

MossieNet

March 2012

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(Now at <http://www.mossie.org.au>)

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

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PLYMPTON, SA 5038

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

Life Members:

Member	Joined	Nominated
John Lane	1973	1982
Don Rees	1976	1986
Malcolm Hughes	1974	1988
Alec Stevens	1977	1992
Richard Armfield		2002
Peter Hallsworth		2002
Phillip Flaherty		2009



Mosquito Catamaran Association of SA INC

Committee Members

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Presidential Report

Well here it is, March already, but as they say, time goes faster when you're having fun, and most of our members have been having plenty of that. Since our last newsletter, a lot has happened that rates a mention.

The Nationals was well attended. Despite campaigning hard to get 40 boats, we didn't make it, but that certainly didn't dampen anybody's enthusiasm and we all had a great time. The locals at Rivoli Bay really turned on the hospitality, and showed us just what a small club can do in terms of organisation. With many of us going away saying it was the best run nationals they'd been to. Sterling effort guys, you've really put yourselves on the map, and we wish you all the very best for future events, and look forward to our return.

Well done to Warwick Kemp and Tomas Norman, for their win in the Mk2 division of the Nationals, also well done to Simon Hallsworth and Sarah Martin for 3rd place in the MK2.

A big thank you goes out to the Roger Wilson and the crew at Milang for putting in a great effort in running the second half of our state competition. Good on you guys, we always enjoy coming to Milang, it's one of SA's better spots for cat sailing, we like the relaxed atmosphere at Milang, and as always the race organisation was spot on. Unfortunately the weather was unsuitable on the second day, so we had to drop 2 races but had still completed enough races for our series. As usual, Milang turned it on with a nice dinner on Sat night and the breakfast was a nice touch on Sunday.

Congratulations go out to Phillip Pearce, Steve Thomas, and Rick Verboon respectively, for the MK1 division. Also Warwick Kemp and Tomas Norman, Peter Dunk and Kirsten Thomas, and Simon Hallsworth and Sarah Martin in the MK2 division.

I would think that by now most people would have seen the new combined web portal which replaces the old state websites. I would really like to hear from people on what they think of this new site. I for one, am really happy about this and I am determined to see that it contains relevant useful information that is kept up to date. For many people looking at getting into mozzie sailing this web portal is the front door, and an important way to showcase and promote the class, so whatever it contains has got to be relevant and worth looking at. Now that we have access to upload stuff to it, we now have a golden opportunity to do something good with the SA portion of this site, but we need to know what content people want to see appear on it. It's pretty OK as it is, but if you see any errors in information or have any ideas on how we could improve it, please don't hesitate to contact myself or Simon Hallsworth to discuss.

Apart from the Nationals, the States, and the Traveller series, we have also had a pretty remarkable turnout of boats at Somerton on a couple of occasions which is really great to see. A bit of migration has occurred to the Somerton Club and some new faces have appeared. Welcome all you guys.

New member Brad Spencer took a little time to get his boat "Smik" sorted out this season but eventually got there, good on you Brad and good to see Trish there for support. Similarly Kevin Long, has joined and gets there when he is home from Moomba. Most recently, Tony Betton, and Paul Kelly have moved to Somerton, to join with existing members Simon Hallsworth. Peter Hallsworth, Allan Petman, and Rick Baldock.

Ben Clark has hung up his trapeze harness to follow other pursuits. Good on you Ben, thank you so for your contribution to the class and in particular your work on the committee, you will be missed. So all the best for the future and be sure to keep in contact with us all.

And so with Bens exit, it's over to Mark Pfennig, and LOOK OUT! cos he's now got "Chicken Skin", of course this also means Mark's old boat Nebuchadnezzar will come up for sale at some point, and with the current level of interest in the class, hopefully it will be snapped up by somebody wanting a competitive timber boat.

Speaking of competitive timber boats, have you seen that swank looking red one that Simon has given a new lease of life? Wow! What about that paint job, it's just gotta go fast looking like that. But seriously, this boat really has had the proper treatment and should now be very sound, and it has a lot of history as a competitive boat. Love to see it back in the fleet as a regular competitor.

Bad luck for David Heynemann, who had one of his hulls severely damaged by another boat whilst competing in the Goolwa to Milang race. Apparently he was taking evasive action to avoid a collision with a boat in front and was hit by another. I understand that the platform has been written off. Sorry to hear about that David, especially after all the enthusiasm you have shown, and being a relatively new member to the class. I hope you can sort something out, and that we will see you back racing next season.

As for up and coming events, don't forget the final 2 races of the traveller series will be staged at Port Vincent on the Sunday 18th of March. Watch for the flyer with the revised time schedule.

A presentation night incorporating the AGM is to be held at Somerton SC on Friday 20th of April at 6:30PM. A meal will be available for those interested but we will need to know numbers. So please RSVP to Roy on this. I would encourage every one of our members to attend the AGM, if you are new to the class it is a great place to get involved, or just to meet everybody and air your views or concerns to the committee should you have any.

See you all at the AGM

Regards Graeme

Editor's Bit

Hey all,

Another sailing season almost finished. Hope you all enjoyed the time on the water, or watching the races from the beach. Thanks to everyone who has helped out this season and to all the clubs for making the racing possible.

It has been a busy last couple of months, with two more heats of the traveller series at the Somerton Yacht Club and Port Vincent Sailing Club, states at the Milang Regatta Club, and nationals held at the Rivoli Bay Sailing Club.

Cheers,

Jaimee Broekers

Nationals

Rivoli Bay Sailing Club

40th Mosquito Catamaran National Titles,
Rivoli Bay Sailing Club,
South East, South Australia,

January 1st -7th 2012.

Rivoli Bay Sailing Club was to be our venue for the 40th National Titles in the Mosquito Catamaran Class. Designed by Neil Fowler in 1966 the mosquito is a restricted design catamaran of 4900 mm [16'] long with a maximum beam of 2185mm and a minimum platform weight of 55kg. In Mk1 mode it is sailed as a cat rig, 1 person boat or the Mk2 as a sloop with skipper and crew. Boats can be home built from ply or professionally built in foam sandwich, kevlar, carbon etc, to discuss new foam sandwich hulls contact Philip Warren-Smith on 03 9898 6107 - after 9pm. We had hoped for 40 boats in our 40th titles but work commitments, family commitments, car breakdowns and for one competitor a broken leg kept our numbers to a still respectable 31 boats.

Country competitors make up a large portion of the fleets with sailors travelling from [SA] Barmera, Adelaide, Henley, Somerton, Normanville and Point Turton, and from Victoria Lake Boga, Bendigo, Somers, Altona, Sugarloaf, Warrnambool, Rye, the Gippsland Lakes and Port Philip Bay [apologies if I have missed anyone]. After setting up camp at Lynnie's we took the boats to the measuring area, paid our registration fees, weighed the platforms, measured masts and booms and had the commemorative 40th nationals stickers applied to the mainsails, nice touch! Only new sails were required to be measured as those with a signature from previous years were taken as valid. The weather was perfect so some of the guys headed out for some local practice.

Monday 2-1-2012

We had allocated the morning for measuring, but most of the fleet completed this Sunday afternoon and were now rigged and ready to go for the Invitation Race. RBSC had organised the local media and a camera crew were on hand. Disappointingly, the wind was now gusting over 30 kts exceeding the upper limit so no on water footage.

The welcome BBQ started a little earlier than scheduled!

Tuesday 3-1-2012

The strong wind had abated over the night to a calm sunny morning, and with 3 races scheduled everyone was keen to crack on. To help simplify the timekeeping, the sailing instructions stated that the start/finish line was only to be crossed when starting or finishing, to cross in either direction during a race would mean a disqualification. With the start line situated half way between the bottom and top mark's, this would split the fleet as each competitor chose left or right looking for an edge. . Six of the front runners in the Mk1 fleet [including two national champions] crossed the line on the first run from the top to bottom marks and were DSQ'd. Drama already! It was a fairly light wind affair which started in barely trapezing conditions which moderated as the race wore on. Light air flyers Matt Stone led from Ben Clark and Mitchell Meade in the Mk1's while multiple champion Warwick Kemp with crew Tomas Norman ominously took out the first race with Simon Hallsworth/Sarah Martin then Neil and David Joiner taking out the placings in the Mk2's.

After lunch the breeze showed promise on the way to the start but would then gradually fade away. Matt again found the conditions to his liking and was able to lead Gary Maskiell and Bob Wilson over the line. There were no start line infringements for this or any subsequent races. Warwick Kemp [Atreus] had the narrowest of wins [1 second] over Neil and David Joiner {Immunity} then Harry and Tim Sheperd [Karma Kat] a further 2 minutes adrift. After the last competitor had finished it was determined that the breeze had dropped below the 5 kt minimum so a half hour postponement was called and ultimately race 3 was cancelled to be re-sailed at a later date.

Wednesday 4-1-2012.

We had been reminded that the commercial fishing fleet mooring area was out of bounds but the courses were set far enough away not to be an issue. The abandoned third race had been added to the schedule giving us races 3& 4 for the morning. The breeze was already up with the entire fleet going for the trapeze at the start, I suspect that the start line had been shortened a tad as the fleet seemed more congested at the one minute gun. The starts were very hotly contested with quite a few boats coming in early then having to run down the line to avoid being OCS, resulting in the occasional boat being squeezed below the pin end, having to gybe then start on port tack Bob Wilson and Gary Maskiell were the two most consistent starters in the cat fleet, with Bob holding

station near the committee boat, while Gary works the line, both start very well. With the start/finish line positioned halfway between the top and bottom marks tactics came into play on each beat/run as to which side of the course looked more favourable. After lunch we had races 5&6 on the same course but with more wind.

Gary Maskiell "Thrice Bitten" 1760, Bob Wilson "Voodoo" 1781 and Daniel Stone "Kryptonite" 1825 found the conditions to their liking with Gary having four bullets with Bob and Daniel having two seconds and two thirds apiece. Warwick Kemp/Tomas Norman "Atreus" 1788 continued to dominate while Neil and David Joiner "Immunity" 1789 and Simon Hallsworth/Sarah Martin "The Young Mariner" 1800 also shared two seconds and thirds each. The breeze was definitely stronger in the afternoon and was knocking on the upper limit. After a long day on the water it was time for the rejuvenating benefits of some local fish'n'chips and a couple of pale ales.

Thursday 5-1-2012 was the reserve day.....reserved for a day at the wineries! We piled on the mini bus at the sailing club and headed off for Penola for some tourism and some lunch. There is some debate concerning a proposed highway bypass of Penola, we were downwind of a semi load of pigs on the main street so the bypass gets my vote! We then proceeded to Raidis, Bowen Estate and Wynns which is one of the largest wineries in the Coonawarra region. We did the full tour which included the old barrel cellars, which for a large winery are becoming past tense as the scale of this place demands voluminous tanks, massive pumps etc all on a huge scale. Outside of the tasting rooms it is similar to an oil refinery, except for the end product. Back to Southend for a curry and quiz night, which became extremely competitive and a big laugh to boot.

Friday 6-1-2012,

Three races scheduled, one for the morning, two back to back for the afternoon, another sunny day with breeze. Phil Pearce made an early run at the start, too early, and was OCS at the committee boat and would have to re-start around the pin end for a port start behind the fleet. Getting the start spot on were Mitchell Meade, Daniel Stone and Bob Wilson, with Gary Maskiell just getting inside the pin end of the start line. Daniel has the newest boat in the fleet "Kryptonite" 1825 and led the first lap, followed by Mitch, Gary and Bob. The wind strength was trapezable upwind while sitting on the tramp on the downwind legs. There were also some strong gusts as I found out [swim!] By race end Bob had taken the lead while Gary had to put in an extra tack right on the committee boat allowing Daniel to take second with Gary a close third, thirty seconds covered these three. In the Mk2's Warwick Kemp led from start to finish but this time with Trevor and Jake Armstrong having their best finish of the series on "Just a Toy" 1805 with second and a close finishing Peter Dunk/Kirsten Thomas "Natural Progression" 1707 third.

After lunch we headed back out to the same course but with the afternoon breeze kicking in it had a lot more "weight" behind it. Making the best of the start were Bob, Daniel and Gary with Phil Pearce to leeward of this trio and the bulk of the fleet directly behind. Phil tacked away, found a gap and headed off to the right hand side of the course. After the first lap it was Gary followed by Daniel and Matt Stone, Mitch Meade and Nick Baglioni, Gary is the seasoned veteran being chased by the "young guns". With the form being shown by these four it is only a question of time before one of them takes out a national title, the older blokes will definitely make them work for it, though! Former champion [and caravan park neighbour] Gary Lane did not take part in the rest of the series due to work commitments. In the sloop division Philip and Anthony Warren Smith were over the line early and had to round the pin and re start on port tack leaving Warwick/Tomas ahead of Gordon and Kate Hyde 1520 "Air Apparent" and Neil and David Joiner 1789 "Immunity". With the heavier conditions suiting certain crew combinations Neil and David took over the front running and eventually took first place from Simon Hallsworth/Sarah Martin by less than 20 seconds with Warwick/Tomas a minute further adrift. Warwick had a stranglehold on the series at this point.

Being a back to back Race 9 was a carbon copy for the course, the wind strength now knocking on the upper limit, three guys who like it woolly Mark Pfennig 1763 "Nebuchadnezzar", Phil Pearce "Aldebaran V" and Rick Verboon 1676 "Both Barrels" finished in close proximity 6th, 7th and 8th Mark

and Phil's boats are made of the original carbon fibre.....plywood! Gary won from Daniel Stone and Nick Baglioni. Neil and David Joiner made it two in a row from Warwick/Tomas then Simon/Sarah.
Saturday 7-1-2012

Last race of the series and the bay was overcast, almost misty. Being out on trap prior to the start gave false expectations on what we about to get. There was a bit of a melee on the start with Steve Thomas, Nick Baglioni and Rick Verboon losing ground. Gary, Mitch, Daniel, Phil, Peter Nikitin, Matt Stone, Ben Clark and Bob Wilson were all grouped together after the first triangle. With the lighter breeze the front runners had only established a small margin over the main fleet. Gary may have had the series in the bag but second through to fourth were to be decided on the outcome of the last race, and they were all grouped together behind Gary. By the loop stage of the triangle, loop, triangle course Gary had established a small lead from Mitch and Bob with Daniel and Matt Stone slipping back. Light weather men Ben Clark, Rob Lott and Peter Nikitin were moving forward. There were still gusts about as Rob Gilchrist capsized between the last mark and the finish. Gary did not make any mistakes and led home from Bob Wilson taking second in the race and the series, then Mitchell Meade. Daniel and Matt's lower finishes in the final race affected their series outcome, ending the series with third and fourth respectively.

Final race for the sloop rigged boats would see a slightly depleted field with Gordon and Kate Hyde, David and Holly Heynemann having to leave early for work commitments, Warwick had the Mk2 Championship wrapped up and David Dunk, well, he had to return for a work medical which meant he had to wee into a small bottle.....which was kind of ironic as Dave had been taking the piss all week!!

Out on the water Neil and David Joiner were on their way to making it three wins in a row with Peter Dunk/Kirsten Thomas second and Simon/Sarah in third. This would leave the final scores as Warwick Kemp/Tomas Norman 1st, Neil and David Joiner 2nd and Simon Hallsworth /Sarah Martin 3rd.

That's it, back to the beach, hose down the boats, pack them onto the trailers and shower up for the Presentation Night. Presentation Night was held in the hall at Linnie's for a great meal again catered for by the Rivoli Bay volunteer group, there was a photo wall, stills and video from the racing, the Trophy giving, speeches, a lot of applause and a great deal of laughter. Gary's speech paid homage to the young guys coming through the fleet and he is right, they are the future of the class and he looks forward to the day when one of them takes the championship.....but it won't be easy!

Thanks to the Rivoli Bay Sailing Club for a great venue, a great Club and a very successful series, RBSC may be small in numbers but they drafted in volunteers from not so nearby clubs to make the event work, their dedication was unbelievable, great stuff.

Cheers,

Roy.

States

Milang Regatta Club

The second round of the states was held in Milang on the 4th and 5th of February. There were 5 races planned for the weekend and after Barmera the racing was going to be very important with both divisions going into Milang with ties for first, Steve Thomas on "just do it" and Phillip Pearce on "Aldebaren V" tied for the mark ones and Peter Dunk & Kirsten Thomas on "Natural Progression" and Warwick Kemp & Tomas Norman on "Atreus" tied for mark twos.

Light conditions greeted the sailors on the Saturday morning. As the races kicked off in light conditions Phillip and Peter Hallsworth took control of the mark ones proving their light wind skills to easily beat the other competitors. In the mark twos Warwick and Tomas got out to an early lead and managed to streak away from the other 3 of us and ran away to an easy win.

The afternoon's races looked to be similar conditions to the morning and once we got out there, got put under postponement. After a long wait and a course move down the lake the race was set off in light conditions which to everyone's amazement didn't last long. Just after the mark 2 start the wind came in suddenly with a visual line of around 18knots hitting the fleet and turning the racing into some excitement. The same few names were at the front of the mark ones fighting it out and must have had more interest in each other than in the course direction as at the wing mark they all decided to sail away from the bottom mark which caused the whole mark one fleet to sail in the wrong direction, after spotting myself heading in the right way everyone was soon heading the right way. At the front of the mark 2's I was battling with Warwick for the lead, with Warwick eventually winning out.

The second race in the afternoon proved to be almost identical to the first with the same players fighting it out for the wins.

As it turned out this would be the only racing to be had for the weekend with Sunday being blown out.

The results for the states for this year were:

Mark 1:

1. Phillip Pearce "Aldebaren V"
2. Steve Thomas "Just do it"
3. Rick Verboon "Both Barrels"

Mark 2:

1. Warwick Kemp & Tomas Norman "Atreus"
2. Peter Dunk & Kirsten Thomas "Natural Progression"
3. Simon Hallsworth & Sarah Martin "The young mariner"

By Peter Dunk

Traveller series

Somerton Yacht Club

Mossie Traveller Series—18th Feb, 2012

Heats 5 and 6 of the 2012 Mosquito Traveller Series were conducted at the Somerton Yacht Club. The venue was chosen following a successful State Championship there last year and the return to the club this season of a few members who enjoy the sailing conditions and relaxed atmosphere that prevail there.

The races were held back-to-back on a Saturday afternoon in little wind, but in a sloppy sea that made progress upwind a tedious task. Thirteen boats lined up for the first start, the majority of

which stayed inshore up the first leg. The few who went out to sea picked up more wind and found themselves well placed at the top mark, including Roy Douglas and Rob Gilchrist who rounded first and second respectively. Unfortunately they couldn't maintain these positions as some lighter boats, including Simon, yours truly, the two Phils, Alan Pettman and Peter Dunk zipped past on the downwind legs. The lead boats soon found themselves battling for space around the marks with the large Tasar fleet which was engaged in State Title Heats there that weekend. Final places were determined in some cases by these battles—a wind shift half-way through the race left later upwind legs a procession, and those who had clear air tended to clear out. Simon and Sarah sailed exceptionally well given the 5 knot breeze, to win comfortably from me. Further down the fleet the finish was very tight for 3rd to 6th spots, with only 60 seconds separating them.

The breeze freshened to about 10 knots for the second race, making for a more comfortable ride and allowing the course to be covered about 12 minutes faster. This time Phil Pearce sailed a close-to-flawless race to win from a fast finishing Simon, with me struggling to stay just ahead of Peter Dunk who had mastered the single-handed version with consummate ease. It is always interesting to compare the speed of the cat and sloop versions in different breezes. There was little difference in the overall speed of the top boats of either configuration in the winds this day, though the cats clearly had a bit of a height advantage upwind and the sloops a “depth” advantage downwind. At the end of the day the results were a fair reflection of the skills on board each boat, which is as it should be.

Peter Hallsworth
Beyond a Joke 1777

Traveller series

Port Vincent Sailing Club

Traveller Series Final,
Port Vincent Sailing Club, 18th March 2012

This venue was to be the final for this season's Traveller Series having already concluded heats at Henley SC in November [strong winds], Normanville SC in December [varying and from all points of the compass], Somerton YC in February [light winds with a big shift on the start line], and finishing at Port Vincent in March.

We had previously held State Titles at PVSC so we knew it to be a great sailing venue. Some of our more dedicated sailing athletes drove up on Saturday morning for a bit of local practice and some intensive training [pub] Due to non sailing commitments i.e.; work, I drove up Sunday morning to find several mossies already rigged up on the beach and ready to go. We had the usual Travellers suspects Phil Pearce, Simon Bone, Rick Verboon, Allan Pettman, Roy Douglas, “Crazy” Pete Nicholson and in the sloops Phil Flaherty/ Mark Stillman, Simon Hallsworth/Sarah Martin and Peter Dunk/Jaimee Broekers. Graeme Davies was an observer/ photographer having put his back out and on strict no sailing instructions from his doctor and Rob Gilchrist was in Sydney with work. A welcome addition since Somerton is Brad Spencer on “Smik” a light weight ply boat bought from Victoria. Joining us for the first race was a local boat 736 “2 to Tango” with B Stubberfield at the helm. A glorious day with flat water, a decent breeze which would increase, blue sky and clear water, this was picture postcard stuff. The R.O. had set a big course with a triangle, loop configuration. The top mark was somewhere out near the horizon and the windmark between Port

Vincent and Ardrossan. A mass start is a feature of the traveller series so we get to jostle and shout on the start line at people we normally wouldn't. Conditions were just below trapezing on the first beat so sitting in and well forward on the front beam would allow the windward hull to pop up just clear of the water reducing wetted area and allowing the boat to point like crazy. Simon Hallsworth must have missed the reference to the "second" black buoy. The rest of the fleet sailed on as Simon/Sarah bore away at the first black marker.....on their own! It did not take them long to realise and they quickly regained lost ground by the real top mark. The race committee had a power boat on the water showing us the route to the wing mark; it was only when they got close to the mark that it became visible, being camouflaged by the cliffs behind. Phil Pearce had established a lead over Simon/Sarah with Phil Flaherty/Mark Stillman in third. Rick Verboon passed me on the run for fourth. Our bottom mark was a yellow buoy set just below the start line which was two yellow buoys in front of the clubhouse. Some mooring buoys were also....yellow. Beating into the bay was like sailing into a field of daffodils! The upwind beat to the loop top mark was one long starboard beat on trapeze as the breeze had now kicked in followed by a long reach on trap back to the bottom mark. Upwind speed between Peter Dunk/Jaimie Broekers sailing "Natural Progression" 1707 and myself was pretty equal but, it was a different story on the reach to the bottom mark with the sloop closing up, getting an overlap and claiming buoy room at the mark. Finishing behind me were Allan Pettman, Pete Nicholson, Brad Spencer, Simon Bone and B Stubberfield.

Race 2

In defending his position at the committee boat end of the start line, [jostling and shouting!] Phil Pearce failed to notice a few of us sneaking through to leeward of him. Again at the start the conditions were just below trapezing, but once out of the protected bay it was out on trap for the fleet. This time however a large motor cruiser had taken up position on the layline to the top mark, presumably to watch the action. Phil Pearce had cranked his boat up to maximum speed and moving into the top spot with Simon Hallsworth looking for a way past. My line would take me just below the stern of the large motor cruiser. Rick Verboon was just to windward with better boat speed and Phil Flaherty was to windward of Rick. Phil P and Simon H were to leeward, just. Phil Flaherty went high to pass the bow of the cruiser while Rick bore down hard to slip behind the stern of the gin palace. If I wasn't such a good bloke I could have scraped Rick off like a barnacle! There were some startled faces on the large white obstruction, though! There were definite lines of wind and Phil /Mark were in one as they made up a huge amount of ground to the top mark, closing right up on Simon/Sarah and Phil P. We now knew where the windward mark was after the first race and the *correct* line was to reach out to the layline then gybe and run down to the bottom mark. A couple of us gybed early in the first race to sail the middle of the course hoping to gain an advantage. It did not work as those ahead pulled further away while those behind gained/ overtook. It did not work in the first race so it probably would not work in the second race. Optimism is a dangerous drug on the race course so, naturally, the same two wally's [me and crazy Pete] who gybed early in race 1 did it again in race2.....and got licked.

The breeze had picked up nicely and we had a lovely trapeze run back to the turning buoy, with the flat water it was possible to lower the trap height and really get the boat motoring, picking up two places. At the front Simon /Sarah had a slight lead from Phil/Mark with Phil Pearce holding third from Peter Dunk/ Jaimie Broekers. We had another long beat to the top mark but this time without the floating chicane and a back beam trapeze reach to the final turning buoy and the finish line. The positions at the front remained unchanged while further back Allan Pettman and Peter Nicholson vied for 7th spot with Allan gaining the upper hand by 10 seconds. Racing complete it was back to the beach to de-rig and pack up for the 231 kilometre drive home. It was a busy time for the PVSC though as their club races were now underway with a fleet of 505's, dinghies, trailer sailers and keelboats.

It was an excellent day's racing and a fitting end to our Traveller's Series which is becoming a must do series as it is a lot of fun and showcases our class around the state, put it in your diary for next season.

Not everyone returned home that night, the same group of hard core athletes who arrived on Saturday stayed on for an intensive debriefing and post race analysis! [pub]

R1 Phil Pearce "Aldebaran V 1765,
Simon Hallsworth/Sarah Martin "The Young Mariner" 1800
Phil Flaherty/Mark Stillman "To Be Sure 2" 1818

R2 Simon Hallsworth/Sarah Martin "The Young Mariner" 1800
Phil Flaherty/Mark Stillman "To Be Sure2" 1818
Phil Pearce "Aldebaran V" 1765

Cheers,
Roy.

Mosquito Catamaran Association of South Australia

AGM and Presentation Night,

Friday 20th April 2012,

Somerton Yacht Club,

6.30 pm onwards for a meal at 7 pm

Presentations for the State Titles and the Traveller Series,
To be followed by the Annual General Meeting,

So, please support the association that supports your chosen class of boat, the Mosquito Catamaran. The association organises State and National Titles [every second year], training days, regattas, newsletters, is linked to the National website and looks after the administration of class rules through strong links with interstate and National bodies.

The restricted design ensures that boats do not become obsolete at the end of each season and retain their value, a fact that contributed to the mosquito class having the largest catamaran fleet contesting national titles, 31 boats at Rivoli Bay, January 2012;

R.S.V.P. by Friday 13th April 2012, please,
as we will need to know numbers,

Cheers,
Roy.

Classified Ads

There are currently no items for sale.

If you would like to add something to be sold, looking for a particular item or information on an item, or would like your sailing story added to the newsletter, please send an email to: mosquito.newsletter@hotmail.com.

Thank you.