

**April 2016**

# MYCQ Multinews

MULTIHULL YACHT CLUB QUEENSLAND: PO BOX 178, WYNNUM. Q. 4178

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Number 13

*Morticia - 2016 Brisbane to Gladstone Winner - Photo Julie Geldard*



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## Commodore's Comment

By Bruce Wieland



The APC Logistics Multihull Brisbane to Gladstone Yacht Race is the big news this month. The multihull start has undergone several changes over the years. In the early years we started at the pier, and it was a tradition for our yachts to tie up along the rock wall in Cabbage Tree Creek prior to the race start. We erected a marquee on the grass bank from which we sold programmes for the race.

As yachts generally became larger, particularly the monos with their deeper draft, the start began to move further offshore. In 2005, MYCQ broke away from the monos and moved our start to Manly. This proved a success from the race aspect, but for some it lacked that "historical feel". So, in 2011 the decision was made to return the start to Shorncliffe. This decision was made not only from nostalgia, but for the practicality of sharing the infrastructure duties with QCYC. It soon became apparent that having the race start so far offshore had lost our connection with the public. There was very little media coverage, and the Bluewater Festival, which began as a celebration of the race, had also fallen into decline.

I resolved to change this, and at the joint meeting between the clubs, (MYCQ & QCYC), and MSQ (the QLD Government authority which issues the permit for the race) in March 2015, I raised the possibility of returning the multihull start to the pier which was undergoing a major reconstruction. MSQ was supportive as long as MYCQ could meet the infrastructure requirements.

When things are meant to happen, it can be amazing how everything falls into place. The 2016 B2G Race Start was an outstanding success. This was due to factors such as the renewed spirit within our club, which I have spoken of many times. We had no problem finding volunteers to supply the official boats, or for the onshore promotions. Trent Williams from MSQ was supportive in providing fast approval of our Aquatic Event Permit and drawing the start area charts. Also significant was the resurgence of the Sandgate Chamber of Commerce, which runs the Bluewater Festival. They had a new President named Bill Gollan who is a dynamo. Their incentive was the opening of the new Pier scheduled for Easter. Bill and his team were determined to fire up the Bluewater Festival, and saw the need to have some yachts there. It just happened that Lyn was visiting a friend at Sandgate who knew Bill Gollan and introduced them. The rest is history as they say. Bill and his team were very helpful. They provided a marquee in prime position, a PA system for Alasdair Noble to do commentary of the both race starts, as well as increased media coverage.

MYCQ received help from the Sandgate Yacht Club who kindly loaned the two large inflatable buoys for the start line, and QCYC who laid the Redcliffe turning marks. We thank them for their assistance.

Media coverage included pre race interviews with the local paper Northern Star, and Bernie Pramberg for the Courier Mail. Race day coverage was provided by Julie Geldard, Peter Baker and an ABC crew. This is a big leap from previous years.

Following the start, a convoy of cars headed for Gladstone to set up the Race Office. Traffic going north on Good Friday was horrendous. Being on a race yacht was much more fun!

Innovations at the Gladstone end included running the Race Office from our accommodation apartment, rather than sharing the old VMR building with QCYC. With the co-operation of Brian Dawson, the Gladstone Yacht Club provided space in the operations room at the club. This was shared with QCYC, and this worked well. This year, all of the multihulls were welcomed at the finish by our members, making for easier lodgement of declarations and trackers. The presentation was again at the Yacht Club, with the new Gladstone Mayor Matt Burnett presenting the trophies. A report of the Gladstone Race Office is included elsewhere.

As to the race, it was another relatively slow one. Congratulations to the Morticia crew who made a clean sweep of the results for a second year running. Full results and race reports are elsewhere in this MN.

We can build on the success of this year in 2017, particularly on restoring fleet numbers. Over the coming months the committee will be gathering ideas on how to generate interest from yacht owners, including the cruising yachts. Stay tuned!



# Monthly Events

23rd April

Long Weekend Cruise

30th April

Bay to Bay

## From the Editor

This month's edition of the Multinews is mostly about the MYCQ's biggest event of the year, the APC Logistics Brisbane to Gladstone Yacht Race. Unfortunately I could not be involved this year as I was in the US. It sounded like it was just as much fun off the water as it was on the water. This edition includes the race reports from those yachts that provided one and it will be made available to the general public to read. Thankyou to everyone who has provided articles and photos. In particular thankyou to Julie Geldard for her photos. These photos make the Multinews what it is every month.

To the non-members reading these edition, this is an example of the monthly magazine that you would receive if you joined the MYCQ. It is generally full of cruise reports, race reports and Multihull news from around the world. Note the 2016 special first time FULL Membership rate of \$75 (See page 50 for membership form).

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# 2016 APC Logistics Brisbane to Gladstone Multihull Yacht Race

Start Time		25/03/16 11:10:00			Elapsed		OMR		Performance Rating		ETA		
Boat	Skipper	OMR	PRF	Finish time	Time	Place	OMR Corr	Place	Corr time	Place	Guess	Actual	Difference
Boss Racing	Gary Saxby	1.017	1.07	27/03/16 05:27:02	42:17:02	3	43:00:10	9	45:14:38	8	06:00:00	05:27:02	32.97
Fantasia	Andrew Stransky	0.836	0.95	27/03/16 06:41:12	43:31:12	4	36:22:58	2	41:20:38	3	06:35:00	06:41:12	6.20
Free Spirit	Geoff Cruse	0.894	0.95	27/03/16 08:52:15	45:42:15	6	40:51:34	7	43:25:08	6	08:47:30	08:52:15	4.75
Hasta La Vista	Jim Fern & Lyle Stanaway	0.834	0.90	27/03/16 13:11:12	50:01:12	8	41:43:00	8	45:01:05	7	13:13:28	13:11:12	2.27
Morticia	Shaun Carroll	0.978	1.08	26/03/16 22:34:27	35:24:27	1	34:37:43	1	38:14:24	1	22:08:00	22:34:27	26.45
No Problem	Ray Hobbs	0.761	0.75	27/03/16 16:19:26	53:09:26	9	40:27:10	6	39:52:04	2	16:27:00	16:19:26	7.57
Renaissance	Mike Hodges	0.797	0.85	27/03/16 13:00:24	49:50:24	7	39:43:21	3	42:21:50	5	12:50:00	13:00:24	10.40
The Boat Works	Craig Humphries	0.915	1.04	27/03/16 07:22:12	44:12:12	5	40:26:46	5	45:58:17	9	07:30:00	07:22:12	7.80
Top Gun	Darren Drew	0.968	1.02	27/03/16 04:16:53	41:06:53	2	39:47:57	4	41:56:13	4	03:18:32	04:16:53	58.35



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# This Month's Results

## Race 3 Ocean Series 25/03/2016 Brisbane to Gladstone (MYCQ Boats Only)

	LINE HONOURS		OMR			PRS			
	Finish	Place	Rating	CT	Place	Rating	CT	Place	PRnew
Boss Racing	42:17:02	1	1.0170	43:00:10	5	1.0296	43:32:04	2	1.0274
Fantasia	43:31:12	2	0.8360	36:22:58	1	0.9492	41:18:39	1	0.9641
Free Spirit	45:42:15	3	0.8940	40:51:34	3	0.9560	43:41:31	3	0.9528
Renaissance	49:50:24	4	0.7970	39:43:21	2	0.8813	43:55:33	4	0.8769
Hasta La Vista	50:01:12	5	0.8340	41:43:00	4	0.8800	44:01:03	5	0.8749



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# 2016 Club Calendar

Ocean Series
Bay Series
Cruise Event
Special Event
Important Event

Date	Day	Race #	Event	Club
<b>April</b>				
23rd Apr	S/S/M		Long Weekend Cruise	MYCQ
30th Apr	Sat/Sun		Bay to Bay	HBSC
<b>May</b>				
5th May	Thurs		General Meeting	MYCQ
TBA			May Cruise	MYCQ
14-15 May	Sat/Sun	B6 & B7	Combined Clubs - Sandgate Weekend	QCYC
<b>June</b>				
2nd Jun	Thurs		General Meeting	MYCQ
TBA			Cruise to Stradie	MYCQ
11th Jun	Sat		QCYC Winter Series races 1 & 2	QCYC
12th Jun	Sun	B8	Combined Clubs Race 7	WMYC
25th Jun	Sat		QCYC Winter Series race 3 Lachy's Loop	QCYC
TBA			Sail Mooloolaba	MYC
<b>July</b>				
2nd Jul	Sat		QCYC Winter Series race 4 & 5	QCYC
7th Jul	Thurs		General Meeting	MYCQ
TBA			Cruise to Scarborough	MYCQ
9-10 Jul	Sat/Sun	B9 & B10	Combined Clubs - Manly Weekend	
16-17 Jul	Sat/Sun		QCYC Winter Series races 6 & 7 - Otter Rock Plate	QCYC
30th Jul	Sat		QCYC Winter Series race 8 & 9	QCYC
<b>August</b>				
4th Aug	Thurs		General Meeting	MYCQ
5th Aug	Fri		Keppel Tropical Yacht Race	RQYS
TBA			Cruise to Coochie	MYCQ
12-19 Aug	Week		Airlie Beach Race Week	
20-27 Aug	Week		Hamilton Is Race Week	
28th Aug	Sat		Combined Clubs Race 10 Westerly Trophy	WMYC
<b>September</b>				
1st Sep	Thurs		General Meeting	MYCQ
10-11 Sep	Sat/Sun		Combined Clubs Race 11 Karragarra weekend	KYC/MBTBC
10-11 Sep	Sat/Sun		Cruise to Karragarra	MYCQ
17-18 Sep	Sat/Sun	B12 & B13	Bribie Cup - Manly to Bribie Coolaroo Trophy - Bribie to Manly	MYCQ
17-18 Sep	Sat/Sun		Cruise to Scarborough	MYCQ
<b>October</b>				
6th Oct	Thurs		General Meeting	MYCQ
1-2 Oct	Sat/Sun	B14 & B15	St. Helena Cup	WMYC
23rd Oct	Sun		Combined Clubs Races 13 & 14 Triangles	WMYC
22-23 Oct	Sat/Sun	O4 & O5	Mooloolaba Weekend	MYCQ
22-23 Oct	Sat/Sun		Cruise to Mooloolaba	MYCQ
<b>November</b>				
3rd Nov	Thurs		Annual General Meeting	MYCQ

# Guest Speaker for May General Meeting

MYCQ is excited to announce that the guest speakers for the May General Meeting are Dr James and Nicola Udy. James has a PHD in Marine Biology, and is an Adjunct Professor at QUT. James also has a consultancy business providing waterways management advice. Nicola holds a Masters Degree in Environmental Management and is the Operations Manager for Moreton Bay Marine Park.

They are also seasoned offshore sailors and have a special relationship and perspective on our beautiful Australian coastal waters. Below is a short teaser written by Nicola:

We both grew up in Sydney "messing about in boats" - cadging rides on neighbours yachts, windsurfing and racing Flying Elevens as teenagers. Something bigger was always in our dreams! When our own kids were young we bought a trailer sailer, then progressed to their current boat - a Seawind 1200 catamaran. As marine

scientists we chose a name that mystifies most people - "Veleva". But nearly everyone who's been to the beach will have seen the critter our boat is named after and may even know its name as a "by the wind sailor". We just hope our Veleva never ends up beach-washed! Initially Veleva was in the bareboat fleet in the Whitsundays and Hervey Bay so we did quite a few delivery sails up and down the east coast from Sydney to Brisbane and Mackay until she retired from bareboat duties in 2012 so we could sail her around Australia. This was the trip of a lifetime with amazing experiences and opportunities that pushed us both outside our comfort zones from time to time. It gave us the taste of freedom and a sense that anything is possible if you put your mind to it, so we now constantly dream of new places to sail to. Our most recent adventure was a quick trip over to Lord Howe Island before Christmas. Veleva is still in commercial survey so we charter



her out for skippered charter work now and then to help pay for the expenses of owning a boat and we are both doing our coxswains course to help plan the next stages of our working lives.

**This will be a great night of entertainment, so pass the word, and bring your friends!!**

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# MYCQ 2016 B2G – Blue Water Festival and Port Curtis Sailing Club – Sponsors

The Brisbane to Gladstone Multihull Yacht race for 2016 was a very successful and exciting period in our racing calendar this year. We wish to thank our charity group, Men's Shed Wynnum for preparing hamburgers at the pre race briefing night. It was our wish that the funds raised will assist their workshop project for the benefit of the men in their group.



Two years ago, Commodore Bruce expressed his wish for the Multihull Brisbane to Gladstone Yacht race

to move their start back to the end of the Shorncliffe Pier as it was years ago. As fortune has it late last year, my very dear friend who lives in Sandgate, introduced me to Bill Gollan, President of the Sandgate Chamber of Commerce, and organisers of the Annual Bluewater Festival. The MYCQ partnership was created and our good times began.

The famous Shorncliffe Pier has undergone a \$20 million renovation. The Multihulls were very warmly

welcomed as part of their Good Friday Festival and the official opening of the Pier by Lord Mayor Graham Quirk. An event promotions company called LOUD Inc, promoted us as part of the festival, including over 50 food and entertainment marques, live music, fireworks, kids programs. Good Friday started with

Yoga on the beach, the official opening and then the Brisbane to Gladstone Race start for Multi's and the Mono fleet further off shore.



Media reported "Bringing the multihull start back to the pier, where spectators have a great viewing spot and can enjoy the excitement and almost feel the adrenaline, just added to the anticipation of the day. "



MYCQ club members hosted our marquee in prime position near the pier. We were able to create enthusiasm in support of MYCQ Rear Commodore, Alasdair Noble calling the start of the race over the PA



System. Our objective was to distribute a handout of information about competing yachts and promote our website. The online tracking system on each boat is for safety, but site visitors can also follow the race to Gladstone.

The race this year was different. It achieved much greater media exposure due to the efforts of Julie Geldard of VidPicPromotions on the water at the start and in the air off Caloundra. Peter Baker was in the helicopter over the start and their combined footage became the racing content shared with all media for their national coverage. We understand most of the footage was also used for the YouTube video produced and can be viewed on the club website Facebook page.

It will find it's way onto TV Programs such as "World on Water" and the web based "Sail World".

Port Curtis Sailing Club continue their support for Multihull sailing again this year. Brian Dawson, Gladstone Yacht Club Manager, encouraged the promotion of our club banners, race videos on TV

monitors around their club during the Gladstone Festival. Skippers and crew enjoyed great hospitality for our race awards and trophy presentation on Sunday evening.

We were welcomed into the PCSC historical race office this year where our club members were very willing to help their club Patron Barry move the yacht positions along the Gladstone Yacht Club antique race board. I can again report the meals at the club, particularly the hamburgers, are still fantastic.

Mayor elect, Councillor Matt Burnett, has also pledged their ongoing support with increased media in future years.

On behalf of our life member Jim Stubbings who worked with our sponsors prior to the race, along with MYCQ club management committee, we sincerely thank our corporate partners this year.

Their financial or prize commitments have contributed greatly to the success and enjoyment by all who participated on land as well as the water.



**Port Curtis Sailing Club Race Room  
Libby, Lyn and Jan**



**Lyn Wieland, Jan Hamilton,  
Phillipa Bolt, Libby Fern, Christy  
Schramm (Morticia) Barry Austin  
(PCSC) Allan Bolt**



Our World is Water





**2016 Post Race tie up in Gladstone**



**Officer of the Day and Race Officer confer**



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# Top Gun's Brisbane to Gladstone

By Darren Drew

Brisbane to Gladstone has always been a special race for me going way back to the late 70s and early 80s when I was a kid sailing my Dads Crowther Trimaran in Melbourne's Westernport Bay. My father (David) was doing Gladstone's on the likes of the famous *Bagatelle* with the Cuming family in those years and I loved reading the reports and seeing all the photos of the hot multis of the day. The Brisbane to Gladstone Race had captured my imagination then and I have now done six races over the years, the second on Top Gun although last year we didn't get past Mooloolaba due to gear failure. Not to be this year as I took my rigger and sailmaker with me :-)

Getting *Top Gun* to the start line from Sydney was another opportunity to have a lot of cosmetic work done to the old girl by Signature Yachts at Boatworks. She was in the shed there for 6 weeks and came out the week before the B2G start looking like new. I arrived at Boatworks on the Tuesday before the start to have *Top Gun* weighed and put back in the water. My crew of Chris "Flano" Flanagan aka Goose from the *Top Gun* movie, Tim

"Iceman" Shipton, Joel "Hollywood" Berg and Ben "Wolfman" Kelly and myself "Maverick" all met up once we arrived at RQ and went out for a sail to ensure all was in readiness.

With final preparations going on the Thursday, we met at the boat on Friday morning and headed to the start line.

The countdown began, we were in our starting sequence and the Wolfman (Ben) called to turn towards the start, but me being such a self appointed starting guru opted to go for a further 20 seconds towards the beach and bang, we hit bottom. Boards up was the call. We got going again and off we went now a little behind where we should have been and eventually went over the line about 40 seconds later than most. Next time I might listen to the locals!

With the race now underway in very light, home town like "Pittwater Conditions" we began clawing our way back through the fleet. *Morticia* was already slowly pulling away. We had passed all bar *Morticia* by the first mark. As the afternoon went on we slowly made





# logistics

our way out of the bay and often swapped positions as others got wind we didn't and we got wind they didn't. At the mark before Tangalooma we got caught



**At the start - Photo Noleen Berg**

up in no wind and plenty of tide and we were passed by *Fantasia* and *Renaissance* but as soon as we got around the mark we quickly caught and passed them. At the fairway mark we were in second place and from then on our position never changed. The wind remained light and we were grossly underpowered. *Morticia* continued to put time on us and we managed to slowly pull away from the others as we continued under beautiful moonlight. It was an uneventful night. We reached Breaksea and turned the corner and hoisted the big kite. From that point *Morticia* didn't put any more distance on us, however their 30mile lead was never in jeopardy in these light conditions. We made our way across the paddock and slowly *Boss* was gaining on us. We reached the Gladstone channel and the tide had turned and was now flowing out. *Morticia* had again arrived with the ingoing tide and this put us back a little more as the wind became very light as we fought an outgoing tide up the channel. *Boss* was only 7 miles behind us when we finished at 4.16 am. The boys from *Morticia* who had finished some 4 hours prior had come out to greet us at the finish and escorted us into the dock. We shared a few drinks and tall stories and some continued to party and us older guys hit the pillow.

From Gladstone my partner Margie arrived and together we cruised *Top Gun* from Gladstone up to Airlie Beach over five days which was a wonderful experience as we visited the various islands along the way and bumped into a few multihull diehards which was a real treat.



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# **Brisbane to Gladstone 2016**

## **The Beautiful Race**

**By Andrew Stransky**

*It's a bright autumn day, pleasantly cool after the hot summer as all manner of yachts make their way to their respective start lines in Bramble Bay. The Shorncliffe Pier is virtually standing room only, its opening day abuzz with the added excitement of being part of the start line for Australia's biggest offshore multihull race. After a superb spell of the regular SE wind, the morning breeze has faltered. Carbon, kevlar, dyneema and polyester fabrics gently carve the air, with none of the usual strain on ropes and blocks, as these high-tech sailing craft flit by, like graceful butterflies. Spectator attention raises another notch as the preparatory canon fires.*

The start being close in to the pier and shallows presents extra challenges for the boats, languishing in the light Easterly. *Boatworks* times her run nicely at the windward committee boat end, with *Renaissance* over next but down to leeward. Dirty air off the *Boatworks*, which is slowing *Fantasia* seems to be

having little effect on the mighty *Morticia*, who climb to windward of us then power through the *Boatwork's* lee. Weighing in at 1250kg, she sports a screecher only 10sqm less than our sail, which up until then I thought enormous. *Boss Racing* are less powered up and struggle in our wake, along with *Top Gun*, *No Problem* and *Hasta La Vista*, slow off the line.

*Free Spirit* carrying only a jib and no windward screecher, struggle in the light air beat up to Tangalooma, even with the likes of multihull legend and boat-builder Geoff Cruise and Nacra Ace Jamie Lietner aboard. For Jamie it's a story of tragedy and triumph as only two weeks before he lost his entry for the race on the Wide Bay Bar. Fortunately Geoff made a last minute decision to enter *Free Spirit* and Jamie jumped at his chance to get back on the horse that threw him.

"*Boatworks* has tacked early! They'll be heading into all the monhull fleet's dirty air!" comments Mara as the fleet completes the parade along the Redcliffe Peninsular. "*Top Gun's* tacked now, but *Boss* is staying with us." Working into about 6 knots of breeze, even I feel relaxed about the load on the screecher sheet, only bar tight. Making boat speed of 8/9 knots means the apparent wind is pulled right around and the plotter shows us carving a great Z across the bay. "Gosh, look at *Renaissance*, they're pointing really high under that overlapping jib! We can't have them passing us!" says Mara a touch



***The Boatworks, a modified Grainger Raider, takes the start but the light airs, turbo charged Morticia is about to power through their lee. Photo Darren***

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***Morticia excelled in the light airs to take a clean sweep of the podium. Photo Jules Geldard***

anxiously.

At the M8 mark it's all action. "Oh, look *Boss's* had to tack again! Looks like *Renaissance* will be ahead of them, and *Boatworks* aren't even laying it yet!" Says Drew Wooler, savouring the moment as we work to windward of *Top Gun* who sport only a small screecher. *Morticia* is almost three miles ahead, but it's our moment of glory at the M9, rounding in 2<sup>nd</sup> place, admittedly with half the fleet hot on our transom.

It's a reduced field this year, after the 17 entries last year, such is the cyclic nature of these events. Two entries were withdrawn due to skipper injuries, the Schionning G-Force taking a break, *Cut Snake* undergoing modifications and *Rushour* being extended to 50' etc. Yet the profile of the race is steadily growing,

boosting its attraction this year with a 30min film being produced for Boatson.TV. Out in the wings the contenders are growing, with *XL2* revamped, Danny Keyes' resin infused racer due for a debut, the *Boatworks* all carbon Schionning 60' cat an interesting cog in the Tony Longhurst/Gold Coast Americas Cup bid, the Southern Ocean 50 (extended to 60) *Rogntudjuuu* with a new owner keen to race, and who knows we may see a new Seven Seas 50. What with fitness and health growing in popularity, it won't be long before people will elect the action and excitement of a Gladstone challenge over a lazy Easter weekend.

All bar *Top Gun* pop kites around the M9, heading off hopefully down channel. "What's going on up ahead? Quick get the binoculars." The crisp glass shows clearly the leading monos are hard on the wind again. "Ok team, looks like we need that screecher back up in a hurry!" Its hard yakka re-hoisting our 40kg screecher and sorting the array of sheets and kite sock ropes but we manage it just in time. *Renaissance* put in a long tack across the channel, which backfires when the breeze shifts back to the SE.

"Hey Darren, grab the camera, *Boss's* flying a hull, tearing up behind us!" calls Liam as a rare gust wafts through. Not far ahead, there's brief panic on *Top Gun* as *Fantasia* swoops down on them, recalls Joel Berg at the presentation



***Top Gun was hoping for more breeze to stamp her mark, yet she performed well in the light air and was unlucky not to gain a podium position on both OMR and performance. Photo Jules Geldard VidPicPro***



**The Lock Crowther classic, Top Gun "Still the one," looking state of the art a remarkable 28 years after her launching. Photo Jules**

party. At the west end Spitfire channel green, *Top Gun* are looking up at our prodder, while *Boss* grab an inside overlap on us. Her striking dark green hulls capped with golden decks, highlighting the vivid afternoon sun rays on her aramid screecher. There's a whirr of winches and creaking of ropes as we harden up, close on the wind for Caloundra.

Our two foes pull ahead of us a bit on the long stretch past Bribie Island, yet we still have the mighty Red Boat, *The Boatworks* well in our wake and the charging *Renaissance* has disappeared. Rounding the NW4 red beacon we find ourselves in close quarters with our monohull benchmark, the Kerr 50 state of the art racer/cruiser *Kerumba*, who beat us to Gladstone in the light airs of 2014. We pass them to windward while



**Fantasia's light air performance continues to surprise, like Top Gun she dreams of a Gladstone with fresh SE breezes. Fantasia's UK Halsey spectra main & jib have now clocked up 25,000 miles & still were good enough to gain her 2<sup>nd</sup> on OMR. Photo Jules Geldard**





**Given a bit more breeze Boss Racing can sail to her high handicap, but this Gladstone was too light for her. Photo Jules Geldard VidPicPro**



**The Boatworks, soaring through the crystal clear air, taking on the Gladstone challenge. Photo Jules Geldard**

they perform complex manoeuvres on a steep angle. Not wishing to take too much bouy room at the beacon we end up making a poor furl on our screecher.

After the 2 mile beat to the Fairway Bouy, we unroll the screecher and experience our first wineglass, a beastly affair which must be dropped to the deck and then awkwardly re-rolled by the crew. Lesson learnt, always bare away handsomely when furling a screecher.

Out in the open sea *Top Gun* begin to hit their stride, yet it's *Morticia*, screecher clew to the cockpit, pulling away to a big lead. *Fantasia* had been leading on OMR in the channel, now *Morticia* begin to

open up a gap on us. With the wind in the East and well less than 10 knots it's tight on the wind all the way up the coast. A few hours after the gentle sunset, the crystal clear golden moon floats up over the vividly clear horizon, spreading a enchanting moonlight over a pool-table flat sea. No one's complaining about the light breezes even though most other boats are wishing for more wind.

Thus unfolds one of the most beautiful nights at sea, well at least for the leading boats who manage to stay in the receding wind pressure, which moves up the Fraser Island coast. "Hey look at *Renaissance* on the AIS, they're close



**Boss Racing's new finery looking splendid in the afternoon light, a tireless supporter of this race over the years. Photo Darren Soper**



**A last minute decision by Geoff Cruse confirmed *Free Spirit* as an entry. This beautiful boat is capable of winning this race on OMR or performance, given an ounce of luck. Photo Jules Geldard VidPicPro**



***Renaissance showed exceptional speed at times and came home strongly with the new breeze to claim 3<sup>rd</sup> on OMR.  
Photo Jules Geldard VidPicPro***

into Double Island Point making only 2.5 knots. That can't be fun!", says Darren Soper, sipping an early morning cup of tea. *Morticia* have cleared out to Indian Head, 40 miles ahead, while *Top Gun* have put 10 miles on us. Even our 90sqm sail is barely generating cringe worthy loads. It takes a monster, stretching from bowsprit to transom with a stern sprit, such as the one on the maxi mono *Black Jack* to get a boat cranking in this breeze. Remarkably they are almost at the Breaksea Spit at this point.

Jutting out of the world's biggest sand island, the rocky outcrop of Indian Head looks splendid in the soft early morning light. In close we still have 2 knots of

current against us, with *Boss* just behind, so we gybe in towards Orchid Beach, a strategy none of the crew like as it drops the Velocity Made Good (VMG) towards Breaksea to zero. The breeze lifts *Boss* past its speed bump and they start to register some decent numbers.

Around Breaksea Spit the most challenging part of the race begins, heading NW in a light SE breeze. It takes intense concentration to build a little apparent wind then be able to carefully bear away with it, without over running the breeze and collapsing the kite, which means a slow building up of apparent breeze again. Achieving a gybing angle of 90 degrees is a good result and all day long the boats creep past Lady Elliot



***The Hasta La Vista team will be extending the arma sterns, which will lift their performance. Photo Jules Geldard VidPicPro***



***The Hasta La Vista team will be extending the arma sterns, which will lift their performance. Photo Jules Geldard VidPicPro***



**At the M8 off Tangalooma, Renaissance has done exceptionally well and lead on OMR, up with Top Gun, Boss Racing and The Boatworks.  
Photo Darren Soper**

Island and across the "Paddock." There's a long low easterly swell running, wind waves gently lapping on the indigo sea and a perfect autumn sky decorated with scattered fluffy cumulus. It's testing but mesmerisingly beautiful.

*Morticia* claim line honours at 10.34pm a

superb performance by this team who have done so much to encourage offshore multihull racing. *Top Gun*, whose Achilles heel is light airs, has done well to be off Bustard Head, 10 miles ahead of *Boss* and looking a chance for a podium position in both OMR and



**Fantasia enjoying a good battle with Top Gun heading out of the bay.  
Photo Darren Soper**



**Mara practices her developing Laser racing skills, working hard to tame the apparent wind enigma.  
Photo Andrew Stransky**



**The remarkable Glasshouse Mountains, Moreton Bay's iconic landmarks. Photo Darren Soper**





**Drew Wooler and Mara concentrate hard, edging Fantasia across 'the paddock'. Photo Andrew Stransky**

performance. A strong ebb tide on their run into Port Gladstone hampers them, while a nice SW land breeze begins to fill in for the likes of *Fantasia*, who holds an 8 mile lead over the *Boatworks* off Bustard head. Crowning this splendid night is a sky intense with stars blowing one's mind away to infinity.

Meanwhile, *Renaissance* and *Hasta La Vista* are just passing Lady Elliot and *No Problem* have just cleared the Breaksea Spit. Fortunately the day is to reward them with a freshening breeze, allowing them to storm across the "Paddock" foils humming, speed driving up into the high teens, hair streaming back and grins widening. With the tide beginning to flood we make our best speed on the



**Darren Soper demonstrating the Cornish helming pose. Photo Andrew Stransky**

final run to the line, claiming 2<sup>nd</sup> on OMR, 2 hours behind *Morticia*. At this point we have pipped *Top Gun* for 2<sup>nd</sup> on performance handicap, and considering *Fantasia* along with the *Boatworks*, has the biggest gap between her OMR and her performance handicap (the ultimate compliment to either hull, sail or crew shape) we feel very pleased.

As the breeze brings the multihull fleet home in time for the evening presentation, the battle for 3<sup>rd</sup> on OMR is so close. *Renaissance* edge out the unfortunate *Top Gun* by a mere 4 minutes, while *The Boatworks* is 38 minutes further back, *No Problem*, only 24 seconds away claim 6th, while *Free Spirit* are close, 23 minutes on. For the local Gladstone boat *No Problem*, their



**Sunday sunrise sees Fantasia zipping towards the finish line. Photo Andrew Stransky**



**High action heading out of the bay, as Boss Racing gains an overlap on us as we tear down on the Spitfire green, right on Top Gun's stern. Photo Darren Soper**

epic finishing run gives them 2<sup>nd</sup> on Performance handicap.

Inside the history packed wooden walls of the Port Curtis Sailing club, situated so conveniently on Auckland Creek, free drinks are flowing as the party atmosphere of a race finish builds enjoyably. The multihull fleet savour a rum or two and those lucky enough to gain a podium receive elegant trophies accompanied by generous prizes from the sponsors. Meanwhile the monohull fleet still has 10 boats yet to finish. History is written and once again *Morticia* claim the honours with a clean sweep showing the beauty of multihulls, that an evergreen classic such as the Seacart 30 design, first launched in 2005, can keep developing to remain so exceptionally competitive.

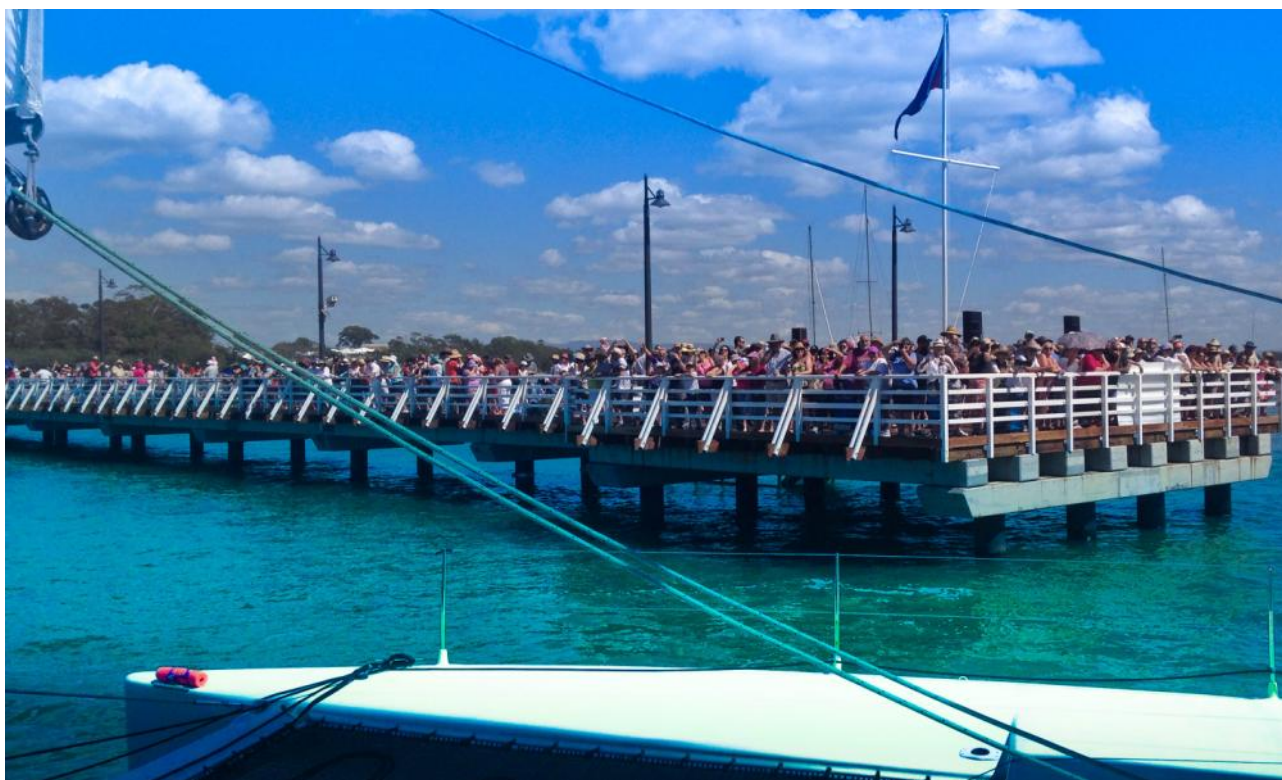
Highlighting this longevity of multihull competitiveness is the legendary Crowther pod cat *Top Gun*, a star performer right from her launching in 1987. Re-vamped extensively by Darren Drew, given a bit more breeze she is certainly capable to taking line honours



***Fantasia crew being awarded prize for 2nd on OMR***

in years to come. Perhaps that's why we all love multihull sailing so much, in that we can develop our craft gradually over the years, achieving new levels of comfort and speed, only dreamed about not so long ago.

"Well, at least we still have something to live for, a Gladstone race with a proper SE breeze!", we conclude as the crew head home, re-invigorated and re-formatted by a dreamy spell on the sea.



***Starting off the Shorncliffe Pier was a huge success, with a enormous crowd on hand to watch the 52<sup>nd</sup> B2G get underway. Photo Darren Soper***

# Brisbane to Gladstone Free Spirit Report

**By Chris Wren**

Our race began Wednesday lunchtime at RQYS when we all agreed that The Cats Whiskers would not be able to get all the safety gear in time to be able to compete in a Category 2 race. Amid the comments about whether it should be a category 2 or 3 race some one, who should remain nameless, said to Geoff Cruse, 'well what about Free Spirit'. The crew was willing but Geoff needed until the end of the WAGS race to decide. He made the decision to race on Wednesday evening and marshalled the troops to undertake various tasks.

Starting Thursday morning, Geoff and Bruce Dickson methodically checked through the boat to ensure it complied and identified what we needed to do. Geoff contacted Jamie Leitner to join the team and spent most of the day working on the boat between numerous calls to organise things. Jim Box took on the unenviable task of catering, which wasn't easy on the day before Easter. He also had to arrange for replacements for items in the medical chest. He was still running around late at night to ensure he had everything. Chris Wren was set to work completing all the forms and

collecting the life raft. He still doesn't know where he went to get the raft, as he just followed the GPS. By early Friday morning the boat was set to go with all the safety equipment in place. Careful project management and some panic, ensured everything was in place just in time to head for the start.

Alasdair Noble was very helpful ensuring we provided all the information. We hope the others did not take up so much of his time the day before the race.

Friday morning we set off and made the start with a little time to spare and sized up the line. It was certainly spectacular seeing all the people on the new Pier, with the spectator craft to the north of the Pier. Alasdair provided a running commentary of the boats and suddenly we were off before we had adequate time to think about the start or race, except that we wanted clear air and not to tangle with any other boats. Accordingly, we started mid-way down the line and were the first boat to tack out to ensure we had clear air and reasonable wind pressure. Almost all the boats had screechers up or large overlapping jibs



***Free Spirit - Photo Julie Geldard***

and we were underpowered with our small jib and a boat that loves a breeze but 'it is what it is' as Bruce reminded us.

The start set the pattern for the race across the bay, with *Morticia* soon out in front in ideal conditions for this light weight flyer, followed by *The Boat Works*, *Top Gun*, *Fantasia*, *Boss Racing* and *Renaissance*. The next group included *Free Spirit*, *Hasta la Vista* and *No Problem*. Most the boats tacked out but *Fantasia* and *Boss Racing* continued on starboard into the northern end of Bramble Bay. To us there seemed to be more pressure out near the lay line to the turning mark. Then it was a very slow drag race to the turning mark with *Morticia* having a clear break on the fleet and while we like to think that we were well placed, being at the back of the fleet was not what we were used to but there was a long way to go. We had them just where we wanted them or at least being optimistic that's what we told ourselves.

On the beat to M8 the fleet were split into three groups. We found ourselves near but not near enough to *Boss Racing*, *Fantasia*, and *Renaissance* with *Top Gun* ahead. The rest of the fleet were further north but every boat seemed to be sailing poor angles as the wind oscillated. We watched as *The Boat Works* crossed our bow and then crossed it again sailing at a good speed but even worse angles than us. Nearing M8, the boats seemed relatively close but once around and heading to M9 the first boats around stretched out their lead again. *Morticia* was well in front followed by a relatively closely packed group including *Top Gun*, *Fantasia*, *Boss Racing*, *Renaissance* and *The Boat Works*. On this leg, we ran over the top of *Hasta la Vista* and felt like we were beginning to make some progress.

The trip across to M8 was extremely

frustrating and more so because we were trying to make up ground. It is all right being frustrated if you are at the front. Around M9, the boats generally tracked the lay line and we made good progress with our spinnaker up closing in on *Renaissance* and eventually passing them off Caloundra. We were also in touch with *The Boat Works* but *Morticia* was well in front followed by a group of boats including *Top Gun*, *Boss Racing* and *Fantasia*. This remained the pattern through the gentle night, with a dramatic full moon creating an orange glow as it rose over the horizon and light to steer by. While in slow motion, with boats sailing at 7 to 10 knots between breeze lines, it was a beautiful evening, just right for cruising but not ideal for racing and *Free Spirit*. However we were closing in on *The Boat Works* and left *Renaissance* in our wake. After M9 we established two watches with Bruce and Chris on one watch, with Jim and Jamie on the other watch and Geoff generally keeping tabs on everyone and the boat, grabbing a rest when he could.

By 5.00 am we had caught *The Boat Works* which was well inshore from us and we were about 10 NM ahead of *Renaissance*. Passing Indian Head was momentous as we clearly had to decide where we wanted to be in relation to the coast. The race veterans all looked longingly at the shore line where *The Boat Works* and *Fantasia* had sailed but having good wind pressure kept us away from the coast. *Fantasia* took another dig into the coast and this may have set up their race. We continued on with five skippers aboard *Free Spirit* all having different views about where we needed to be. We sailed wide and the boats that stayed inshore seemed to get away from us. Seemingly suddenly, *The Boat Works* was clearly ahead again.



CHOPPERLINE

Getting around Lady Elliot Island seemed to take forever and while most of the fleet tacked closely around it, we continued on in reasonable pressure. However given the current and tides we knew we wanted to approach Gladstone from the south, rather than north of the lay line.

Apparently *Morticia* had made it into Gladstone on Saturday evening around 10.00 pm, with a rising tide, while the rest of the boats had another glorious night on the bay.

A wind change and with spinnaker up, we were able to head directly to Gladstone at 12 to 13 knots in more our type of weather. We could see *The Boat Works* heading into the channel while we powered along.

It was not our conditions but we had a great sail and we finished 6th *behind The Boat Works, Fantasia, Boss Racing, Top Gun and Morticia.*

Most importantly this was Geoff Cruse' 35th Brisbane to Gladstone race and it was great to see the smile on his face virtually all the way.

It was also great to be greeted at the

marina by Alasdair Noble, Allan Bolt and supporters, who collected the tracker and completed all the paper work while we had an early morning drink or two and already discussions about next year when hopefully we will have stronger winds that will favour the larger boats.

Having made our excuses, we could not help but admire the skill and perseverance of the winners. Sitting on a small boat in virtually one position in a long race, they deserve the accolades and record of two triple crowns in two successive years.



**Jamie Leitner - Ian Langland  
Memoral Trophy**



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*Headline The Australian Jan 8 2016*

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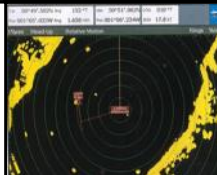
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# On the Nose (Renaissance)

By Steve Cross

Hello sailor!!!

It was a stunning Easter Friday with a packed jetty at Scarborough, Alasdair's commentating loud across the water. I notice a TV camera so I insist that all crew must wear our pointy hats. Then it was up to our start master Bergy to set the scene.. he gave us a great start, and a fantastic camera shot for channel 7!



A competitive sail across the bay in light winds keeping everyone honest, around the mark at Tangalooma then a spinnaker set, quickly followed by a genoa, then a screecher. Up the shipping channel and a long first night feeling hungry. We had Thai food (crispy pork, special fried rice and chicken stirfry with a glass of red wine... after all, we are racing!!

Saturday was another fab day after bacon, eggs, and muffins. With everyone awake, we searched for a way to catch the leaders. Well that was Saturday, a stunning sunset brought on the hunger pains. A beef stew with a glass of red wine was just what we needed around Breaksea Spit. We are in for a warm night of light winds. Sunday was already a normal start with bacon, eggs and muffins. Now that is a bit lighter, we start to make a move. Our run across the paddock got better as the overcast day went on. The foredeck crew decide to take the helm, making 15, 16, 17+ knots as we entered the harbour with the wind behind us. Mike did some calculations indicating that we are in with a shot for third if we can cross the line by 1:02 pm. With the tide against us we gybe, gybe, gybe. Two more is the call so again we gybe, gybe, gybe + 3 more, and cross the line with a minute to spare to take third on OMR.

Well done guys, we deserve a carton. Thanks to Mike, Geoff, Bruce, Rob, David, Mick, Marty and Steve!

A special mention to the in house winner of the CHOOK award for the best advice on all aspects of sailing... DAVID! We hope you enjoyed your wine! (this award could have gone to anyone down in the brains trust). P.S. This is a foredeck point of view and will destruct in 10 seconds!!



# The 2016 B2G Adventures of Hasta La Vista

By Jim Fern

What a spectacular sight greeted us on arrival at the starting area off the freshly opened Shorncliffe Pier. The hillside and pier were crowded with enthusiastic spectators. We arrived from seaward in light conditions under our masthead spinnaker and did some showing off gybing just off the end of the pier. We almost enjoyed the scene too much with some members of the assembled throng yelling 'Hasta la vista Baby' as we sailed past, and we nearly forgot to start. On finally getting away, *Hasta* tacked immediately on crossing the start line to sail into clear air. When the fleet crossed again, everyone was quite bunched in the 4 knots of zephyr.

After the M9, the pecking order in the fleet was well established. Before that *Hasta* and *Free Spirit* were having a little

game of 'it's your turn to lead for a while' but the M9 changed all that. It was here that we realised that our annual subscription to Aeolus the wind God's superannuation fund had run out. It was spinnaker up at the M9 and down 2 minutes later with the Screecher being unfurled. No, get the genoa up; get it down. Get the reaching kite up. When we looked again, *Free Spirit* and front end of the fleet were specks on the horizon. Memo to diary, renew that subscription.

Clearing the Caloundra fairway as darkness fell, we noticed a shift in the breeze to the left. Great, so now we are hard on the wind and there wasn't much of that either. Last year we had blasted past Double Island Point at 6.45 pm on Friday night. This year we arrived at Double Island Point at 0600 on Saturday



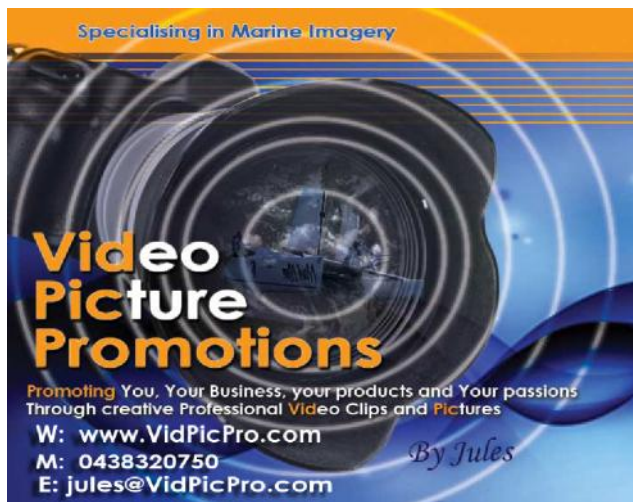
***Hasta La Vista***



morning. To make it worse, the breeze failed us completely so we sat there in a sloppy sea flopping from one float to the other for 3 hours. All sharp objects on *Hasta* had to be hidden at this time just in case. It was that miserable.

*Hasta* had worked as wide as it could on Saturday morning to have sufficient angle to use our flat reaching spinnaker. The run up the Fraser coast became increasingly pleasant; still not fast but an enjoyable day out with good mates. Past Indian Head at 3 pm and our masthead spinnaker could finally be launched for the run up past Breaksea and on to Lady Elliott. This stretch of water with flat seas, the boat gliding at above wind speed and the blackest of black night skies with the stars exploding out of the blackness with their brilliance, was just spectacular. When the orange golden moon rose out of the sea in our wake, it completed the magic of the moment. The crew started to get better looking in this romantic setting so we all knew it was time to hurry up to the finish.

At dawn on Sunday the breeze at long last had swung to the SE and built to 9 - 10 knots. We were now laying the S2 at a good pace. With 20 miles to the S2 the wind swung to the south and built to 14 knots. We were now aiming at Cape Capricorn under masthead kite so down it came and up with the Screecher to resume our proper course. With the screecher cranked on, *Hasta* exploded into life as the boat speed rapidly increased to 18 knots. All good things must come to an end and sadly for us



(but smiles from our sailmaker), it was the top third of our screecher exploding into tatters. Down came the remnants and up went the genoa to drive above course until we had an angle to launch our flat reaching kite for the run to the entry of Gladstone Harbour.

Our arch rival *Renaissance* had rounded the S2 a few miles ahead. It wasn't a straight 12 mile drag race to the finish with the prevailing wind angle and with both boats sporting asymmetric spinnakers, it was a gybing duel up the harbour with them well in front. This part of the race was great fun. Tiredness was forgotten, gybing our 105 square metre spinnaker was sharp and we were gaining on every gybe. We were close but not close enough. What a great race it is to Gladstone; it has everything. The carton of beer at the finish even improved our hydration. The fun factor is important and sailing with good mates helps so thanks to fellow crew members Lyle Stanaway, Rob Sherwood and Tim Keen. The bottle of rum we won for naviguessing the ETA nearest the actual finish time went to a most worthy cause.

# The 2016 APC Logistics Brisbane to Gladstone Yacht Race

## The Cook's View

By Phillipa Bolt

Well, all I can say now is WOW!

It started with my dear man heavily involved with MYCQ as Treasury and lots of other jobs connected with the club and not to mention all those things that need doing at home and NOT TO MENTION building our boat to hopefully take us on this present wonderful event we are involved with, along with so many other INCREDIBLY devoted people, this event really was an eye opener to the behind the scenes operation. YOU ARE ALL AMAZING!!!! (Quote from Christy! For those that know our wonderful Christy)

I initially signed up to do the share in driving up and down from Brisbane to Gladstone but to make life a bit more interesting I volunteered to do the cooking of meals for the race office personnel over the 4 day period.

Well the jobs up for grabs never ceased.

Firstly I have to give an absolutely, massive congratulations to all involved in this enormous feat. So much needed organising, from 12 months prior, right down to at the end we negotiate next year's accommodation costs to give us what we need for another 2017 B2G .

There are enormous numbers of people that I could mention at this point but I will place these most honourable people's names at the end.

Getting back to the story.....

### **Friday**

As the cook, thinking that I will be arriving in plenty of time to prepare an absolutely fantastic seafood dinner for the crew on Good Friday night, well that did not happen.

As it turned out, we slotted in a job of assisting our tireless Lyn Wieland with the promotion stand down at Sandgate



**Shorncliffe Pier opening**



**Port Curtis Sailing Club meal**



**MYCQ Promotion Stand**



***SUP spectators***

promoting the Multihull Fleet prior to the start of the race which was 11.10am Good Friday.

Being the cook and haven't done a lot of promotion work lately, which was fun back in my teens, I was worried with my performance. So I said to myself, let's give it a try and see if I still have it. No, I didn't, but boy I enjoyed pacing the newly opened Shorncliffe pier handing out our poster of Multihull boat entrants explaining to lots of people what was happening. To my surprise the community responded with such enthusiasm and many I came across welcomed back the start of the Brisbane to Gladstone yacht race at the pier.

Also being a member of Queensland Cruising Yacht Club, gave me such satisfaction explaining the difference between the races and what the boats were all about. Knowing the skipper and crew on most boats added to the excitement when conversing with the public.



***Crowds Everywhere***

I could not explain the excitement when the Multihulls came so close to the pier to show off their beautiful boats in full sail. It was amazing.

This very moment gave me, as the cook, an incredible boost of being part of this wonderful event.

OK.... now they were off and we were off. Already my time schedule was put out and my only priority now was to be up in Gladstone to cook a great meal for the 8 race office crew. But we had to drive to Gladstone, roughly 6 hours, taking turns at the wheel. We towed *Morticia's* trailer up to Gladstone for the guys and even though a very large trailer, we travelled well.

Our race office for the duration was on the 5th floor of the Curtis Central Apartments where we had full view of the Gladstone Harbour and the finish line for the entire fleet.

Upon arrival at 9pm, we parked *Morticia's* trailer down at the yacht club



***Curtis Central Apartments***



***View of the harbour from Race Control***

and then checked in to our race office to start the cooking.

What I had planned was not to eventuate due to the late arrival and everyone extremely tired from the day's events and the heat of the day.

Everyone pitched in to help which was overwhelming and with all their help we managed to put some of my meals together.

Meanwhile, while the meal was coming together, the race crew people were putting computers together with tracker up and running showing us where our boats were and also allowing us to jump across to the monos and check their progress.

With the Multi's being fast, our boats were on their way ahead of the mono fleet. Black Jack was the only mono out in front showing such a beautiful performance as she has over the years as first over the line.

It was 2am when we retired to bed for a couple of hours sleep waiting for our first boat to arrive at our estimated time of 10.30pm Saturday.

### **Saturday**

I needed to start work on the Saturday morning breakfast, so after having 3 hours sleep, I jumped to attention to perform my ever best breakfast for the race office crew.



***Bunnies, babies and tracker***



***John and Eileen Hamaty***

Upon arriving the night before I found we were short on kitchen needs so this made it very difficult to prepare and cook. Utensils were very limited so we had to improvise by raiding each members unit to find utensils, plates and cutlery to get us through. We advised the owners of the apartments and in turn they helped us out where necessary and will put into place for next year's event.

I managed to succeed and upon the breakfast table there was a spread of scrambled egg, sausages, baked beans, tomato, bacon, sour dough bread etc. It proved a great success. As the cook --- I was happy.

During the day (and Night) crew were off down at the race office area at the Port Curtis Sailing Club where our merchandise was set up and where a computer with tracker was set up for the milling crowd to view the positions of boats both Multi's and Mono's.

Lunch was not an issue today as everyone seemed too busy but there was heaps of food on offer if needed.

Saturday afternoon, Mark Bradford's Black Jack, a 25.5m Juan K mono design, finished first boat over the line for the Mono's at 4.13pm Saturday. Our first



**Down town race office**

Multi, Morticia, a seacart 30 tri owned by Shaun Carroll flew over the finish line at 10.34pm Saturday.

Along with our ever incredible hard working, Lyn Wieland, I attended the docking of our first, over the line winner, Morticia, to present her prize of the beautiful hand crafted pottery mugs and the much needed rum and coke for a job well done. These guys are great, such gentlemen. We also had the best experience to have Christy help us who is the partner of Morticia crew member, Chris. She was absolutely fantastic giving us her help and flooded us with her infectious happy personality. She was just wonderful and we love her and want her back next year.

Lunch was a come and get what you want and DIY. Plenty of prawns, ham cheese and tomato sandwiches with all the extras. As the cook, along with all of

us it was grab a few minutes to rest the eyes and then get going.

Down at the race office for the public, our ever energetic, wonderful Barry from the Port Curtis Sailing Club, who has been doing this for umpteen years, was on duty welcoming absolutely everyone that entered or walked past to come have a look at the display of this prestigious race.

He won them all over as well as me. This is one man to have a chat to if you need any information or history on anything. He's your man. Thanks Barry for your wonderful company during my time with you.

Now, since our next boat would not be in till 4.16am Sunday morning the race control crew joined to have dinner in the Port Curtis Sailing Club. Yummy Fish and chips with some beaut wine.



**First Multihull - Morticia**



Meanwhile, during this whole Easter activity, across the river was a hive of entertainment with music and fun rides for all. Just loved the Beatles tribute. I was in heaven while listening and watching the still waters of the Gladstone harbour. Yes still waters, which was not what they wanted out there on the high seas. It was a long night with our Multi's coming in roughly every 2 hours with Allan greeting each boat arrival to present them with the pottery mugs and the important refreshments on docking. Not to mention the wonderful Marina staff that would be present to tie these boats up at any time of the night or day. Also not to mention, the SES and Volunteer Marine Rescue who worked nonstop. Every boat, Multi or Mono, night or day, that crossed the finish line were greeted with a shot gun blast that knocked your socks off and a case of beer from the Gladstone Mayor.

During the stillness and quiet of the night, people would just materialise and quietly go about their business. I am still in awe of these people with their commitment.

### **Sunday**

So where are we now? Lost all sense of time. With little sleep and lots of darkness it is hard to know time and day. I pity those out on the water. But after hearing the comments from those finishing, "It was absolutely beautiful out there with the full moon and glistening

water as we would glide along peacefully". WOW how is that.

I managed to grab a couple of hours before it was up for breakfast Sunday morning. Well, guess, guess, it was a repeat of yesterday's grub but still went done well. Disaster, I forgot to buy the Hot Cross Buns.

There was lots of activity now in the race office headquarters at Curtis Central Apartments as the Presentation ceremony was being organised for the Sunday night after our last boat, No Problem was to arrive. During the day I helped with washing of clothes for return trips for any boats, since we had a laundry on tap. Too easy.

My job of cook was finished until Monday morning so I helped out in the down town race office and visiting the QCYC race office to see how they were going. The mono fleet had 30 or so boats and it was a long time for the race office crew to be at the "helm" also. Their presentation would be held on Monday morning after their last boat Jazz, came in at 6.35am Monday.

The Presentation was an incredibly wonderful experience, Lyn Wieland had everything in place and the stage was set. It was great to be present to see all the people involved both sailors, crew and behind the scenes people plus great excitement to see some old familiar faces. You never know who you are going



***Shot Gun Blast by SES***



***Renaissance in the distance heading for the finish***



to meet.

After the presentation it was pack up time of our goods and up to the Curtis Central Apartments.

Wow we were tired along with so many other people. Our job was done but QCYC had more boats arriving and this will continue until early Monday morning when their Presentation was to be held.

The race office crew had a lovely sleep for a few more hours and then it was up to test my last meal of breakfast for the final day. Everyone was much more relaxed and less stressed so breakfast was a very relaxed affair. We had a lot of food left over so the invite was out to others and we had the pleasure of the Renaissance skipper Mike Hodges, Bruce Wieland and Geoff Berg, and Top Gun's Joel Berg and Ben Kelly to attend and listened to stories of the race coming straight from the "horse's mouth" so to



speak, it was great and enjoyed.

Well what now. I would absolutely love to do it all again. Just to achieve better in my "cook'" role and to be part of such wonderful people and a wonderful yacht race.

It will take me a while to get over this incredible experience as I am still in the mode and I really don't want to get over it.

Thank you to all you beautiful people who helped me through my times of need, you are all heroes and you are all truly AMAZING! Let's do it all again!!!!!!

### **Gladstone Race Office Crew**

Lyn Wieland

Allan Bolt

Alisdair and Vanessa Noble with our youngest crew member Larissa

John and Eileen Hamaty

Jan Hamilton

Libby Fern

And the cook Phillipa Bolt



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**1984 — Escapade — First Gladstone Based Yacht wins on OMR**  
**D Flawless wins Line Honours in the 20th Brisbane to Gladstone**

*By Gordon Elliott (Gladstone)*

For me this was the big one as it would be heading to the Brisbane and Escapade in the first multihull to win the Brisbane to Gladstone.

There were quite a number before the start but the breeze was extremely light. The multihull was not allowed to start as the breeze was too light and then we were off.

With a light breeze we were in a tight contest. The Escapade was the first to cross the line at 2:10. The mono was the first to cross the line at 2:15. The Escapade was the first to cross the line at 2:15. The mono was the first to cross the line at 2:15.

We finished our race with the wind blowing from the east and the light breeze.

**2000 — Alpha Centauri II Wins on OMR, Mariposa Wins on Performance Handicap and Raw Nerve Wins Line Honours**

The race started in light winds and the Western Queensland Race Club decided that they were to start the race at 10:00. The breeze was light and the race was a close contest. The Alpha Centauri II was the first to cross the line at 11:00. The Mariposa was the first to cross the line at 11:15. The Raw Nerve was the first to cross the line at 11:30.

The race was a close contest and the Alpha Centauri II was the first to cross the line at 11:00. The Mariposa was the first to cross the line at 11:15. The Raw Nerve was the first to cross the line at 11:30.

**2001 — Rogstadjujan Sets New Race Record and Shanda Wins OMR and Performance Handicap**

*By Peter Wilson (Gladstone)*

We got a good start. The breeze was light and the race was a close contest. The Rogstadjujan was the first to cross the line at 12:00. The Shanda was the first to cross the line at 12:15. The performance handicap was won by the Shanda.

The race was a close contest and the Rogstadjujan was the first to cross the line at 12:00. The Shanda was the first to cross the line at 12:15. The performance handicap was won by the Shanda.

**2008 — Raw to the Core Wins Line Honours and a record equally Sixth Line Honours Win for Martin Riley. Renaissance Wins on OMR and Wilparina 2 wins on Performance Handicap**

*Photos by John Kilduff*

It was a close race. The breeze was light and the race was a close contest. The Raw to the Core was the first to cross the line at 13:00. The Martin Riley was the first to cross the line at 13:15. The Renaissance was the first to cross the line at 13:30. The Wilparina 2 was the first to cross the line at 13:45.

The race was a close contest and the Raw to the Core was the first to cross the line at 13:00. The Martin Riley was the first to cross the line at 13:15. The Renaissance was the first to cross the line at 13:30. The Wilparina 2 was the first to cross the line at 13:45.

**1972 — Tragic End to Brisbane to Gladstone in Cyclonic Conditions but the Broken Proves itself a Safe Ocean Race**

*By Peter Wilson (Gladstone)*

The race was a close contest and the Broken was the first to cross the line at 14:00. The race was a close contest and the Broken was the first to cross the line at 14:00.

The race was a close contest and the Broken was the first to cross the line at 14:00. The race was a close contest and the Broken was the first to cross the line at 14:00.

**1973 — Captain High wins again**

*By Peter Wilson (Gladstone)*

The race was a close contest and the Captain High was the first to cross the line at 15:00. The race was a close contest and the Captain High was the first to cross the line at 15:00.

The race was a close contest and the Captain High was the first to cross the line at 15:00. The race was a close contest and the Captain High was the first to cross the line at 15:00.





# 2016 APC Logistics Brisbane to Gladstone Multihull Yacht Race



OMR Winner: **Morticia**

Performance Handicap Winner: **Morticia**

Line Honours Winner: **Morticia**

Most Valuable Crew: **Jamie Leitner**



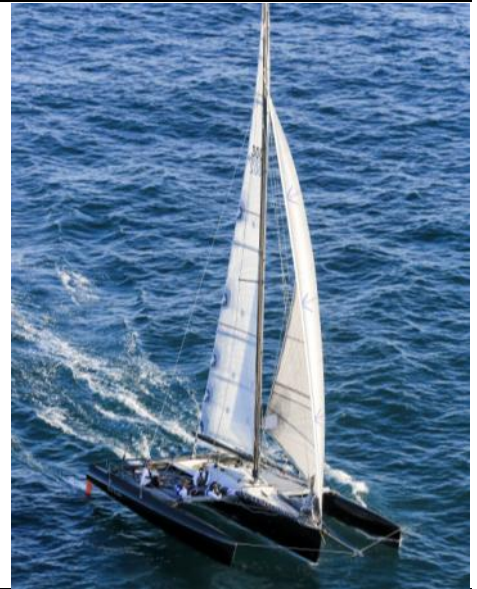
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## Boat Name: **Morticia**

Design/Club: Seacart 30 (RMYC)  
Owner/Skipper: Shaun Carroll  
Length/Beam: 9.2m / 6.9m  
Position (time): 1 (35:24:27)  
OMR: 1  
PRF: 1

Comments: These were ideal conditions for this light weight yacht, so once *Morticia* took the lead they stayed in that position all the way to Gladstone. It was a clean sweep for *Morticia* for the second year in a row.



## Boat Name: **Top Gun**

Design/Club: Crowther  
Owner/Skipper: Darren Drew  
Length/Beam: 15.3m / 9.1m  
Position (time): 2 (41:06:53)  
OMR: 4  
PRF: 4

Comments: *Top Gun* ran aground at the start but rounded the 1st mark in 2nd place. *Fantasia* and *Renaissance* passed them near Tangalooma but they quickly regained 2nd place & retained that position until the finish.



## Boat Name: **Boss Racing**

Design/Club: Saxby Special (QCYC)  
Owner/Skipper: Gary Saxby  
Length/Beam: 11.5m / 7.2m  
Position (time): 3 (42:17:02)  
OMR: 9  
PRF: 8

Comments: *Boss Racing* was with the leading pack the entire race and was unlucky not to be closer to *Morticia* and *Top Gun*. The unfavourable tide in Gladstone Harbour impacted on their OMR and PRF results.



Our World is Water



## Boat Name: Fantasia

Design/Club: Seven Oceans 50 (MYCQ)  
Owner/Skipper: Andrew Stransky  
Length/Beam: 15.6m / 8.5m  
Position (time): 4 (43:31:12)  
OMR: 2  
PRF: 3

Comments: Fantasia did extremely well in the light winds to finish 2nd on OMR and 3 on Performance. They struggled in the light winds and tide in Moreton Bay and also the tide in Gladstone Harbour. However it began to flood as they approached the finish line which allowed them to finish strongly.



## Boat Name: The Boat Works

Design/Club: Modified Grainger Raider  
Owner/Skipper: Julian Griffiths & Tony Longhurst  
Length/Beam: 9.5m / 6m  
Position (time): 5 (44:12:12)  
OMR: 5  
PRF: 9

Comments: *The Boat Works* won the start but struggled in the tide and light winds while in Moreton Bay. They duelled with *Free Spirit* all the way to Gladstone and finished just ahead of them.



## Boat Name: Free Spirit

Design/Club: Crowther Shockwave  
Owner/Skipper: Geoff Cruse  
Length/Beam: 13m / 8m  
Position (time): 6 (45:42:15)  
OMR: 7  
PRF: 6

Comments: *Free Spirit* was a late entry that did well with minimal preparation. This was Geoff Cruse's 35th Brisbane to Gladstone and Jamie Leitner won "Most Valuable Crew Member"



Our World is Water



## Boat Name: Renaissance

Design/Club: Schionning Waterline 1480 (MYCQ)  
Owner/Skipper: Mike Hodges  
Length/Beam: 15.3m / 8m  
Position (time): 7 (49:50:24)  
OMR: 3  
PRF: 5

Comments: Renaissance did extremely well early on to be in 1st place on OMR when rounding M8. The light winds do not favour this yacht so to finish 3rd on OMR was a great result.



## Boat Name: Hasta La Vista

Design/Club: Crowther Hemlock (MYCQ)  
Owner/Skipper: Jim Fern/Lyle Stanaway  
Length/Beam: 10.97m / 9.15m  
Position (time): 8 (50:01:12)  
OMR: 8  
PRF: 7

Comments: Hasta La Vista was unlucky with light winds and was so close to beating their arch nemesis Renaissance.



## Boat Name: No Problem

Design/Club: Schionning Waterline (PCSC)  
Owner/Skipper: Ray Hobbs  
Length/Beam: 11.6m / 6.5m  
Position (time): 9 (53:09:26)  
OMR: 6  
PRF: 2

Comments: No Problem finished with the breeze and flew across the paddock and up the harbour to win second place on performance handicap.



Our World is Water



## Team Vodafone's month of excitement

**This month Team Vodafone has had more than their share of action, involving both their high performance multihulls and are looking forward to a busy year.**

During the Jack Tar regatta in mid-March, the team managed to nosedive their GC32 foiling catamaran.

The next week the ORMA60 won the Auckland to Tauranga Race and was the only boat to finish. Unfortunately she missed the only offshore race record that has eluded the 60ft trimaran.

Team Vodafone has also enlisted as a possible entrant in the 650nm Groupama race around New Caledonia – again chasing another race record.

Hull is also likely to take the GC32 to



Hamilton Island for the annual Race Week, later this year.

### **Nosedive at over 30kts**

The GC32's capsized in the Jack Tar regatta was the team's second.

The first incident occurred on their first

sail, with the boat just being caught in an awkward position and blowing over. No damage was done and no one was hurt. On the second incident which happened midway through a foiling gybe at 30kts plus, the cause was simple.

"To be perfectly honest, I tripped over during a gybe," chuckled helmsman Simon Hull. "We had changed our system from having someone go to leeward and steer through the gybe to one where I was running across and holding the tiller bar as you go across, and drop it as you go past the mainsheet."

"I tripped over as we went through. It was a fairly high-speed gybe. We went into it at 33kts. It would have been a full foiling gybe. We had done one where we just touched the hull down briefly, in the gybe before, so that would have been our first full foiling gybe."

"As I slipped I must have hit the tiller bar and we rounded back up the way we had come and it was all over."



***Impact speed on the top of the GC32's speedo and max speed for the day on the bottom***

## **Meteorological Information**

<http://www.marine.csiro.au>

for Sea Surface temperatures, eddies and ocean surface winds

<http://www.bom.gov.au>

**for Warnings, Weather observations & Forecasts**

## **Light airs frustrate Auckland Tauranga Race**

The OMRA60 competed in the Auckland to Tauranga Race which started on the day before the Brisbane to Gladstone start. (The original start time of the race, Pre World War II, was on Boxing Day.)

The fleet consisted of 25 boats and 21 starters. "It was character building," was Hull's summary of the race.

"Almost invariably there is no wind at Easter. But we had a forecast of 50-60kts, the night before and it was still steaming at 5-6am when we were going down to get the boat ready, and wondered if we would be able to get the boat off the marina – even with chase boats and the like".

"By the time we got to the start time there was no wind at all – it had dropped to just 5kts of breeze. And it was yet another character building Tauranga race.

Initially, when they rounded Cape Colville



***Team Vodafone Sailing crew before the start of the 2016 Auckland Tauranga Race. The wind dropped from 50-60kts to less than 5kts***

there was only 6-7kts of wind, but Hull says they spotted a cloud with what looked like some breeze under it, and gybed towards it.

"There was about 15kts of breeze there, and we followed it. We sailed through the hideously small gap in the Mercury Islands – which is only about 50-60metres wide, and followed this piece of breeze, and managed to hold it until Mayor Island when it started to soften."

"We hit 30kts at times, surging down waves. One gybe was better than the other

because of the angle of the seas. The big boat loves those conditions, and she is spectacular when you get out there with the big gennaker up – even in just 15kts."

"We only got winds of 14-15kts maybe up to 17kts at times."

"When we started in Auckland, there was still blowing 30kts at the Mercs, and I think we just got into the tail end of that weather system and carried that all the way to Tauranga."

The ORMA60 probably has the worst rating of any boat in New Zealand, so don't usually win races on handicap, but being the first and the only finisher means they scored a rare double.



***2016 Auckland Tauranga Race.***

## **New Caledonia**

The "Groupama around New Caledonia race" is being considered by Team Vodafone.

They will once again compete in the ANZ Fiji Race. Hull says it is only a 600nm mile downhill slide across to New Caledonia.

They then plan to leave the boat in Noumea for a couple of months, and the crew will fly to Hamilton Island and Airlie Beach for their Race Weeks, and then onto Noumea for the Groupama Race.

"We are pretty sure we are going to do that race, provided everything lines up."

"The organisers are very keen, as this boat is one of their own, and has a good reputation being the ex Géant under Michel Desjoyeaux. When we put the expression of interest in, the organisers were on the phone five minutes later, and it was on their website five minutes after that."

# SS Warrimoo

The passenger steamer SS Warrimoo was quietly knifing its way through the waters of the mid-Pacific on its way from Vancouver to Australia.

The navigator had just finished working out a star fix and brought the master, Captain John Phillips, the result. The Warrimoo's position was latitude 0 degrees x 31 minutes north and longitude 179 degrees x 30 minutes west.

The date was 30 December 1899. "Know what this means?" First Mate Payton broke in, "we're only a few miles from the intersection of the Equator and the International Date Line".

Captain Phillips was prankish enough to take full advantage of the opportunity for achieving the navigational freak of a lifetime. He called his navigators to the bridge to check and double check the ships position. He changed course

slightly so as to bear directly on his mark. Then he adjusted the engine speed.

The calm weather and clear night worked in his favour. At midnight the "Warrimoo" lay on the Equator at exactly the point where it crossed the International Date Line!

The consequences of this bizarre position were many. The forward part of the ship was in the Southern Hemisphere and the middle of summer. The stern was in the Northern Hemisphere and in the middle of winter. The date in the aft part of the ship was 30 December 1899. Forward it was 1 January 1900.

This ship was therefore not only in two different days, two different months, two different seasons and two different years but in two different centuries-all at the same time.

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**Some other FreeFlow designs:**



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# This Month's Videos

2016 APC Logistics Brisbane to Gladstone  
Multihull Yacht Race Highlights

[https://youtu.be/SDIq7\\_-3D\\_w](https://youtu.be/SDIq7_-3D_w)

2015 APC Logistics Brisbane to  
Gladstone Yacht Race Highlights

<https://youtu.be/oUIR6JyYUcw>

*Tritium* is Determined to beat the  
Swiftsure Race Record  
The Biggest Fastest Boats come to  
contest the Premier Yacht Race in the  
Pacific Northwest

<https://youtu.be/r5xU6NlxDdc>

During testing in Bermuda, SoftBank  
Team Japan athlete Winston MacFarlane  
took an unplanned swim during a gybe.  
All are safe and accounted for!

<https://youtu.be/NKxHEbPOz0Q>

Brian Thompson shows us round the  
MOD70 trimaran *Phaedo*<sup>3</sup>, in which he  
and the crew are hoping to break the  
Caribbean 600 record

<https://youtu.be/O4AstwKBxuQ>

Ben Ainslie somersault on AC45

[https://youtu.be/\\_5oAjbRXQsg](https://youtu.be/_5oAjbRXQsg)

Promo Video on *Extreme H<sub>2</sub>O* gun boat

[https://youtu.be/TjCD\\_F1sscE](https://youtu.be/TjCD_F1sscE)

THIS IS COOL

Get on board record-breaking boat  
*Phaedo*<sup>3</sup> in this immersive 360 video.  
Click and drag the screen or use the  
gyroscope on your phone around to  
experience high-speed sailing with a  
360° view.

[https://youtu.be/\\_czRFIZXEYE](https://youtu.be/_czRFIZXEYE)

How to launch, operate and land a drone  
from a yacht. It would be much easier on  
a multihull.

[https://youtu.be/eYu7\\_p04oCo](https://youtu.be/eYu7_p04oCo)

John Longley's opinion on match racing  
Multihulls.

<https://youtu.be/Yrmba89mblo>

Video of IDEC. They are planning to set a  
new race record for the Jules Verne  
Trophy

<https://youtu.be/C1f1Ady8-eY>

Sailing the West Coast of South Australia  
on our 37ft Wharram Tangaroa  
Catamaran

<https://youtu.be/52B63aPZkhi>

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## 43 knots for Gitana Team's foiling MOD70



Just a few days ago, equipped with her new appendages, the Multi70 Edmond de Rothschild definitively took flight, racking up some 43 knots on the speedo in 20 knots of breeze and thus validating the efforts of a whole team, supported by the passion and commitment of the boat's owners, Ariane and Benjamin de Rothschild. See the Video at <https://youtu.be/nzzCVhVCpt0>

## Looking for a Slipway Instead of a Marina ?



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# MEMBERSHIP APPLICATION FORM



MULTIHULL YACHT CLUB  
 QUEENSLAND INC.  
 PO Box 178, Wynnum, Qld, 4178  
 Clubhouse: Trafalgar St, Manly  
**Website: [www.mycq.org.au](http://www.mycq.org.au)**  
 ABN: 97 324 509 351

## MEMBERSHIP INVOICE 2016 SEASON

Dear Fellow Member,

We invite you to join or re-join the Multihull Yacht Club of Queensland.

Below is a list of membership & YQ fees. Please fill in the totals and return the completed form.

Completed forms can be handed in at the general meetings, posted or email: [aandpbolt@bigpond.com](mailto:aandpbolt@bigpond.com)

Payments can be made in cash, by cheque or direct deposit into our bank account.

*With direct deposit please use your surname and initial*

CITY MEMBER:	\$143.00
<b>2016 SPECIAL OFFER FOR FIRST TIME CITY MEMBERS</b> (**Conditions Apply)	\$75.00
COUNTRY/OVERSEAS MEMBER: Residing outside 100km radius of the GPO	\$71.50
ASSOCIATE MEMBER: Partner of a full or life member	\$22.00
STUDENT MEMBER: Requires copy of Student's card	\$71.50
JUNIOR MEMBER: Under 19 before 30/6/10)	\$44.00
FAMILY MEMBER: One non racing full voting member + 3 juniors)	\$165.00
Club Race Fees (Excludes B to G) Races @ \$10.00 / race	_____
(20% off (Subs only) introduction of new member during last year)	
If 20% applicable, who did you introduce?	_____
<b>Sub total:</b>	\$_____
YQ:	
Silver Card Adult Racing Sailor	\$75.00*
Youth Racing Sailor	\$37.00*
Family (1 Adult and 3 Junior)	\$183.00*
*Non Racing members do not have to pay YQ fees	
(You only need to pay your YQ fee to one club, If you are not joining YQ through MYCQ could you please provide your membership number and club name that you registered with. – See below)	
<b>Sub Total</b>	_____
<b>Total</b>	_____
NAME:	
ADDRESS:	
BOAT NAME:	
YQ NUMBER AND CLUB:	
EMAIL ADDRESS:	
CONTACT PHONE NUMBER:	

Details as follows: Bank: Suncorp: **BSB 484 799**: Account # **08388 4570**

Account Name: **Multihull Yacht Club of Queensland Inc**

\*\* Special Offer only applies to first time members or past members renewing after more than 5 years absence

## Other News

### America's Cup - Japan's SoftbankTeam pick up Aussie multihull



#### **'Jason Waterhouse will swap the helm of a Nacra 17 for an America's Cup team berth'**

SoftBank Team Japan have announced that Jason Waterhouse, one of Australia's Olympic multihull sailors will join the team after racing in the 2016 Olympics in Rio De Janeiro, Brazil. The 24-year-old is set to make his Olympic debut competing in the Nacra 17 mixed multihull event, a boat in which he currently holds the #1 ISAF world ranking.

"We are really excited to have Jason joining the sailing team at Softbank Team Japan", said SoftBank Team Japan sailing director and tactician Chris Draper regarding the acquisition.

"Jason is not only an incredible sailor but also the perfect team player and will fit exceptionally smoothly into our team. He brings with him enormous enthusiasm, skills and hunger. It is fantastic for us to bring in someone at the top of the Olympic classes with fresh ideas and real race sharpness."

Earlier this year the team had invited Waterhouse out for several sessions training on the team's new AC45 Sport test boat in Bermuda.

"The whole team was enormously impressed with his great attitude and work ethic. His skills on the boat have been very impressive", said Draper. "It is enormously important to the team that we ensure his focus is 100% about the Olympics in Rio for now and we will look forward to welcoming him in Bermuda full time after the games."

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**MONTHLY MEETING**

**FIRST THURSDAY OF EACH MONTH at 7:30 PM**

**MYCQ NORTHERN ARM MANLY HARBOUR (Trafalgar St)**

**at the club house Mondays and Thursdays**