not due to host a nationals series for a while, this year's competition will be in NSW at Mannering Park. This year the committee is looking at doing the state titles competition a bit differently, maybe all in one weekend.

If any of our members have any ideas on how to promote or lift the profile of the class, please feel free to contact myself or any of the committee and discuss. Committee meetings are accessible to all members. I would also like to encourage members to come along to committee meetings. Anyone wishing to attend should contact me so I can include any additional items on the agenda. We generally have meetings at ASC on the 3rd Thursday of every month, but that sometimes changes so check with me or any of the other committee members.

Graeme.

The Editorial Gybe,

A.G.M., 24/4/2009

Phil Flaherty has stepped down from the role of president after eight years at the helm of M.C.A.S.A.; he will however, stay on committee as Merchandise Officer, just as well, really, as all the stuff is stored in Phil's shed! Many thanks, Phil;

"**The Sting**" is the association's class boat which is available to sailing clubs for class promotion, learn to sail days, junior/novice training [with supervision of course] and also for hire in competition in Club, State and National titles. To justify the yearly costs associated with The Sting we need to utilize it more than we have been doing, so speak to your home club to make them aware of the boats existence and if it can be incorporated into the various training programs. Naturally, we do not want it bent and broken so, ultimately, committee reps will have the final say in who uses the boat.

Presentation Lunch

A booking has been made for 20-25 people at the Angas Park Hotel, Nuriootpa for lunch on Sunday 21st May, 2009. The decision to go to the Barossa Valley makes it less of a drive for our Riverland sailors and a nice day out for all our metro ones. [Metro as in metropolitan, not hair product and moisturiser!] For those wishing to attend a quick email or phone call to myself or Graeme would be handy for confirming numbers. Lunch in the Barossa? Someone has to do the hard jobs.

State Heats

Discussion at the last meeting favoured holding the state titles on one weekend instead of two, which has been the norm for the last couple of years. Reasons being not everyone can arrange two separate weekends for titles, November and February, one weekend gives less travelling for country and interstate competitors making it more attractive. Combining with another catamaran association, eg: Arrow/ Windrush etc is another possibility. This would give us more boats on the water making the event more viable to sailing clubs. A venue has yet to be decided.

Normanville

I read an article in Australian Sailing a couple of years ago that stated for a class of boats to survive at your local sailing club there is a critical mass [number of boats] below which that class will not survive. Lack of competition, predictable results, etc. Christies Sailing Club went from six mosquitos to one [me] in the space of two years. What happened? Two of the guys now campaign a sportsboat at Christies which is the current TS benchmark boat, another retired after 30+ years in harness, boats got bought and sold, one moved to the country with boat and Darryn sails at ASC for the competition. I found myself as Nobby No Friends with the beach to myself and infrequent boats to race with. What to do? A coin was tossed and Normanville Sailing Club got the nod over Adelaide Sailing Club based on; 1/ ASC already has a decent fleet, /2 adding another mossie to Normanville's fledgling fleet will be more beneficial to Normanville than adding another boat to ASC's much larger fleet, and would also add to the competition at NSC. There is a laid back, barefoot feel about the canvas clubhouse with some stunning Fleurieu Peninsula backdrops. The short course racing keeps you on your toes and with the sand hills affecting the afternoon sea breeze tactics are very much in play. Over the season there have been "A" Class, Yvonne's, Nacra's, Taipans, F16, Mossies, Arrows and Arafura's, Windrush, Maricat, Sundance etc plus varied dinghy classes all coming down for their Sunday racing. OK, so I have added a bit of critical mass to the mossies sailing at Normanville and also to the NSC in general. Critical mass applies to clubs as well as classes. Critical mass also applies to the age of participants as classes and clubs need youthful participants coming through to keep the clubs and classes viable. Christies has a dinghy based youth training program [Optimist Class, 2x303's a pacer and a 125] as do most of the metro clubs, but unless there are feeder classes for these juniors to go into they will drift away from the sport, which classes they sail depends very much on their home club and which classes are popular within that club. Catamarans still sit outside the mainstream as far as junior training, some clubs and state bodies go, the only "junior" cat readily available is the 11' Arafura Cadet which, luckily, Steve Rogers has a few in his shed. Steve is very approachable and can be contacted at tkewley@sa.chariot.net.au a natural progression would be Arafura-Arrow/Paper Tiger- Mosquito, or something similar as the mossie is a bit too powerful as a first boat for a complete novice, but an obvious choice for a sailor above the novice category looking for a more challenging boat. Each season various clubs hold try sailing days, we will have to organise one at Normanville with the "The Sting" and a couple of Steve's Arafura's.

Rum Race, Victor Harbor

A Personal View

A warm day with light winds was forecast for the day and that was exactly what we got. Eighteen dinghy's separated by yardstick into two divisions faced the starter's signal first, there were already eleven trailer sailers out on the course having started 30 minutes earlier. I had left home early and was pleasantly surprised to see the main rigging area already occupied with some expensive boats. F16's [2], F18's [2], Taipan 4.9's and 5.7's [2 each], Nacra 5.8's [3], Hobie 16's [2], Arrow and Arafura Cadets [1 each], and Mosquito's and Yvonne's with 6 boats each. Victor is the home club for most of the Yvonne's. The startline looked kind of small with 27 catamarans on it! One of the Nacra's was over the line early and restarted behind the fleet. The course was going to take us through a gate off Granite Island, up along the coast to the top mark set off The Bluff, back down through the gate again and on to the bottom mark just off Pt Elliot and a reach back to the finish in front of Victor Harbor's clubhouse. After the start the fleet gradually split as the influence of Wright Island on the breeze saw those starting at the pin end going further left than those starting at the committee boat. Same tack as the others but sailing in a slightly different wind pattern. We, [the pin end gang] seemed to making reasonably good speed over the water while keeping a watchful eye on the boats which had tacked away towards Granite Island, and therefore the gate. Naturally, the F18's, F16's, Nacra's and Taipans were at the front of the field but this is a yardstick event and would need to be well sailed to hang onto a top placing once yardsticks were taken into consideration. Approaching the gate the trailer sailers were on their way back under spinnaker while the cats were now amongst the dinghy classes so there were boats from all divisions converging on the gate from opposite directions, with the current also pushing boats toward the lower gate buoy leaving some competitors to throw in two extra tacks to get through. Simon Bone on Phat Cat and me had started at the pin end while Peter Nickolson on Spot and Steve Rogers on Fast Lane, had tacked away to the right after the start heading towards the causeway. We all converged at the gate within a minute of each other. Steve's first sail as a Mk1 mossie. The upwind leg to the Bluff was very scenic from the tramp, [wish I had my camera] and good for the mossies in general as most of the guys reported gaining places on this upwind leg, albeit briefly as the spinnaker boats would have the advantage on the downwind run. Also I could see the top boats on their way back to the gate from the top mark, Nacra's Bay Tram, Painter & Docker, Action Pics Blade F18 with Chris Dean and Scott Sullivan on board, Ten Tenths [Nacra 5.8] and Darryn Kopp on Bullet, mosquito mk1. Surprisingly, I was able to pass the Taipan 4.9 "Whistler" sailed by B.Kruger, which used to be campaigned at Milang by Brian Clough, by sailing lower and faster to leeward, while the taipan was pointing higher but slightly slower. We converged again at the top mark and the taipan was able to pull away downwind. Peter and Simon Hallsworth showed some local knowledge by gibing close in to Granite Island just prior to the gate, which then gave them a good line to the Pt Elliot buoy, Peter stated later that they have sailed the Rum Race together for some years now and their experience showed through with a top three finish on yardstick. A snorting noise near the rocks turned out to be a couple of seals not the dozing crew of a nearby Sharpie! Three Yvonne's which had been losing ground on the upwind legs now had their asymmetric spinnakers set for the run to Pt Elliot and swept past just prior to the buoy, Kinetic and Poseidon were having their own private competition to be first of their class. The wind picked up noticeably after rounding the bottom mark, borderline between trapezing off the rear beam foot strap with both hulls in the water or hiking hard from the same spot with one hull out of the water. Hiking was faster and was therefore able to repass Kinetic and Poseidon to leeward just prior to the finish. Poseidon was flying the spinnaker while the Kinetic two sail reached to be first Yvonne home. Poseidon appeared to be overpowered just prior to the finish flag and had to back off. The Mossies were well represented with Darryn coming in 9th outright but **1st on yardstick**, Peter and Simon Hallsworth 12th and 3rd. Roy Douglas 15th and 10th, Peter Nickolson 18th and 12th, Steve Rogers 21st and 17th, and Simon Bone 23rd and 19th. The smallest boat in the fleet was the Arafura Cadet "Nirvana" of C. Coombs which took 3 hours 16 minutes and 28 seconds to complete the course, but once the yardstick of 113 was applied came home in fifth place. This was my first Rum Race; I had a great time in a different type of event and shall definitely be back next year, Roy, Mosquito 1770 Aquarius.

Earthmovers Regatta, South East

Earth Movers race, 18 Apr 2009, Lacedpede Sailing Club, Kingston, SA

A race between buoys located 5km North and 5km south of the club, two laps gave a 40km race but as it turned out to be a windward/leeward course actual distance I sailed was 56.8km and a full lap as the crow flies was 21.4km giving an actual race distance of 42.8km. The deviation to sail through the start/fin line made the course a bit longer.

Two Nacra5.8's, 2 Taipan 5.7's with spin, 3 F16's (one on a FCA Blade, the others Taipans with mods), an "A", Stingray, Cobra with Spinnaker, Nacra F18 Infusion and me on the Mozzie, turns out I was the highest yardstick cat and one of only 4 racing without spinnaker. 10km downwind was going to be interesting!

The wind came in on time as predicted, 10 to 12 knots from south west with windier patches up to 15 to 17knots and lots of shifts. We started, I was wrestling with a large chunk of kelp and started last on port heading out to sea to avoid more of it, the fleet beat up the coast picking our way through big chunks of kelp; I went off shore up to 1km at times to avoid the kelp. I noted Danny on the F16T4.9, tipped over inshore (failed rudder system lead to loss of control). The F18 was making the most of it and streaking away from the fleet, chased by the Blade and 5.8s. I was working my way back into the race and rounded the easily found windward mark 6th or 7th. Downwind the Blade went inshore and the other spin cats went offshore. After the race Simon (Blade F16) mentioned he was doing 17knots downwind and pacing the F18, makes the 10.5knots I was sailing at seem slow but I was enjoying surfing the waves running deeper than the other cats and watching the race unfold so it wasn't all bad.

As it turns out my chance to "look around" helped me find the leeward mark, well guided by the Nacra5.8s and "A" I was chasing, all the spinnaker boats except the Cobra and T5.7 sailed past the mark and another 3km down the coast before they sussed out what had happened, so effectively, they were out of the race.

I decided to sail through the finish line to get a time after my first lap and then continue for another 20km, the Nacra's went off shore while I played the shifts up the coastline finding the kelp had mostly gone however didn't manage to catch them. After a slower downwind the wind died and started to swing through 30degrees for my 5km beat home into the chop, thinking my race for a handicap win was on the line as the Nacra's were finishing in more wind I worked at finding a way through the chop and finished sitting in with 5 knots of boatspeed, took me 3hr 49mins. to complete the race with the first Nacra 29 minutes ahead.

Only 4 boats finished the race, first Nacra5.8 sailed by Tim

Hollingsworth 3h.20.01, second was a T5.7 with spinnaker sailed by Neil Ferguson 3h.24.55, third Nacra5.8 sailed by Michael Vaughan, 3hr.34.07 and me on Bullet 3hr.49.07. Deciding I couldn't have beaten the Nacra's as they finished with two on the wire I was stunned when I found out I had beaten them by 5 minutes on handicap after a 4 hour long race.

The club put on a challenging race, I enjoyed it. The food and beer afterwards were also good and cheap.

I will be back next year, Kingston is only 3 hours from Adelaide and 5 from Melbourne, the prevailing wind and flat water is ideal for the spinnaker cats and I was lucky their navigation error gave me a good result. I hope next year they can find the marks and finish the race, the results will be interesting....

Darryn, Mosquito 1782 Bullet

Rule change proposals — March 2009

This is a set of two rule change proposals which would be voted on at the January 2010 AGM of the NMCCA.

Proposal 1 Rule change

Rule 5.8

Current rule:

The hull cross-sectional profile shall fit within the measuring templates and shall touch the keel line. The templates shall be located at right angles to the deck line at the following positions:

Beneath the forward edge of the front chain plate.

Beneath the forward edge of the main beam.

Beneath the after edge of the rear beam.

Proposed rule:

The hull cross-sectional profile shall fit within the measuring templates. The keel line of the hull shall make contact with the templates, without the use of force. The templates shall be located at right angles to the deck line at the following positions:

Beneath the forward edge of the front chain plate.

Beneath the forward edge of the main beam.

Beneath the after edge of the rear beam.

Explanation:

This change simply makes it clear that it is not acceptable to force the templates to fit.

Proposal 2 Rule change

Rule 5.13

Current rule:

The deck curvature shall be within 5 mm of the deck template as drawn on the plan but the gunwale may be radiused to a maximum of 3 mm.

Proposed rule:

The deck curvature shall be within 5 mm of the deck template as drawn on the plan. The gunwale may be shaped up to a maximum distance of 10mm from the sheerline.

Explanation:

This change is intended to take some of the labour out of the construction of hulls with the aim of keeping down costs. The larger radius can also be built stronger than a hard corner and lends itself better to the construction and use of a two-piece mould with a centre join. The wording (removal of the reference to a radius) allows for a flat chamfer or any other shaping desired. It is unlikely that many boats conform with the current requirement for a radius.

Proposal 3 Rule change

Rule 2.1

Current rule: No boat shall be allowed to race in the Class unless it has a valid Class Measurement Certificate.

Application for measurement and registration shall be the responsibility of the owner, who shall apply to the appropriate authority, submitting at the same time the proposed name of the boat and sail number. No two boats in the Class registered in the same State shall have the same name.

Proposed rule:

No boat shall be allowed to race in the Class unless it has a valid Class Measurement Certificate. Application for measurement and registration of a new boat shall be the responsibility of the owner, who shall apply to the appropriate authority, submitting at the same time the proposed name of the boat and sail number. No two boats in the Class registered in the same State shall have the same name.

Explanation:

Section 2 of the rules appear to be concerned with the registration of a new boat so this is being clarified here. Section 3 of the rules covers remeasurement of existing boats. The sail number will now be issued after the boat is measured (see 2.3 below), so the owner cannot submit the sail number at this time.

Rule 2.3

Current rule:

The measurement form, when complete, shall be returned by the owner to his State Authority, together with any measurement fee required. On receipt of these a measurement certificate shall be issued to the owner. The State Authority shall then enter the boat on its official Class Register. Each time a boat is submitted for measurement a fee shall be charged.

Proposed rule:

The measurement form, when complete, shall be returned by the owner to his State Authority, together with any measurement fee required. On receipt of these a sail number and measurement certificate shall be issued to the owner. The State Authority shall then enter the boat on its official Class Register. Each time a boat is submitted for measurement a fee may be charged.

Explanation:

The sail number is now issued when the completed measurement form is received. There does not seem to be any requirement to issue a sail number earlier than this, in either the BRR5 or the Constitution, so with this small change we can alter our procedures and only issue a number after the boat is measured. This will guarantee we have no more new unmeasured boats racing. The final sentence has been modified to match the first sentence where it is implied that the fee is NOT compulsory.

Boat trading

Peter Hallsworth is making a return to the class with the purchase of Mosquito 1777 from Jeremy Tsustin. 1777 was the last mosquito built by Brian and A.J. It is a light ply/composite boat with a very good hull shape and features some individual ideas not seen on other boats. Peter returning to the mosquito class should be worth watching. Rex and Di Bichard have sold their boats 1760 Pitchfork, and 1747 Moggy Power to Gary Maskiell in Gippsland, Gary has onsold Moggy Power to Mitchell Meade, both will be sailing from the Gippsland Lakes Yacht Club 1760 is a former Peter Hallsworth boat, "Beyond Redumption". Peter Nickolson has decided to keep Spot 1773 and has taken it off the market, good decision as it has similar hulls to 1777. Andrew DeLaine has put his boat on the market "Go Nads" which is an excellent condition Lane boat, details below

Cheers,
Roy.

Mozzie Net Classifieds

For Sale

1 x mainsail, Alegayter Sails (cut by P Dunk).....One season old, excellent condition, including battens, PM05 material (polyester, 2.9 oz)....suit lighter crew, Mk1 or Mk11.....\$650 ono

1 x Jib, Alegayter Sails (cut by P Dunk).....used at Warrnambool Nationals only, as new condition, Kevlar Flex 13 material (4.9 oz).....\$275 ono

Both sails are being sold as PJD has new ones from loft for this years nationals

Also have a trampoline, standard black material, in good condition.....\$75 ono

Contact either Peter Dunk 0439 335 781 or David Dunk 0409 850 740
sailaway@email.com

For Sale Mosquito MK2

"Go Nads" due to significant lack of use.

Sail#1734 2 mains, 2 jibs

Lane hulls, ply with Int. Paint 2 pak Perfection finish. Exc condition, dry, platform weight 59Kg
Rigging for MkI & MkII

Many \$\$ spent on mainsheet system, dynex trap wires, rudder lock-downs, adjustable spreaders, new shrouds etc.

Good trailer, alloy rims, new tyres.

More details for anyone interested, Price negotiable. Can deliver to Adelaide or surrounds.

For Sale Mosquito MK2

Sail Number 1250 "A Nice Pair"

Good condition, good foils, rebuilt hulls,

New mast and rigging, includes a second set of sails.

\$2000 negotiable

Contact Ivan Hughes (Greenacres)

0430 197 177 or 0411 114 817

Wanted

Second Hand Fibreglass Mosquito Centreboards

Phone Andrew Zeuner

0438808917

