



Newsletter: Mosquito Catamaran Association of SA INC
August 2014

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Committee Members

Congratulations to the elected members, season 2014-15

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Please contact the committee via their mobile phone number or the links to their email.

Presidential Report

August 2014

Hi All

Let me start out by thanking all those who put their hand up for a committee job for this coming season. We have shuffled the deckchairs around a bit but basically it is the same faces with a couple of new ones. Thanks also goes to Phillip Pearce for taking on the job of newsletter editor. It will be sent out when and as required, not on a regular basis so if anyone has any news or classifieds at any time please pass it on to Phillip.

How's the winter maintenance going? For the first time in years I have actually managed to be ahead of schedule. Trailer modified, bottom done, front and centre beams replaced, new mainsheet system, new rudder stocks and boom mods. I have no idea what I'm going to do in September. I could go out and start practicing so that I become really competitive this season. Yeah right!

The committee has already been busy with organizing State heats and dash for Cash weekends. These are now locked in with details of dates etc. further on in this newsletter. Many thanks to Greg Hackett and his crew at Pt Vincent for agreeing to host the first round of the States.

The National titles are of course in NSW this year and it would seem that the distance and cost etc. might be putting a few people off. It is still a few months away however and we might have a few more putting their hand up before then.

The new season kicks off with Opening day at Lake Bonney on the October long weekend. If you are planning on going you need to book in soon. Accommodation is going fast.

Look forward to seeing you all on the water.

Rick.



Viewed from Golden Gate Bridge



Viewed from Pier 39

America's Cup: a separation of years and design, San Francisco Harbor, 2013 (A page filler, Ed)

MossieBytes

Thanks and Apologies: thanks to Trish Pollock for passing on the template to produce the MossiNet for smart phones and etc: but apologies from the new editor for not using it, this time. Learning curve is too knarly for this edition. Thanks to Jamie Broekers as I modify her layout, Phillip.

“To There and Back” A Hobbit’s Tale, By Bilbo Baggins Paynesville Road Trip: Mosquito Nationals, 2013

Actually, we were off to Paynesville on the Gippsland Lakes not Middle Earth, but with Hubie’s luxuriant beard all he needed was a staff and peaked wizards hat to make a passable Gandalf, while twins Phil and Martin Flaherty with their curly black hair and diminutive size are a shoe-in for Frodo and Bilbo Baggins. I share Gollum’s hairdresser! It was surprising how busy the Shell Roadhouse in Taillem Bend was at 9.30am December 27; cars, trucks, caravans, and more than a few mosquitos on trailers, some double decked, some single, with the majority heading for a motel in Ballarat.

Settled in, we found a hotel on the main street with alfresco dining [tables bolted to the footpath] balmy evening, good meal and a couple of cleansing ales, so far, so good. The Flaherty’s mysteriously disappeared into the Shire! The following morning we set off for Melbourne and a traffic jam on the Westgate Bridge, it was down to one lane so a chubby bloke in a hi-vis vest could enjoy his morning paper and iced coffee in peace! He has a twin on the Southern Expressway!

It was all plain sailing until Traralgon where the mast support broke going around a left hand corner. We lashed it back in place using spare tiller arms, rope, and duct tape. Without duct tape men would be totally fu..... Anyway, we found Paynesville and ignoring the caravan park headed straight for the sailing club, as you do. The club was a hive of activity with the inaugural Mossie Spinnaker Nationals just wrapping up, but with the scales set up in the boat shed we unpacked the boats and got a few platforms weighed and masts measured by Vic President, Matt Stone. There was a mix up at the caravan park so we spent the first night in the non powered section overlooking the lake, quite nice and left us wondering why we need power? Simon’s ute fridge is why.

29/12/2013: Measurement Day and Welcome BBQ, assembling Kamp Krusty.

We spent the day at the club and sorted out the registration, sail, mast and boom measuring, and re-introducing ourselves to the usual suspects you meet at mossie nationals. Boats continued to arrive over the day as competitors arrived from three states. It was also quite windy and we wondered what the week ahead would deliver. Nice big clubhouse with good amenities, the rigging area was a bit cramped, but then it always is as thirty three mossies take up a lot of room. We were advised to rope the boats down if left out overnight.

After working out what was required to fix the trailer and a wander around Paynesville we headed back to the caravan park to re-locate to our proper campsite, which turned out to be part dirt/part bitumen. We left my big old Canvas Hilton at home to test drive Simon’s Christmas present, a new, modern, “erects in 2 minutes” 8 person tent. It took 15 minutes to read the instructions! To maximise his sleeping, Rick put up his own tent away from ours and under the overhang of our neighbour’s pop top caravan, whom, as it turned out could snore like a draught horse for ten hours a night.



Back down to the club for the welcome BBQ which was well catered and well attended. Rear Commodore James Frechville ran through the amenities and activities for the week, and it became quite apparent that “taking the mick” would be the norm for the duration of the series. Back at Kamp Krusty we took note of some of our other neighbours who had considerately parked a large wake boat across the entrance to our modest little plot. They had been busy transforming several acres of pristine caravan park into a dustbowl mirror image of their own street, with crap everywhere. In short...a shithole! Without being too judgemental we reckoned we could drive down their street and pinpoint their house. An open fire in a half 44 gallon drum smouldered 24/7. WTF?? What happened to fire restrictions? Apparently there is a loophole that allows a contained fire for “cooking”. In January?



Wine and cheese night at Kamp Krusty.



A one kilo block of generic cheddar and a 6 litre cask of rough red? Nothing so common, we had bottles with labels and little cheeses in packets! [For the technically minded, Sparkling Shiraz, Cabernet Sauvignon, Brie and Blue Vein.] At the supermarket Simon, Rick and me split up to get the bbq supplies and regrouped at the checkout with.....exactly the same ingredients; ok, let's try again with a bit more thought! Second time around and there was a lot more variety in the shopping baskets, Rick asked what's the spinach for?[Cos lettuce, actually] We had thoughts of requesting a minimum dress code for our evening soiree of, say,

boardies and thongs, but dismissed it as too highbrow.

Half way through the evening we shifted to Brad and Trish's marquee to carry on with Victorians; the Floyd's, Warren-Smith's, Trevor Armstrong and co, plus Gary and Tim from Lake Boga. We had the Invitation Race that morning followed by heat one in the afternoon which was an introduction to the lake and conditions. Had we realised we were to get 4 races the following day we may have tackled the red wine with a tad less enthusiasm.

The following morning a frazzled looking Rick emerged from his tent still wearing his underperforming ear plugs while our neighbour snored on. He could be heard from the shower block. Three full size races in an afternoon is a long time on the water with the last race finishing after 6.30 pm. While competing the mind and body are fully occupied but once you finish it dawns on you how hungry you are. Sailing back to the club I could have eaten a baby's bum through a cane chair!

Starving! With a late finish we were never going to make the original bus time from the caravan park, so it was delayed to give us enough time, barely, to make it back to the club for the New Year's Eve Festivities.....and pizza!

Over the course of the day a large number of very expensive yachts had moved into the bay to watch the upcoming fireworks display, didn't see them out on the water but they were there for New Year's Eve. The GLYC was also a pretty impressive place to watch the display, too. If a chiropractor had set



up a stand in the rigging area he would have done a roaring trade with some of the competitors, talk about the walking wounded. We were booked on a winery bus trip for New Years Day but reneged on that for some boat maintenance and trailer repairs and to have a bit of a look around Paynesville, fish'n'chips overlooking Raymond Island was very pleasant. There was a dog on a moored boat eyeing off a local swan and we wondered what swan tastes like? Simon ventured he couldn't eat a whole one! He'd go close! Boats fixed and the trailer mostly sorted we headed back to the caravan park.

Phil Pearce had a shady spot under the trees, very pleasant, but also the caravan park equivalent of the neighbour from hell. Big Andy, the self invited, ex bouncer, had a large tumbler of something and coke which would spill every time he made a point, which was pretty much all the time! Not quite sure how he got so pissed as most of it was going on his clothes and his feet. Surprisingly, he passed on a few tuning tips "If you rake the stick, thingy back it lifts the front bits out of the water making it go faster".

Phil was by now mumbling something about justifiable homicide through clenched teeth.

Andy's book and video "*Sailing for pissed dummies*" will be in the shops for next Christmas. And not just sailing as Andy had an opinion on anything and everything. His house probably has a set of encyclopaedia for sale on the front lawn with the sign, "No longer needed as Andy knows everything".

It is a quirk of nature that no matter where the Nationals are held, you do not get normal weather patterns, Paynesville was to be no different as Gary Maskiell informed us that because of the unusual wind direction we are sailing on a part of the lake they rarely go to. The top mark had its own micro weather system so you had to put a bit of thought into it.

"I think, therefore I am", Rene Descartes, French Philosopher
 "I yam what I yam", Popeye, short tempered and violent
 vegetarian. Loves spinach and Olive Oil!

Legend!



Apparently, we had been invited to a BBQ at the holiday house being rented by the Flaherty's, Cathy, Ben, the two Pete's, Mark and Hubie. Caravan Park lack of phone reception being what it is we were startled by an SMS enquiring what time were we coming over? We turned off our own BBQ, put the steaks back in the bag and headed over after inviting Brad and Trish. On the way out we bumped into the Young Hallsworth's so, naturally invited them, too. Phil politely declined to spend quality time with Andy!

With 4 races the following day I thought it might be prudent to be the designated driver and Barbie cook; it's funny watching other people drink wine and get progressively louder. A good night was had and we called it quits about 11-ish so we could all get a decent night's sleep. The following morning a frazzled looking Rick emerged yet again from his tent still wearing his second set of under-performing ear plugs while glaring at the source of the snoring. This bloke could represent Australia. There were quite a lot of wake/ski boats etc which did not seem to move as we would leave in the morning, sail all day and return to the park with the wake/ski boats in exactly the same spot, maybe they can't afford the fuel.

This day would see the titles sewn up in favour of Gary Maskiell in the cats and Warwick Kemp in the sloops. An equipment failure in race 2 while leading would prove costly for Simon & Ben as the scores were tied at the end of the series giving Warwick the win on a count back. For a full race report Peter Hallsworth has written a blow by blow coverage of the event.

The "Round Raymond Island Ramble" was held on the final day. Purely for fun and not counting in the series, this was to be a handicap event with 2 boats starting every couple of minutes. From the clubhouse start we had to sail through the channel, observe the 5 knot limit, not hit the ferry, come out the other side and head for a progressive series of distant channel markers which would eventually bring us back to the clubhouse. Once out of the shifty channel the breeze filled in so it was out on trap, get comfy and play with the sail settings. I was on starboard trap that long I needed a shave by the first channel marker! Mick and Di Floyd were on the "other" boat, the F16 which had a 20 minute handicap. It was a picture postcard day and a fitting end to the series. It was my first visit to the Gippsland Lakes and what a great place to sail, the people were fun, too.



Packing Simon's 2 minute tent.

Sadly, it was time to pull the boats apart, load them up and get ready for Presentation Night, which was also a lot of fun. Oh, yeah, we still had a trailer mast post to weld up, thanks for the lend of the welder, Gary,

Time to head west.

Now all we have to do is drive home 1400 kilometres in 40+ temperatures. There were bushfire alerts as we left Paynesville, an hour or so up the road we could see thick smoke, which turned out to be the Hazelwood Power Station, it was like sneaking up behind the Titanic!

Cheers, Roy, #1770

PS; for the first time in three years, Jaimee didn't get sunburnt!

Rum Race 2014

Three mozzies, crews and beach crews fronted at Victor Harbor, first Sunday in May. *Gonads II*, *The Young Mariner* and *Aldebaran VI*. The forecast was for 16°, 10-15kts. Well it was sunny, calm, one hoodie, thongs (the flip-flop kind) and very little shore break; quite pleasant. Rigging was relaxed and easy under foot on the old bowling green grass (read, neither sand nor seaweed) and very pleasant company with Brad pulled up alongside.

Briefing was predictable with the course being displayed on the official board. Quite straight forward; start in the bay, through a 'gate' off Granite Island (2km), turn south to a buoy off The Bluff (4km), U-turn north, back through the gate to a mark somewhere off Chiton Rocks/Pt. Elliot (8km), U-turn south and pass a buoy before passing through the finish buoys set out from the club tower (4.8km). All marks orange, gate black, leave all marks to port, third division to start. 18.8km plus tacks and gybes. Easy!

Now let's get off the beach through the shore break. No dramas but *Aldebaran* took a 'time-out' to watch Gardening Australia and plant weed all over his boat. Filthy stuff (and he should be used to it sailing at ASC). Breeze was very light, just trapping to windward. Start was not the normal windward but set 90° to the rumb line to Granite Island, a starboard reaching start. Most boats had timed their starts and lined up square on to the line with Simon and guest crew Matt Warne on *Mariner* and an Arrow (it features in the results later) on a starboard beat along the line hoping to get the gun before

they ran out of distance and into the committee boat. And then the wind dropped to 5kts. Bugger! Many boats were caught well short of the line, *Aldebaran* by about 15secs and *Gonads* further back. Simon and the Arrow turned to port and were well placed, in very little puff. It was tweak, tweak and tweak some more for the first 10 minutes. Ah, but t'was sunny and flat with minimal swell. Simon cleared away with good light weather sailing and Phillip overtook the Arrow, eventually. Then the wind increased, steadied in direction and the fleet was racing. Neil How on his A-class overtook the whole fleet to windward, smooth. Some of the bigger Taipans and Nacras overtook to leeward. Used them as the path-finders!

Then the fleet sailed out from the lee of Granite Island and into the whirlpool. At least there was wind. A long beat to The Bluff. Squat in and bear away in the troughs (wind shadow), shoulders back at full stretch, throw some sheet and pinch up on the crests (clear wind). What a work-out. All boats tacked many times with *Aldebaran* holding one particular starboard beat in a great lift all the way to the reef off Seal Rocks, right into the white stuff behind the break but it paid off as *Aldebaran* and '*Mariner* crossed tacks soon after. Then Simon got another break and led easily around the Bluff turning mark. "Now let's see if we can catch those swells." Thrilling to get some but not always, back through the gate and after many gybes looking for wind pressure and the best knocks, onto the mark off Pt. Elliot. Phillip had the sea to himself, all alone, no pressure and no stress. Sweet!



Phillip & Brad weeding.



Crossing tacks beating to Seal Rock and The Bluff.



Phillip could see several boats down wind, but not the buoy. Suddenly it was there hiding in the swells, just enough time to prepare for upwind sailing again after a long running leg with many gybes (8km, 21 mins, 12 knots point-to-point). Beating back to the club was relatively smooth, working the trough vs. crests, trying to pick the lifts and tacking to advantage. Simon went right and then along the coast, Phillip went left initially and then worked the shifts to the right of the rumb line to the finish. Then Phillip hooked into a beauty, lifting on starboard all the way to the finish.

Now back through the shore dump. Again no real dramas but *The Young Mariner* did get sideways and nearly broached. Nothing like dropping onto the beach sideways! Looked good at the time, even better on the Go Pro that evening.

Across the line and elapsed time: Simon and Matt *The Young Mariner* 2nd to the A-class by 4.16 minutes at 1 hour 42.45 minutes (awesome), just 4.8 seconds before a Taipan 5.7 that held off Phillip *Aldebaran VI* 4th, 1.43.57, Brad on *Gonads*, 1.55.24. Corrected time: Phillip 1st, 2.04.29, that start line Arrow pushing Simon back to 3rd, 2.05.18, Brad *Gonads II* exactly mid-fleet 11th, 2.19.02, with a further eleven boats behind him (great sailing Brad). So the Neil Fowler boats got all the rum this year! A great result for the Mosquito class. (Who needs a fat-top sail?)

PS: With Simon leaving before presentation Brad collected Simon's rum, but all witnesses were sworn to secrecy. So don't tell him!

Results: <http://vhyc.org.au/rum-race-2014-race-results/>

Phillip: *Aldebaran VI* 1827



Racing and Titles

States:

Weekend 1: November 1 & 2, PVSC, Pt. Vincent

Weekend 2: January 31 & February 1, LBSC, Larges Bay

NoR will posted on the MCASA website:

<http://www.theracingcat.com/index.php?page=sa>

Nationals:

Somewhere in NSW.

Here is a link to the National web site:

<http://www.theracingcat.com/index.php?page=national-titles>

4 January 2015 to 9 January 2015

Link to the NoR: [Notice of Race](#)

Speers Point ASC, Speers Point, NSW

<https://www.google.com.au/maps/@-32.9641404,151.6262552,15z>

Dash for Cash:

Weekend #1: Lake Bonney YC 68th *Opening Regatta*, October 4-5, Barmera.

Weekend #2: Adelaide SC *AIR Regatta*, March 7-8, West Beach

Prize Money: 1st outright, \$100

2nd outright, \$50

3rd outright, \$25

Same again for handicap positions.

Best clanger award: \$payouts on the water,

Humiliating cheers from the balcony set,

Sympathy from... be real! in your dreams buddy, what did you expect?!

Sailors must be members of the MCASA to compete in the events listed above.

To join (or renew membership) follow the links at:

<http://www.theracingcat.com/index.php?page=membership>

Please note **membership** for season 2014-2015 is **due**:

"The membership year is from 1st of August to the 31st of July the following year."

Club Openings:

Adelaide: October 11 http://www.adelaidesailingclub.com.au/assoc_page.cgi?c=0-10064-0-0-0
<https://www.facebook.com/adelaidesailingclub>

Barmera: October LWE, October 4-5

(See enclosed flyer below and previous note under *Dash for Cash*)

www.lbyc.org.au (no offence but appears dormant)

www.facebook.com/LkBYC (active)

Somerton: October 11 <http://www.somertonyc.com.au/>

<https://www.facebook.com/pages/Somerton-Yacht-Club/471620692928858>

Normanville: early November, on a Sunday?

<https://www.facebook.com/pages/Normanville-Sailing-Club/175716332553449>

Pt. Vincent: governed by the farmers. (Give thanks to the Primary Producers.)

<http://portvincent.org.au/services/port-vincent-sailing-club/>

<https://www.facebook.com/pages/Port-Vincent-Sailing-Club/176905519050223>

For confirmation: check your calendars, YSA handbook and club websites for details.



**CASH
PRIZES**

Saturday 4th

- Nominations from 1000
- Official opening 1200
- Racing From 1330
- BBQ tea after sailing



Lake Bonney Yacht Club Inc.
- Dean Drive, Barmera, SA

More information available at:

- www.lbyc.org.au
- www.facebook.com/LkBYC

Sunday 5th

- Racing from 1000
- Presentation and dinner after sailing

- Large grass rigging area
- Boat ramp
- Canteen with lunches
- Bar facilities

Or contact
Peter Dunk 0439 335 781

Web pages and Links

Mosquito Catamaran Discussion Group:

For sailors of the Mosquito Racing Catamaran

<http://www.catsailor.com/forums/ubbthreads.php?ubb=postlist&Board=22&page=1>

Mosquito Catamaran Face Book:

<https://www.facebook.com/groups/126390337427802/>

MossieNet Classifieds

See mosquito catamaran sales at the following locations. Please notify Ed of others you are aware of.

Links

The National Mosquito Catamaran website

<http://www.theracingcat.com/index.php?page=boats-for-sale>

Mosquito Catamaran discussion group (Catsailor.com)

<http://www.catsailor.com/forums/ubbthreads.php?ubb=showflat&Number=267091#Post267091>

Locally

Aldebaran V: 1765

“A timber boat in pristine condition and with a successful racing history.”

Details will be available soon so watch: MossieNet Classifieds, Mosquito website, Mosquito

Discussion group, Gumtree.

Spread the word!

If you would like your sailing story to be in the newsletter (all contributions welcomed) or you would like to add something to be sold, looking for a particular item or seeking information on an item, please send an email to: ppearce@internode.on.net

Thank you, Phillip Pearce (Ed)

Aldebaran VI

1827

Adelaide Sailing Club

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

Mailing address:
PO Box 532
PLYMPTON, SA 5038

Association Registration No. 10287M

Web site: <http://www.theracingcat.com/index.php?page=sa>