

NATIONAL MOSQUITO CATAMARAN COUNCIL

ANNUAL GENERAL MEETING 1999/2000

Held at
Gippsland Lakes Yacht Club, Paynesville Vic

Tuesday 11th January 2000

Meeting opened 7.36 pm

PRESENT

Roger Wilson (National Secretary), Phillip Pearce (National Technical Officer), Phillip Warren-Smith, Brendan Godfrey, Rex Bichard, Peter Nikitin, Nigel Signal, Andrew Copland, Craig Copland, Mike Lane, Peter Cobden, Brad Lane, Gary Lane, Ross Bennett, Jon Guymer, John Buzo, Mick Floyd, Rod Kemp. Chris Boag, Di Bichard. Hubert Tucker, Michelle Tucker

APOLOGIES

None

MINUTES OF ANNUAL GENERAL MEETING 1998/99

Not available

BUSINESS ARISING FROM PREVIOUS MEETING

None

CORRESPONDENCE OUT

- Lacedepe Bay SC - Request for National Titles
- Rivoli Bay Sailing Club – Request for National Titles
- Kingston Tourist Association – Request for assistance with Kingston Nationals
- Victor Harbour Yacht Club – Request for National Titles
- VMCA, MCASA, ACT Notification of Rule Change Motions

CORRESPONDENCE IN

- Lacedepe Bay SC - Refusal of National Titles Request
- Rivoli Bay Sailing Club - Acceptance of National Titles Request
- Rivoli Bay Sailing Club – Information on accomodation etc.
- Victor Harbour Yacht Club - Refusal of National Titles Request
- Australian Sailing Request for Nationals Report

BUSINESS ARISING FROM CORRESPONDENCE

None

ACCOUNTS FOR PAYMENT

None

NATIONAL SECRETARY'S REPORT AND FINANCIAL STATEMENT

The National Secretary presented his annual report (see attachment)

Motion: ***The National Secretary's report be accepted***

Moved Mike Lane 2nd Ross Bennett

Passed

NATIONAL TECHNICAL OFFICER'S REPORT

The National Technical Officer presented his annual report (see attachment)

Motion: ***The National Technical Officer's report be accepted***

Moved Ross Bennett 2nd Gary Lane

Passed

ELECTION OF OFFICE BEARERS

- National Secretary

Nominations :

Brendan Godfrey (Nom. by Philip Warren – Smith 2nd Chris Boag)

Roger Wilson (Nom. by Philip Pearce 2nd Rex Bichard)

Vote taken Roger Wilson was elected as National Secretary.

- National Technical Officer

Nominations:

Phillip Pearce (Nom. by Bob Wilson 2nd Hubert Tucker)

Phillip Pearce was elected unopposed as National Technical Officer.

NOTICES OF MOTION – RULE CHANGES

- Determination of voting allocation

Current members in Victoria are 65 (4 votes) , South Australia 74 (4 votes) , ACT 7 (1 vote)

Two-thirds majority required for a motion to be successful is therefore 6 votes

- ***Motion #1 (VMCA) : MEASUREMENT CHANGES TO THE FORESAIL***

Victoria 4 votes yes SA 4 votes yes ACT 1 vote yes Motion passed 9-0

- ***Motion #2 (VMCA) : MEASUREMENT CHANGES TO THE MAINSAIL***

Victoria 4 votes yes SA 4 votes no ACT 1 vote yes Motion lost 5-4

- ***Motion #3 (MCASA) : MEASUREMENT CHANGES TO THE HEADBOARD***

Victoria 4 votes yes SA 4 votes yes ACT 1 vote yes Motion lost 5-4

GENERAL BUSINESS

1. Rules review

Discussion was held about our rules and a discussion on the sail changes. It was decided that a copy be given of the constitution for all members to review and that a meeting be set for 8am on Friday January 14th at GLYC. Items for the agenda to be given to the National Secretary by 7.30am on 14th January.

Moved Brendan Godfrey 2nd Phillip Warren – Smith

“That the said meeting be held (a)to consider amendments to the consitution of the NMCC and propose a structure for effecting those amendments. (b) to consider rule changes and (c) to propose basis for building restrictions and amendments”.

Passed.

It was decided that the meeting to be held on Friday the 14th of January 2000 at 8.00 am and for no longer than 1 hour. All submissions to be posted on the Notice Board in the Foyer by 7.30 am Friday the 14th of January 2000.

2. Nationals Venue 2000/01

Roger Wilson gave a presentation on a proposal for the forthcoming Nationals to be held at Rivoli Bay Sailing Club with a 7 race format to commence on the 7th of Jan finishing on the 13th of January 2001.

Moved Bob Wilson and 2nd Warwick Kemp

“That the 2000/01 Nationals be held at Rivoli Bay Sailing Club with a 7 race format to commence on the 7th of Jan finishing on the 13th of January 2001”.

Passed

Moved Brendan Godrey 2nd Phillip Warren-Smith”

“That each state pay to the National Mosquito Catamaran Council their financial dues for the years 1999 and 2000 and that this be used to subsidise the upcoming National titles at the South End’.

Passed

Moved Chris Boag and 2nd Gary Lane

‘That organisation of the 2000/01 Nationals be a joint effort between VMCA and MCASA and coordinated by the NMCC”.

Passed.

3. Nationals Venue 2001/02

Hubert Tucker, Vice Commodore of Adelaide Sailing Club, gave presentation on Adelaide SC.

Moved Chris Boag and 2nd Ross Bennet

“That following the titles in 2002 that the venues be held either in the ACT or NSW as per the Constitution”

Amendment to motion:

Moved Philip Warren-Smith 2nd Ross Bennett

“That the rotation as per the Constitution be amended so that Adelaide host the 2001/02 National Titles and that the order of rotation be reverted to in the following year”.

Amended motion passed.

4. AYF affiliation

Roger Wilson read out what the Affiliation means to our class.

Moved Brendan Godrey 2nd Phillip Warren – Smith

“that NMCC continue our AYF affiliation and (re-)apply for AYF National status”

Passed

5. Mk 3 Rig – Bob Wilson / Warwick Kemp

Bob gave a presentation on the Mk 3 rig.

Moved Brendan Godfrey 2nd Warwick Kemp

“That a NMCC sub-committee comprising Bob Wilson and Warwick Kemp be established to prepare concept drawing by the end of March 2000 for a Mk 3 rig (Cat & Sloop) for demonstration at the South End Nationals”.
Passed.

Meeting closed at 10.12 pm

Annual Report and Financial Statement

1999 has seen the Mosquito continue to be sailed at many regional centres in Victoria but few boats now sail competitively in Melbourne and the organisation of the class in Victoria is a concern. In South Australia there has been a substantial change in the makeup of the fleet at the Adelaide stronghold with many senior sailors of long standing in the class finally moving to Taipans but numbers being maintained. A small fleet has emerged at Kingston while Pt Lincoln and Ceduna maintain their numbers. The ACT fleet has been recently modernised.

There was an expectation that numbers at this Nationals would be smaller than the Pt Lincoln, however we have a very good fleet of 29 which is a reflection on the hard work of the organising committee this year. The attendance at this Nationals of many father/son/mother/daughter combinations and a real family atmosphere is a clear indication that the Mosquito retains its traditional position as a high performance but easily handled ‘family & fun’ catamaran. This is our strength which we must retain.

Proposals for the square head mainsail appear to have finally failed with the VMCA proposal expected to be defeated at this AGM. This looked to be the last chance to change for the square head main for the foreseeable future. The VMCA proposal to change the measurement method of the jib is expected to be supported, however the opportunity to adopt a larger jib has also passed us by. The past National Secretary, Brendan Godfrey, warned in his report two years ago that “We have allowed some change yet in critical areas that will show the class to be ‘modern’ we have not moved. The intransigence may lead to our demise”. We continue not to move. In the past year only one new boat that I am aware of has been built, and that is yet to hit the water.

At this Nationals we have unfortunately seen the consequence of failing to modernise the rig in any way with disputes regarding the legality of sails which have exploited long-known ‘loopholes’ in the class regulations being a feature of the first few days. These sails have been developed with disregard for the long discussions we have had in the past year to try and introduce a square-top main and have variously been viewed on the one hand as ‘unfair’ or ‘not in the spirit of the regulations’ and ‘fair’ or ‘not a problem’ on the other. Whatever the situation with regard to legality or otherwise of these sails it is clear that the regulations are once again in need of review. Other well known loopholes in the regulations exist e.g canted beams, and hull shapes are considered to be the most pressing issue by some. We should regard a rules review as a high priority issue, however we are unable to bring any new class rules into effect until 18 months from now even if we get agreement on rule changes at the next AGM which means that the same disputes as we have this week may arise again at the next Nationals. A review of the voting procedures for rule changes is also necessary as we have different procedures in each State.

So is the class going somewhere or are we happy with what we have ? Can we attract people to the Mosquito e.g. convince them to spend \$7,000 on a Mosquito in preference to \$14,000 on a Taipan? We have a proposal to put to this meeting from Bob Wilson and Warwick Kemp to develop a Mosquito Mk 3 rig with the intentions of

- (1) giving the boat a more modern look,*
- (2) being more competitive against Taipans,*

- (3) demonstrating that the class is moving forward,*
- (4) maintaining resale value,*
- (5) introducing a sense of excitement to the class,*
- (6) sail a demonstration boat at the 2001/02 Nationals.*

The proposed rig is approximately 75cm taller, square head, 30cm shorter boom. The platform would be unchanged as there is nothing wrong with the hull shape. The cost would be mast, boom and mainsail which is a lot less than the cost of changing to another class. Bob and Warwick are proposing that a sub-committee be formed within the Mosquito class structure to determine specifications for the rig and to build a prototype.

After prolonged negotiations we have secured a venue for next year's Nationals at Rivoli Bay SC in the South East of South Australia where Rick Thomas is Commodore. Organisation of this event is yet to be decided although a joint effort between VMCA and MCASA appears to be the logical way to go. Sponsorship will be difficult to obtain. Southend is a very small town and the concept for this series is a 'beach holiday' nationals.

Adelaide Sailing Club will host the 01/02 Nationals and this will be an opportunity to increase the fleet size there.

The National account remains at zero and no financial transactions were made in the last year.

*Roger Wilson
National Secretary
January 2000*

National Technical Officer's report

As you should all be aware several proposals to the Building Rules and restrictions were processed during the past year. Results of the subsequent vote have been tabled at this meeting.

I have no further information to pass on to members but I feel I do owe class members an apology.

Some of you are aware a meeting occurred on Sunday the 9th, measuring day. The topic of the meeting concerned the existence of two mainsails and whether they were legal under the Building Rules and Restrictions.

The apology is for the way in which the Sunday's informal meeting was conducted. Having experienced the past three days I now realise I should have displayed stronger initiative. Initially I was reluctant to address the problem and reluctant to speak. I was reluctant to speak for several reasons: 1, I was unsure of my powers as NTO. 2, I was unsure of why I was objecting to the design of the mainsails. 3, I was caught unprepared because I had no prior knowledge these sails existed.

It was purely coincidental that one was rolled out for measurement immediately after mine and I saw it. At no time was I told about them. My immediate response was that it was illegal but unsure why. With subsequent discussion, many hours contemplation, protests being lodged, I now feel confident to speak on the matter.

On Sunday the only objection I could confidently make using the current BR&R was there was no headboard. The BR&R require the measurement of the headboard. It was argued that no headboard was required. This was unresolved. It was also argued that the cringle was the headboard. This was deemed incorrect. I tried to maintain that if the BR&R require the headboard to be measured, then a headboard needs to be present. Many classes do not require a headboard, just a cringle. These classes do not require a head measurement. For whatever reason the mosquito class has a headboard in its mainsail. Why it has one I do not have the knowledge to answer. But it does have a size restriction.

So what is its purpose? Does it hold up the leech? Battens do this. Does it spread the forces & loads at the head? Some classes do not have a headboard and their sails do not suffer. So why have one? Can it be said its purpose is to support the width of the head of the sail? If this were its purpose then the restriction placed on its size would also place a physical restriction on the width of the head. If its purpose is to support the lateral flexibility of the head width then in the absence of a headboard one must look at what is supporting the head width. Is it a batten? A batten has been incorporated in the head of the sail that, as shown in other classes, that is its purpose. To support the lateral flexibility of the head width. In the absence of a headboard to measure, does the measurer look for an alternative and measure the head-supporting batten? I believe he does because as I have suggested, this batten has effectively replaced the headboard. Applying this argument the measurer would be quite within his rights to deem the sail illegal because the batten exceeds the maximum measurement of a headboard, 120mm x 120mm.

May I finish on a more personal note, and this is not meant to offend, but give a summary of comments made by others. In light of the current proposals that have been under discussion this past year, the opinion of members being known well before these national titles, it has been expressed by some very seasoned sailors that to produce a sail which includes the design modification being addressed by those proposals and which had not been officially ratified was naive in one sense and arrogant in another. To attend national titles without a sail that could unquestionably measure was foolish. These actions have created an unnecessary amount of discussion and general feeling of frustration and disgust for some long term supporters of the class.

Finally, I personally want these nationals to be remembered as the Paynesville nationals that had a great location, great sailing, close competition, and excellent hospitality by the host club. Also remembered for the reuniting of old friendships, the formation of new friendships, and the reinforcement of the spirit of the mosquito class. I do not want these nationals to be remembered as the mainsail nationals!

Phillip Pearce
National Technical Officer
January 2000