



February 2011

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MCASA Merchandise & MozzieNet Classifieds
(now at <http://www.mossie.org.au/>)

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

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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
Phil Flaherty	33AD	2010

Presidents Position

Happy New Year to all for 2011,

In this issue we have plenty of news for all you Mozzie heads out there.

The Traveller Series at Normanville was a spectacular success, with 10 Mozzies attending the second round of the series. Conditions were fantastic and we all had a great time. One of our onlookers who is a regular at Milang was so impressed by the turn out, that he suggested we try and organize a one of race day at Milang. The committee is looking at how we can fit that into an already busy schedule, so watch out for flyers on that in the coming months.

Nationals

By all accounts the 2010 nationals at Port Arlington were a success, with 34 boats all up and a contingent of 13 boats from SA. Congratulations to Garry Maskiel, Warwick Kemp and crew Tomas Norman, for taking out first place in MK1 and MK2 respectively. SA faired very well overall, and congratulations to all other place getters. The results are available on the NMCCA website and in this newsletter. Since I could not attend, I'll let Roy and Steve Thomas fill you in on all the nitty gritty action as they saw it.

Nationals 2011/2012

We have recently confirmed with Rivoli Bay Yacht club that we will be holding the next nationals at their club in Southend. For those of you who don't know, Rivoli Bay YC is in the town of Southend, which is in the South East of SA about 30km west of Millicent. It's the bay that Beachport and Southend are situated in, a beautiful spot, and there should be no shortage of wind there. We are currently in good financial shape, and as long as that remains the case we can all look forward to a great National series next season, and a chance to showcase the class in yet another area of the state.

The next nationals will mark a significant milestone in the history of the Mosquito class, as it will be the 40th time this event has been held, and the SA committee would like to hear from its members, affiliates and interstate counterparts, any ideas of how we can make that an extra special event and celebrate the history of this uniquely Australian Catamaran. One idea that has been put forward by Mick Floyd is that we campaign for 40 boats on the water. Given the number of boats that have been built, I think that should be achievable. We just need to locate some of these boats that have been squirreled away in people's garages, talk to the owners and see if we can get some of them back on the water for this historic occasion. We will definitely be advising the local South East media organizations and attempting to get some coverage of the event.

The momentum continues within the class. Just prior to Christmas we were getting record attendance at ASC and still experiencing quite a lot of interest in the class from potential new members, with enquiries coming in from all quarters. Some are interested in migrating to a mozzie from other classes; one of our most recent enquiries is from a guy restoring an older one. Any enquiries about mozzies should be welcomed and encouraged. If someone approaches you to talk about mozzies, I would like to think you will be a good ambassador for the class, talk up the positive aspects and maybe invite them out on your mozzie to try it out. If you are unable to do this then please encourage them to contact the committee, and we will soon arrange to contact them, answer any questions they may have and/or organize a ride. A good source of information about the class is the **information brochure** which appears on the NMCCA website. This 2 page document has been recently updated with improved photos, general information about costing, and the addition of the spinnaker. The brochure is available for download in PDF format.

Website: The committee is looking at rehashing our website, getting more current information up there and in a more timely fashion.

See you on the beach, on the water, and at Somerton for the Traveller Series and the States on the 5th and 6th of February.

Cheers Graeme

Proposed Rule Change 2011 AGM

Our National Technical Officer has forwarded one minor proposed rule change which was not voted on at the 2010 AGM, this change is to be submitted for voting at the 2011 AGM. This proposed change is included in this newsletter, and our NTO has asked that we consider it and take a poll that can be submitted for voting at the next AGM. This only needs to be something informal like a chat, and an email, or a phone call saying you agree, or disagree, you can direct these to either me or the secretary of the association. So come on get to it, let us know what you think.

Rev 3 – 29/9/2010 NMCCA

Rule change proposal – 2010

Tim Shepperd (NTO)

Proposal 1 Rule change

Rule 5.8

This rule change proposal was originally put up for the 2010 AGM but it was overlooked and did not come to a vote.

This proposal was re-submitted for voting at the 2011 AGM. And was voted in

Amended 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.

Country Rep Report #2

16th November 2010

Hello All

On behalf of the Lake Bonney Yacht Club, I would like to take this opportunity to thank those sailors who made the effort to come up for LBYC's opening day. I'm sure I can speak for most country clubs in saying that it is this active involvement of people who are willing to travel and support their chosen sport that is so important for not only the financial support of the host club, but more importantly to be seen by the clubs' local community as a sport that is well supported by their peers, and therefore attractive for prospective participants. You might be surprised at how much publicity is generated by these events. A lot gets noticed by a lot of people, both good *and* bad.

Congratulations to all those who made it to Normanville. I enjoyed sailing there last year and was looking forward to this year's program. It was a good turnout, and should provide the momentum for the rest of the Mosquito year.

From a chosen representative of MCASA's point of view, I think it is imperative that we continue the momentum of the Traveller series, and not let the unfounded notion of distance (perceived or otherwise) interfere with future sailing events. A lot of mileage, through new membership, can be achieved by displaying a cohesive association to both the public in general, and also to other sailing participants who may be looking for a class of boat demonstrating not only an active competitive spirit, but also a sociable, friendly environment.

I believe we *all* have a part to play in putting aside our immediate personal attitudes and preferences for the overarching benefit of MCASA. Any culture can be changed, and I feel that support for moving about the state will increase as time moves on.

Looking forward to seeing you all out on the water again.

Steve Thomas

The Editorial Gybe,

The second leg of the Mosquito Traveller Series was held at Normanville sailing Club on 7/11/2010 which just happened to be the opening day for NSC. We had 3 mk2's and 7 mk1's on the water on a coolish day with blue skies, waves and a good solid breeze. In the Mk2's we had Simon Hallsworth/ Sarah Martin on The Young Mariner 1800, Peter Dunk /Kirsten Thomas on Natural Progression 1707 and Phil Flaherty/Mark Stillman sailing Phil's brand new glass boat To Be Sure 2, 1818. Peter Hallsworth has a new Irwin sail on his boat Beyond a Joke 1777, Darryn Kopp on Bullet 1782, Rick Verboon on Both Barrels 1676, Graeme Davies with Infected 1799, John Karram on Zapper 1736, Simon Bone on Phat Cat 1743 and Myself on Rebel without a Clew 1770. Mike Croaker 1547 turned up but did not risk it as he only has one useable rudder. There were also a dozen NSC boats consisting of a mixed fleet of smaller dinghies and cats which would sail a smaller course. It does not pay to wander too far away from the start boat at NSC as Steve sets the course then gets the racing under way sharpish, no messing about. My excuse for being late was I had snapped my port foot strap while locking down a rudder [snagged it with my trap hook] and was hastily effecting a temporary repair, Peter H was too far from the start boat, practicing, and did not hear the start hooter. Darryn was definitely paying attention and bolted from the start and was first to the top mark.....and the finish line,

By the end of the day with two races run the results were,

Darryn Kopp 1st, DNF

Simon Hallsworth/Sarah Martin 3rd, 1st.

Peter Dunk Kirsten Thomas 2nd, 3rd,

Phil Flaherty/Mark Stillman 4th, 2nd,

Peter Hallsworth 6th, 4th

Rick Verboon 5th, 5th,

R Douglas 8th, 6th

Simon Bone 7th, 8th,

Graeme Davies 9th, 7th,

John Karram DNF.

The next leg of the traveller Series will also be the State Titles at Somerton, Feb 5 & 6th.

National titles,

Portarlington Sailing Club was the venue for the national titles held from the 2-7th January 2011. Simon Bone and myself were to double up our boats for the journey, so the 4 weeks prior were busy making up brackets ,clamps etc to convert my trailer to a double decker.....plus sailing of course! Also doubling up were Phil Flaherty / Mark Stillman and Simon Hallsworth/ Sarah Martin, although Sarah flew in leaving the boys to male bond/road trip their way to Victoria. Peter Hallsworth towed his boat with Simon sharing the driving, while Peter Nickolson, Rick Verboon, David Heynemann, and Phil Pearce all towed their own boats. Our accommodation "sleeps seven" it was a tad cosy with 9 inside, two people in two tents and 9boats in the backyard. To ward off evil spirits we built a defensive wall of empty beer/wine bottles next to the bbq!

All boats wishing to compete at a national level have to be on the register of measured boats as a pre-requisite, so the actual measuring consisted of weighing the platforms, running a tape measure over the mast and booms, and only new or modified /recut sails needed to be measured. It went quite smoothly, and quickly, so, by mid afternoon most boats had been re assembled ready for racing. We had 23 cat rigged boats and 11 sloop rigged boats, which is the highest turnout for some years. The weather forecasts were for a windy week with a large low moving down the coast, with Friday predicted as a blow out. With an overcast sky the morning invitation race was moderate but with gusts over 20kts so handling the bullets well would determine the results not only for this race but probably the series. This was true for the whole week. The breeze was fluctuating in direction as well as strength. Several boats went over including Santa [aka Matt

Stone] who ditched next to the committee boat prior to the start. Photo's on the Vic website! Gary Maskiell stayed upright to take the win followed by Matt Stone and Darryn Kopp. Among the DNF's were Tim Sheperd [sailing with asymmetric spinnaker] Andrew Neeson, Gary Lane [equipment problem] NSW's lone rep Mark Granger, David Heynemann, Peter Hallsworth and myself [taking photos]. Warwick Kemp took out the sloops with the Joiners and the Floyds second and third, with Just a Toy and To Be Sure 2 retiring.

After lunch, race 1 started in blue skies and a fresh breeze with bullets. According to the locals there were two weather systems opposing each other and were sucking the wind off the bay. This would make choosing a course to the top mark something of a lottery as the right side of the course would pay off on one lap but not the next and vice versa. Gary, Bob and Matt took the left hand side of the course from the start line with the bulk of the fleet following suit, Darryn, Andrew Neeson and a few others opted for the right side which would take them closer to the beach. The breezes looked consistent over the course, but as the boats converged at the top mark those who had gone left were ahead by a fair margin. Peter Nikitin on Bee Alert 1790 capsized and would retire from this race as would young Mitchell Meade. Gary Maskiell took the win from Bob Wilson with Darryn Kopp picking up some places to finish third. Less than a minute covered the top four boats with Ross Bennett in fourth on No Turbulence 1774 [an ex Peter Hallsworth boat]. In the sloops multiple title holder Warwick Kemp crossed the line 6 seconds ahead of Neil/ David Joiner with Mick and Sarah Floyd another 30 seconds adrift. Three and a half minutes covered the entire MK2 fleet.

Race 2 followed straight on with the same course but with the wind strengthening as the afternoon wore on. This provided some excellent upwind beats and firehose reaching legs. Comparing the times from R1 everyone shaved several minutes off their elapsed times with Gary Maskiell on "Thrice Bitten" 1760 dropping from 53.56 to 48.30. This gave Gary the win with Tim Sheperd on "Karma Kat" in second and Darryn Kopp "Bullet" third, followed by Mitchell Meade, Matt Stone and Garry Johnstone. Peter Nickolson, Peter Hallsworth and David Heynemann all had a DNF. The Mk2's also dropped a similar amount of time for the second afternoon race with Mick and Sarah Floyd "Totally" taking the win 20 seconds ahead of Simon Hallsworth/Sarah Martin on "The Young Mariner" with Neil and David Joiner "Immunity" a further 23 seconds behind. Gordon and Kate Hyde "Air Apparent 1520" had a forestay bracket tear off the hull and retired from the race, no sooner was the boat back in the carpark when the tools came out and the boat was repaired ready for the following morning's race. Impressive!

Race 3, Tuesday morning,

Peter Hallsworth on "Beyond a Joke" had decided not to sail as a pre-existing back injury was making its presence felt. With 30 seconds to go I was looking at my best start near the committee boat, at 10 seconds to go it all went pear shaped as I got squeezed between the barging buoy and said committee boat and had to go around again, ah well, I was living the high life for a moment! A very brief moment! This was to be a light wind affair [as were most of the morning races] and there were no mistakes from Peter Nikitin "Bee Alert 1790" who was very quickly at the front along with Darryn Kopp and Phil Pearce. Phil was on his home built ply boat "Aldebaran V" and had taken delivery of a new Irwin sail this season, which has definitely lifted the boats performance. Next over the finish line was Rob Lott on his own home built boat "Grey Matter 1808" so this race produced the best results in this series for ply boats. The swinging conditions caught out a few of the top runners with Bob Wilson, Gary Maskiell and Matt Stone finishing uncharacteristically down the field in 10th, 11th and 12th spots.

In the mk2's Warwick Kemp /Tomas Norman "Atreus 1788" had a brand new Goodall main which they first used in the invitation race. Atreus and Totally pulled away from the rest of the 11 boat m2 fleet with Atreus taking the win by 14 seconds. Phil Flaherty /Mark Stillman had their best result so far on "To Be Sure 2", a new glass boat from JK Fibreglass. Phil campaigned a ply boat for some years "To Be Sure", and commented that the new boat does everything so much quicker than the old boat.....including capsizes! Gordon Hyde's hull/ forestay repair was holding up with a 7th placing.

Race 4,

In the first of the afternoon races Gary, Matt and Bob re-established themselves at the front of the field in a close finish with Tim Sheperd and Darryn Kopp also only a minute apart. Phil

Pearce was next followed by Phil Mann and Ross Bennett. Phil Mann's boat has an amazing colour scheme of red/orange/yellow which flows through to the mast, boom, tillers, rudders, rudder stocks and even his sailing kit; it must have been very labour intensive to achieve the effect.

There were still plenty of bullets out on Port Philip Bay with Lake Boga's Tim Kennedy "Try Again" retiring after a capsize [gear damage?] and Normanville's Peter Nickolson "Spot" capsizing then dropping a couple of positions re righting the boat.

The sloops were another win for the Warwick Kemp/Tomas Norman team with Mick and Sarah Floyd again half a minute behind closely shadowed by The Young Mariner ,Simon Hallsworth and Sarah martin who in turn had Neil and David Joiner, last years champions breathing down their neck. The time difference between the Mk1's and Mk2's is surprisingly close with Warwick's time around the course only 26 seconds quicker than Gary's with 42.36 and 43.02 respective.

Race 5

The breeze was softening for the last race of the day, and if we could get the 5th race in we would have enough to qualify for a series. With Wednesday as the reserve day and the threat of some wild weather on the way, it was vital not to lose any races. Friday was still being tipped as blown out. A clean start at the pin end with Normanville regular Simon Bone, "Phat Cat", and one Bob Wilson on "Voodoo 1781" [National champion 8 times with this boat] saw us momentarily living the high life rounding the top mark in 7th,8th with Bob in the top three. Bob secured first place by the end of the first triangle while Simon and myself tried to avoid the inevitable as the kevlar/ carbon/ foam sandwich boats slipped by one by one. The first five boats were in a very tight group with Bob taking the win from Matt Stone "Unko 1816" two seconds ahead of Darryn Kopp "Bullet 1782" followed by young Mitch Meade on "Catalyst 1749" with fellow Gippsland Lakes sailor Gary Maskiell breathing down his neck. There were still gusts out on the course to trap the unwary with Peter Nickolson capsizing in a gust, with three in one day Pete called it quits with a couple of cracked ribs thrown in and retired to our digs for a medicinal bourbon and coke! Also to DNF were Andrew Neeson on "Veloce 1792" and Lake Boga's Tim Kennedy.

This was to be Neil and David Joiner's race with a win ahead of Nick Baglioni / Tom Floyd on "Bite Me 1749" [best result] Third was "The Young Mariner" followed by "Atreus". A swim put Phil Flaherty/ Mark Stillman at the back of the field.

Reserve day,

Drove to Queenscliff for some sightseeing etc, most of our group did a tour of the historic old fort while the culturally inept [me and Simon B] ate scallops and chips on the main street. Culture is where you find it!

Thursday 6th January, Race 6

This would see one race in the morning and only one for the afternoon, The predicted strong breezes had not arrived although just prior to the start it certainly looked like it was coming in fresh. Halfway to the first mark saw everyone coming in off trapeze as the wind faded. After two days off the water Peter Hallsworth was back with a bang [must have been the tour of the fort!] and was in the front running group on the radical ex AJ ply boat, which has been further fine tuned by Peter including the addition of a carbon boom and a new Irwin sail. The first six established a small break on the pack behind with Gary Maskiell just getting over the line ahead of Darryn Kopp by the smallest of margins with Tim Sheperd, Bob Wilson, Peter Hallsworth and Matt Stone finishing within the same minute of each other. Not facing the starter were; Peter Nickolson "Spot 177", retiring through injury and would pack up for the drive home, and NSW's Mark Granger on "Zapper 1724", who had to return to New South Wales for work commitments. Mark sails at Mannering Park, venue for last years series and had purchased the boat from Karl Herman, who in turn bought Top Gun 1704 from Ben Cutmore, after the Mannering Park Nationals last year.

Warwick Kemp again dominated the sloops with an all the way win from the family teams of the Floyd's and the Joiners, followed by Simon and Sarah, then Phil Flaherty and Mark Stillman. 10 minutes covered the mk2 fleet.

Thursday Afternoon, Race 7,

Sailing out to the start line after lunch for the single afternoon race the breeze had picked up considerably and gusted through the fleet in the 5 minute countdown to the start. With one minute

to go Gary Maskiell found himself behind a row of boats at the committee boat end and bore away for clear air at the pin end, taking Matt Stone and Ross Bennett with him. Sailing to leeward of the main group but with good boat speed these three tacked late which gave them a good line to the top mark, converging with Bob Wilson, Tim Sheperd and Phil Mann for the first reach. Phil Pearce capsized on the second leg of the course and, after righting the boat sailed like a bloke possessed to regain several positions to finish in thirteenth spot, which would be his drop. Gary Maskiell finished first with Bob Wilson runner up, followed over the line by Tim Sheperd and Phil Mann. During the lunch break Darryn Kopp commented that no matter where you were in the fleet there was someone to race with. This was very true of Gary Lane and myself as we seemed to be joined at the hip with Gary having the downwind advantage whereas I could get it back upwind. We finished the series a couple of points apart. Good racing.

As the winner of race 7, Warwick Kemp/ Tomas Norman "1788 Atreus" had an unassailable lead in the sloop rigged boats and would sit out the final race spectators. For the record Atreus would finish a minute and a half ahead of Simon /Sarah on "The Young Mariner" and two minutes ahead of Mick and Sarah Floyd on "Totally". Next were Gippsland Lakes Yacht Club's Nick Baglioni/ Tom Floyd on "1749 Bite Me" 2 seconds clear of Neil and David Joiner's "Immunity 1789".

Friday Morning 7/1/2011, Race 8,

22 knots at the channel buoy contradicted the mild conditions we were experiencing on the beach, the tide was pushing small waves from right to left with the sand bar more prominent this morning. Basically, it took forever to clear the bar and be able to drop centreboards and rudders for a long slow beat to the start/finish line with time running out. Not starting the last race was Peter Hallsworth who had decided to sit this one out with strong winds predicted. What we actually got was a light wind start building to a trapeze able 15 knot finish. Controversially, Bob Wilson on "Voodoo 1781" was the first to cross the finish line but had been pinged for being over the line early and would be scored OCS, as would Ross Bennett "1774 No Turbulence" and Rick Verboon "1676 Both Barrels". The fleet was fairly spread over the start line and would stay on starboard tack with the exception of Darryn Kopp "1782 Bullet" who again tacked onto port after the start. Once the front runners, Bob, Tim, Gary, Matt, tacked onto port the fleet followed suit with the exception of Rob Lott "1808 Grey Matter", Mark Pfennig "1763 Nebuchadnezzar" and Gary Lane "1650 Slow Poke". These three continued on starboard almost to the layline. After tacking, this would give them a short beat on port to the top mark but into a line of approaching boats with starboard rights. I had followed the main group and could see Gary Lane approaching the top mark from port, he then tacked below Tim Kennedy and myself and *still* made the buoy ahead of us!! He pinched up just enough to get around the mark from what looked like an impossible position! The following reach saw us parallel to the shipping channel and a large, approaching freighter gave us a couple of blasts on the hooter, must have looked closer than it was... The next loop saw the glass boats of Mitch, Tim Kennedy and Andrew Neeson slowly pull away leaving Gary Lane and myself to continue our private race. By the last triangle the front runners had really increased their lead and the fleet spread out. The final reach was trapeze able with the wind angle being just right, the boat was flying in a ball of spray.....as was everyone else's. Tim Sheperd "1775 Karma Kat" took a well deserved win from Gary Maskiell "1760 Thrice Bitten" and Matt Stone "1816 Unko" This win would put Tim and Bob tied for 4th place outright on 29 points and would give Tim 1st on handicap for the series.

Simon Hallsworth/ Sarah Martin scored their first win of the series following a consistent run of 2nd/3rd and 4th placings with a 4th being their drop/worst result. Team Floyd of Mick and daughter Sarah brought "1802 Totally" home in second while Phil Flaherty and Mark Stillman crossed the finish line a couple of minutes later on Phil's brand new glass boat "1818 To Be Sure Two" Photo 98 of the nats on the VMCA site shows Mark out on trap with Phil's trap line trailing out behind the mast, which explains why Phil was sitting in!. Neil and David Joiner came home in 4th while the repaired sloop of Gordon and Kate Hyde "1520 Air Apparent" having their best result of the series with a 5th place.

As a Mk1 competitor I do sub consciously focus on the Mk1's and my apologies to the sloop fleet. Plus the Mk1's start 5 minutes ahead of the sloops.

It was time to head for the beach, hose down and de-rig the boats, then double up the boats on the trailer for the trip home. Showered and changed with the boats in the backyard, it was back to the club for the Presentations, an outdoor meal on a balmy evening, a drink, and a chat.

The Portarlington Sailing Club ran the series in a very professional manner, all the races went ahead on schedule and nothing seemed too much trouble. 34 Mosquito's and trailers take up a lot of room, yet each night we were able to pack the boats into the PSC compound with the trailers condensed into a corner of the carpark [a *large* corner of the carpark!] Congratulations to Gary Maskiell as Mk1 champion for 2011 and to Warwick Kemp and Tomas Norman as the Mk2 Champions for 2011.

Results Mk1

1 st Gary Maskeill 1760 "Thrice Bitten"	12 points
2 nd Darryn Kopp 1782 "Bullet"	24 points
3 rd Matt Stone 1816 "Unko"	27 points

Mk2

1 st Warwick Kemp/ Tomas Norman 1788 "Atreus"	13 points
2 nd Mick and Sarah Floyd 1802 "Totally"	15 points
3 rd Simon Hallsworth/Sarah Martin 1800 "The Young Mariner"	19 points

Handicap Mk1

1 st Tim Sheperd 1775 "Karma Kat"
2 nd Gary Maskiell 1760 "Thrice Bitten"
3 rd Mark Pfennig 1763 "Nebuchadnezzar"

Mk2

1 st Simon Hallsworth/ Sarah Martin 1800 "The Young Mariner"
2 nd Mick and Sarah Floyd 1802 "Totally"
3 rd Phil Flaherty/ Mark Stillman 1818 "To Be Sure Two"

For the full results and photos go to the VMCA website

Nationals 2012,

Rivoli Bay Sailing Club, South East, South Australia

Program;

Sunday 1st Jan Measuring 12 noon -5.00pm, Welcome BBQ

Mon 2nd Jan Measuring till 12 noon pm Invitation Race

Tues 3rd Jan am Race 1 pm Races 2&3

Wed 4th Jan am Race 4 pm Races 5&6 AGM 8pm

Thurs 5th Jan Reserve Day

Fri 6th Jan am Race 7 pm Races 8&9

Sat 7th Jan am Race 10 pm optional resail Evening Presentation



<http://www.southendcaravanpark.com.au/index.htm>

Normanville

The season opener for Normanville Sailing Club was Sunday November 7th with the first race scheduled for 2.00 pm. This is also heat 2 of the mossie traveller series so is a must do event. Normanville traditionally has two races back to back with a fast and furious short course layout, blink and you miss it. New for this season is a bbq after racing on the third Sunday of each month. Also new for this season is a brand new [well, alleged to be 1989!] Ford 4100 tractor, so towing boats on and off the beach is sheer luxury! Also new will be Club T shirts available at a discounted price for members, all the more reason to become a member, which, at \$40 for adult membership is good value. There was a working bee Sunday, October long weekend which basically consisted of servicing the new tractor and rescue boat [no clubhouse to work on!]

Christies Sailing Club

Christies opened its season the week after the long weekend on a picture perfect day with light winds which were borderline for trapezing, it was just good to get out on the boat again! The last few years have seen a shift to TS's / sportsboats, but the difficulty in finding four or five regular crew has seen another shift to Flying Fifteens and NS 14,s which are ideal father son/ daughter boats and, with a fleet of 5 or 6 FF's the prospect of some class racing this season. Because I was the only mossie my racing will be mainly at Normanville but returning to Christies for special events.

Adelaide Sailing Club

Had its opening day and sailpast commencing at 2 pm [first race] Adelaide has wound up its Hot Up series which saw Peter and Simon Hallsworth, Darryn Kopp, Ben Clark as regular competitors with Peter showing some early season top form , obviously liking his new Irwin sail, Graeme Davies purchased Peter's 1 season old Clifton to replace his Ashby mainsail shredded at Pt Turton. Phil Pearce has purchased a new Irwin main.

www.adelaidesailingclub.com.au

Somerton Yacht Club was the venue for the State Titles, we still have one resail to go at ASC so more on that later.

Milang Sailing Club

The waters have returned to Milang and so has the racing, make a note of April 17th,

Milang sailing days for the rest of the season are:

Sunday March 20th 2011

Usual 3rd Sunday of Month

11am and 1.30pm starts

Sunday April 17th 2011

Usual 3rd Sunday of Month plus Mosquitos

11am and 1.30pm starts

Boat Maintenance,

This time of year those of us doing their winter boat maintenance will be putting the final touches in place prior to the start of the sailing season.....we hope! Peter Dunk has been inundated with requests for tramp repairs, mine included. Phil Flaherty has a brand new set of glass hulls from the Cobdens and has built up the boat from there. Simon Hallsworth 1800 has built a new carbon boom after noticing bending under load from his current aluminium boom, which has seen several seasons of competitive racing. Simon Bone has been modifying his trailer to make it more user friendly and not so close to the hulls when loading the boat on. Rick Verboon has had Double Barrels 1676 re sprayed professionally, and a new Irwin mainsail. After getting my boat 1770 back from The Fibreglass Factory [repair to starboard bow] it has had a back to bare timber paint job plus general tidy up. And a name change. Painting over the winter requires patience as the drying/ overcoating times are quite long [5 hours touch dry/ overcoating 16 hours @ 15degrees] Tony Betton 1728 is about to remove the front beam searching for an elusive leak. It is interesting to note that there are no boats for sale and have not been for a while now as boats coming onto the market are selling quickly. But there are some very good sails for sale. This should translate into more boats competing this season, let's hope so!

Cheers,
Roy.

Mozzie Net Classifieds

Sails for sale.

Mk2 Irwin Dacron main [super grunty] with tuned battens and jib \$650, came with the boat and have only been up the mast 5 times.

UK Halsey mk1 mains, 2 sails one set of tuned battens,

The Blue UK Tape drive used at Portarlinton Nationals [came second]

The Black Carbon Tape Drive Experimental [used 3 times] \$650 the pair.

Goodall Radial, older but still useable, \$100.

Contact Darryn Kopp, 0412 900047, email dkopp@adam.com.au

Wanted

Second Hand Fibreglass Mosquito Centreboards

Contact Rob Schneider drindusty@hotmail.com

Sails for sale 2

I have a New Mainsail (Goodall) only used at this years Nationals

Won the Mk2 National Championship Portarlinton

Would suit Mark1 or Mark2 - \$1350.00 ONO without battens.

Contact Warwick Kemp at,

0412 955355 or warwick@actionworkforce.com.au

