

# *MozzieNet*

September 2009

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

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

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

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



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**NATIONAL TECHNICAL OFFICER**

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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

## **Presidents Position**

Greetings to all,

This year the committee has decided to run the state competition all in one weekend. The venue for this year's competition is Point Turton, a beautiful little spot on the foot of Yorke Peninsula with a very young club. The dates are Saturday 6<sup>th</sup> and Sunday 7<sup>th</sup> of February 2010. It's shaping up to be a good one this season, and the guys at Turton are very keen to host us at this new venue.

Measuring day at ASC was a bit of a disappointment, as not many people turned up. On a positive note however, those who did show, had all outstanding issues resolved, and can now be confident that their boats will be recorded on the national database. A big thank you goes out to Peter and Jamie for their efforts on measuring day.

The committee is looking at updating the scales and revising the technique used for weighing boats, as the scale we currently use appear to be unreliable.

As most members would know, measurement can be a contentious issue and it is important that we maintain people's confidence in the equipment and techniques employed.

Not long now to the new season, the weather is easing up and those opening days are almost upon us. ASC opens on Sunday the 11th of October, and the usual suspects are already taking advantage of the hot up series. If you can't wait for ASC, don't forget to support our country members who will be welcoming back the water at Barmera on 3<sup>rd</sup> and 4<sup>th</sup> of October. Christies Sailing Club opening day is Saturday, 10<sup>th</sup> October, while Normanville is the first Sunday in November.

See you all on the water,

Graeme

## **The Editorial Gybe,**

### **Late News,**

The Lake Bonney "Welcome Back the Water Regatta" has, unfortunately been cancelled due to insufficient water in the lake. Apparently, water was inflowing into the lake, a carp trap was set, then the inflow was stopped. The expected higher water level will not eventuate by the regatta date.

### **Measuring Day**

Thankfully the early morning rain had cleared by the start of measuring leaving us with a blustery but sunny morning. Rick Tuohy's boat "Childs Play 1735" was the first to have a tape run over it, being a John Lane boat it was within the tolerances allowed under the rules. Other timber boats measured were, mine 1770 [Lane], Graeme Davies "Infection 1799" [hulls built by Tim Ninnes, looks identical to the Lane shape] and Peter Hallsworth's new acquisition "Beyond a Joke 1777". This is the last mosquito built by AJ Ginning and has some radical features eg; one inspection port per hull built into the transom, originally it had an in boom mainsheet and a concealed 12 to 1 downhaul. Surprisingly the boat was 25mm inside the maximum width allowed. Peter has added some different ideas of his own, namely a carbon fibre boom [very nifty] Balsa tiller connector, and a new Clifton sail which features 5 battens in the top half of the sail. Simon Hallsworth had brought "The Young Mariner 1800" to be measured, this is one of the glass Faye boats which carry lead correctors to bring them up to minimum weight as they are usually a couple of kilos under the 55kg minimum when new. They are very buoyant boats with a reputation for being quick. Ben Clark had his boat "Chicken Skin 1786" down in the rigging area as he intended to go sailing after. Another lightweight glass boat, it caused controversy along with four other new boats at the Meningie Nationals in 2005 after they were deemed "fat" when the hull templates were applied, but granted exemption status by the sailing committee. Other boats have already been measured prior to this day. State Measurer

Peter Dunk will lodge the current certificates with the national database, boats have to be on the database to compete.

### **Horses for Courses**

One Design, Restricted, Development, three types of boats

Measurement day was also the first day of Adelaide Sailing Club's Hot Up series, so there were many classes rigging up. Sharpies, Fireballs, Lasers, 470's, Optimists [aren't we all!], Tasars, a Finn, Contender, 10 sq Metre Canoe, Mosquitos, Blade, Hobies, Arrows and others. The 10 Sq Meter Canoe is a very individualistic boat with a sliding plank, which was a forerunner to the trapeze. This one was unfortunately towed back in after the underslung carbon rudder sheared off at the start, leading to a collision with a Fireball. Designed in 1946 they remain a restricted boat, restricted to minimum weight, length, beam and sail area [10 sq metres, obviously!]

Talking to the owner this boat is carbon hull, mast, boom and everything else in sight. The design might be several decades old but the allowable construction materials are not, so in that respect they have similarities to the mossie. Early canoes would resemble modern canoes about as much as early Mossies would resemble modern boats.....from a distance! They do not get big numbers at their nationals with most competitors sailing other classes as well as the canoe, Moths, A cats and sailboards being the examples given Both the A cat and Moth are development boats [minimal restrictions] with the canoe not that far behind. These enthusiasts must get as much pleasure from building the boats with their own input as they do from sailing them. Back to the mozzies, Simon/Sarah took the sloop rigged Young Mariner out on the water after a bit of centre beam tuning [24oz hammer applied to stop the centre beam fouling the traveller] while Peter Hallsworth took to the water on his new acquisition for a test of the new boat/sail combo in a fading breeze. Observing Peter's sail from the beach it certainly seemed to be holding shape upwind

### **State Heats**

Point Turton on Yorke Peninsula will be the venue for this season's state titles. The last few years have seen us at Milang, Christies, Lake Bonney, Henley, Normanville, Victor Harbor, Port Lincoln, Port Vincent, Wallaroo, so we are keeping in tradition of supporting country clubs while showcasing the Mosquito as a class. We also get to visit some scenic parts of S A into the bargain. This year will be different being held on a single weekend, February 6<sup>th</sup> & 7<sup>th</sup>, instead of being split over two weekends, which some competitors found too hard to manage in terms of travel, time off, accommodation costs x 2, etc. Originally, it was planned for the January Long Weekend, which in 2010 Tuesday is the Public Holiday, not Monday so an alternative date was looked for, accommodation being more available on a non public holiday weekend.

The sailing Instructions and current Membership Form will be available on the SA website shortly

Race Program,

Saturday 6<sup>th</sup> February 1.00pm 3 races,

Sunday 7<sup>th</sup> February 10.00 am 3 races followed by the Presentation.

A BBQ tea should be available on Saturday night at the pub.

Accommodation

Point Turton Caravan Park is adjacent to the beach/ launching area. The park has quite a few cabins available on this weekend. They range in price as follows,

Standard \$55 per night,

Ensuite \$60 per night,

Deluxe \$95 per night,

Deluxe Family \$110 per night,

Deluxe Spa \$125 per night

*Www.pointturton.com*

Bayview Rd

Point Turton SA 5575

(08) 8854 5222

## Nationals

We are now three months away from the Nationals Titles which are to be held at Mannering Park Amateur Sailing Club, Lake Macquarie, N.S.W., the titles will run from 28/12/2009 to 2/1/2010

- Mon 28/12 - Registration and measuring
- Tue 29/12 PM - Invitation, Race 1
- Wed 30/12 Races 2, 3, 4
- Thu 31/12 Races 5, 6, 7
- Fri 1/1 Lay day
- Sat 2/1 Races 8, 9, 10 then presentation

The national website <http://home.vicnet.net.au/~nmcca/> has all contact details, how to get there, accommodation, Notice of race, etc.

- All skippers must be financial members of a State Mosquito Catamaran Association.
- Boats from VIC and SA shall be listed on the [NMCCA register of measured boats](#) (available on the NMCCA website's "[Documents](#)" page). Boats from NSW and QLD can be measured at registration if required.
- All boats shall be covered by third party insurance cover of not less than \$AUD 5,000,000 for any accident. Insurer and Policy Number is required on the entry form.
- All competitors must be financial members of a Yacht Club currently affiliated with Yachting Australia through the relevant State Authority. Yachting Australia membership number is required on the entry form.

Required fees (including welcome BBQ and presentation dinner) are as follows:

Mosquito MkI \$145

Mosquito MkII \$170

Other fees:

Late entry - \$15 (refer to item 3.3)

Presentation dinner - Skippers and crews included in entry Cost for additional tickets will be advised when confirmed.

Roy.

Mosquito 1770 Aquarius.

## Returning Home

After sailing other cat classes that were faster, smoother and more modern for the last 11 years, its an obvious question.....why come back to the Mossie? Your editor posed that to me last week. What follows is a somewhat rambling attempt to answer it.

In many ways I never left, going halves in The Ancient Mariner with Simon and doing the occasional race and regatta on it with him. However it is not the same as having your own and I often wondered if the experience from the other classes would be a help or a hindrance if I were ever to return. To answer the question more directly though, the Mossie is about the only catamaran class in S.A. with reasonable numbers sailing, with a functioning State and National Association conducting championships, a boat that gives you the biggest bang for your buck of any class afloat and a fantastic group of guys and girls sailing them, most of whom I have known for a very long time and are good friends.

Of course it goes a bit further than that. One son had something to do with it, but having sailed three other lightweight classes of catamarans over the last 32 years I can also say with some

authority that the Mossie is by far the best suited of any of them to the rugged conditions we so often experience here.

In comparison to the Taipan and the A Class the boat has a relatively low power to weight ratio, which can make it a bit dull in the light stuff, but it is a major bonus when the wind is blowing and the seas are up; in those conditions the boat can still be controlled and is fabulous fun. You could just cope on the Taipan in that situation, but it required a young body and a lot of experience to survive without ditching. The A was a different matter altogether—it was so light and buoyant that just staying on the trapeze in big seas required the skills and strength of a gymnast and the courage of a war hero. That is not to say that I didn't love both of those boats—I did, especially in the light-to moderate weather. However the body no longer functions as it did 20 years ago and I was seriously uncompetitive on the A when it blew, if I even ventured out.

This brings me to the present time. I want to dispel any notions that this is a serious campaign being mounted by a crusty old salt intent on re-capturing some of the old glory days. Nothing could be further from the truth. I am in there for the enjoyment of being on the water, racing in a decent fleet against other like boats. This is something I haven't experienced for several years and I still expect not to do so when the weather is nasty, even if a title is hanging on it (an extremely unlikely scenario). Simon also had a fair bit to do with my decision to come back—he has been nagging me for years!!! It will of course be a delight to race against him, after so many years of sailing together. However, I don't expect to be anywhere near him in winds over 12-15 knots.

As you all know by now, the boat I chose was the last one built by AJ Ginning in a collaborative venture with Brian Lee, one they may well have dubbed a Mosquito Mk5 as it was significantly different from its 4 predecessors, yet incorporating much of what they had learnt from the earlier models. The boat is interesting because it is so different from anything else afloat. AJ challenged many of the unwritten aspects of the class design (like canting the hulls) and got away with it because there was nothing in the restrictions to stop him. Theoretically those changes had the potential to make the boat pretty quick and that was certainly Darren Peters' experience when he raced it a few years ago. In the meantime Jeremy Tustin, the last owner before me, did a superb job refinishing it in a beautiful blue colour, which was the final clincher for me. Since taking ownership last May, I have spent time personalizing the boat with bits of my own gear. The most radical is these is a carbon fibre boom which is dramatically stiffer than any aluminium one currently in use, yet is half the weight. I have made the unweighed parts of the boat as light as possible, which has been a lot of fun over winter. How long they last in the heat of battle remains to be seen, especially the balsa wood cross arm connecting the tillers!!

In case you are wondering about the name after the boat's colorful history on that score, I really wanted to call it "Final Fling" as I am pretty sure it will be. However the rest of the family didn't like that idea, so following a suggestion from my somewhat skeptical daughter Lisa, , we settled on "Beyond a Joke", which somehow seems even more appropriate!!

That is about it. I look forward to seeing you all on the water before long, at much closer quarters than I have for many years.

Peter Hallsworth,

Many thanks to Peter for this article,

Roy.

## **Boat trading**

Anyone looking for a competitive boat in excellent condition Andrew DeLaine's "Go Nads" is up for reluctant sale,

Mosquito MK1

Sail number 1734

Boat name Go-Nads Lane hulls built in 1993. Strong, light and watertight. The boat is in exceptional condition with a recent 2 Pak International Paint "Perfection" Finish. Comes with Clifton Sails; 2 Main Sails, 2 Jibs Boyer Rudders and Lock downs Adjustable Spreaders Dynex Trap Wire New Mainsheet and blocks Ready to race and include trailer. POA Phone: Andrew on 0419 355 628

Refer to the SA website for some photo's of Go Nads

Cheers,  
Roy.

## **‘ NOTICE OF RACE**

### **2009–2010 Mosquito Catamaran Association of South Australia – State Championships**

The MCASA State Championships will be held at the Point Turton Sailing Club, Yorke Peninsula, South Australia. This Notice of Race shall be read in conjunction with and shall form part of the Sailing Instructions for the series.

All races shall be sailed under the 2009-2010 Racing Rules of Sailing of the ISAF, the Prescriptions and Special Regulations of the AYF and YSA Standard Sailing Instructions for Class Boat Association Events.

#### **1. ACCEPTABLE CONDITIONS TO START RACE**

The MCASA recommended upper maximum wind speed limit is 25 knots measured in the course area 30 minutes prior to the programmed start time.

#### **2. ENTRY & NOMINATIONS**

Eligible yachts shall enter on the attached Entry Form' which must be signed by the yacht's owner or owner's representative.

State Title Fees \$65 mk1 \$70 mk2

#### **M.C.A.S.A. Membership**

Seniors \$40

Associate \$30

Junior \$18

### 3. ELIGIBILITY

All competitors shall be financial members of the MCASA to qualify for nomination at a State Heat or resail of a State Heat. A proxy Mk II crew is allowed providing that a regular crew is financial and permission is sought from the Sailing Committee prior to each heat via a written request. Only financial crew are eligible to receive prizes.

All skippers shall be aged 12 years or older at the time of racing.

All crews shall be aged 12 years or older at the time of racing unless they have successfully completed the "Australian Yachting Federation National Proficiency Scheme - Introductory Certificate" (TL 1) and can produce their AYF TL 1 certificate at time of registration.

### 4. MEASUREMENTS

All boats shall hold a current Measurement Certificate and all sails shall carry the Stamp of Approval of the Measurer.

### 5. NUMBER OF SAILS

During the series yachts shall be limited to the use of a maximum number of sails as follows:

- Mark I - two mainsails
- Mark II - two mainsails and two jibs

except with the written permission of the Sailing Committee.

### 6. SCORING

The Low-point Scoring System, Appendix A, rule A4, A4.1, A4.2 of the Racing Rules of Sailing, as modified by rule A5, shall apply.

### 7. RACES TO COUNT

There shall be seven races with six to count, six races with five to count, five races in the series, four to count. If only four sailed, all to count. A minimum of four races shall constitute a series. The number of races sailed shall be the number of races completed at the end of the second scheduled resail day.

### 8. SHORTENED COURSE

As per Standard Sailing Instructions except that; a course may only be shortened after a minimum of three marks have been rounded in which case the finish shall be at the fourth mark. Otherwise that race shall be considered abandoned and shall be resailed on a prescribed resail date.

### 9. BOATS IN RESAILED RACES

Boats that did not start in, or withdrew from, an abandoned race may compete in a resailed race.



## 10. HANDICAPPING

Handicaps will be calculated and prizes awarded at the discretion of the MCASA handicapper and may be applied retrospectively. They will be calculated on, and applied to, all State Series races.

## 11. ADVERTISING (RULE 79)

This event is classified as a Category C event.

## 12. ALTERNATIVE PENALTIES

The Turns Penalty, rule 44.2 of the Racing Rules of Sailing will apply with the exception that one complete turn, 360 degrees, shall satisfy the requirements of rule 44.2. To comply a yacht must make one complete 360-degree turn in the same direction, including one tack and one gybe.

## 13. SAILING COMMITTEE

The Sailing Committee shall consist of: two members of the MCASA and two of the Host Club

## 14. VARIATION TO SAILING INSTRUCTIONS

The MCASA reserves the right to alter the Sailing Instructions and any such alterations shall be displayed on the host Club's Bulletin Board or listed in the Newsletter.

## 15. PROGRAMME OF RACES

Saturday 6<sup>th</sup> February 2010 1.00pm 3 Races  
Point Turton Sailing Club

Sunday 7<sup>th</sup> February 2010 10.00am 3 Races  
Point Turton Sailing Club

The nominal start time for morning races is 10 am and for the afternoon race is 1.00 pm, however the programme of races may be varied from that shown here to accommodate weather conditions.

## 16. COURSES TO BE SAILED

The course to be sailed, starting times and sequence shall be displayed on the host Club's Bulletin Board prior to each race.

## 17. LIABILITY

All those taking part in the Mosquito Catamaran State Championships do so at their own risk and responsibility. The MCASA and the host sailing clubs are not responsible for the seaworthiness of a yacht whose entry is accepted or the sufficiency or adequacy of its equipment.

## INSURANCE

It is a condition of entry that each boat shall have third party liability insurance cover to a minimum of \$1,000,000.  
Such insurance shall cover all risks arising during the series, whether ashore or afloat.

## 18. PRIZES

Trophies will be awarded as per list and as determined by the Sailing Committee.

- Mark I (skipper)
- Mark II (skipper and crew)
- Individual Heats
  - 1st, 2nd and 3rd outright
  - 1st, 2nd and 3rd handicap
- State Title Overall
  - State Champion, 2nd and 3rd outright
  - 1st, 2nd and 3rd handicap
- 1st timber boat outright (Mark I or Mark II)
- Overall Yardstick winner (Mk I & Mk II combined)
- Most Improved

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## ENTRY FORM

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### Mosquito Catamaran State Championship 2009-2010

**Skipper's name:** \_\_\_\_\_

**Crew's name:** \_\_\_\_\_

**Boat Name:** \_\_\_\_\_

**Sail Number:** \_\_\_\_\_ **Mark I** [  ] **Mark II** [  ]

Please make cheques payable to **Mosquito Catamaran Association of SA Inc.** and post to:  
The Treasurer  
Mosquito Catamaran Association of S.A.  
PO Box 532 Plympton SA 5038

***Declaration:** I agree to be bound by The Racing Rules of Sailing and by all other rules that govern this event.*

**SIGNED:** \_\_\_\_\_

**Date:** \_\_\_\_\_

## *Mozzie Net Classifieds*

### For Sale

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

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

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

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

Contact either Peter Dunk 0439 335 781 or David Dunk 0409 850 740

[sailaway@email.com](mailto:sailaway@email.com)

### **For Sale Mosquito MK2**

Sail Number 1250 "A Nice Pair"

Good condition, good foils, rebuilt hulls,

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

\$2000 negotiable

Contact Ivan Hughes (Greenacres)

0430 197 177 or 0411 114 817

### **Wanted**

Second Hand Fibreglass Mosquito Centreboards

Phone Andrew Zeuner

0438808917

