

**May 2017**

# **MYCQ**

# **Multinews**

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



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**Top Gun - First on OMR and Performance Handicap**  
**Photo: Lift Aerial Imaging of Top Gun rounding the Redcliffe Mark**



## **GENERAL MEETING**

**At the club house, Northern Arm of  
Manly Harbour (Trafalgar St)  
7:30PM Thursday 4th May  
Guest Speaker: Ian Cooper**



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# Monthly Events

20-21 May  
Sat-Sun

Combined Clubs - Caniapa Cup

## Commodore's Comment

**By Bruce Wieland**



### THE RACE

The Multihull Brisbane to Gladstone race continues to grow as a yachting spectacle. Building on the success of 2016, the new starting procedure, which provided extended viewing for the public, proved very popular. The Bluewater Festival organizers were thrilled with the show provided by MYCQ. The show included the Race Information Brochure distributed by our team of volunteers (see photo elsewhere), the great live commentary by Alasdair Noble from the Pier, the decorated Official Boats on station, and of course the onwater action from the race fleet.

Allan Bolt and his team in the Gladstone Race Office, together with Alasdair who also monitored the trackers, worked around the clock to ensure safety. Sonya Dewar's publicity machine kept the updates to Facebook flowing. *Congratulations to all concerned, you have done us proud!*

The race itself was very competitive, with race long duels between three groups of yachts. Sadly, Rushour retired due to damage from hitting submerged debris off Mooloolaba. Congratulations to all crews, all were winners. See elsewhere for results.

### THE CRUISE RALLY

The Cruise Rally crews reported slightly bumpy conditions for the first two days, but still had a great time with lots of social interaction. They were on hand to welcome the race yachts, as was Gladstone Mayor Matt Burnett. This edition of MN is awash with photos, videos, and reports. With the support of the Mayor and the Gladstone Yacht Club, I am very keen to promote the cruising fleet to compliment the race in the future.

### BACK HOME

Our attention turns to cruising during the winter, as well as a few races for those yachts not venturing north to the Whitsundays. Our guest speaker at the May General Meeting is MYCQ member Ian Cooper, who sailed Nicky C to Tasmania for the Van Diemen's Land Circumnavigation Rally. Several MYCQ members also joined Nirvana on her cruise to Tasmania. Look for the reports in MN.

### AUSTRALIAN MULTIHULL CHAMPIONSHIP

As the dust/spray settles from Easter, work is beginning on the Australian Multihull Championship to be hosted by MYCQ in October this year. It will be a special event because it is not often that ALL multihull yachts, both trailerable and offshore, can compete together. Moreton Bay is the perfect venue. MYCQ NEEDS YOUR HELP TO PROMOTE THE EVENT, SO PLAN TO ENTER AND BRING YOUR FRIENDS!

## Would you like to receive a regular copy of the Multinews?

All you have to do is join the MYCQ (from \$71.50\*)

Go to: <http://www.mycq.org.au/membershipform>

\*\$71.50 is the  
country/overseas  
member rate

## From the Editor

This month's edition of the Multinews is mostly about the MYCQ's biggest event of the year, the C.H. Robinson Brisbane to Gladstone Yacht Race. This year I was on-board Attitude and did some live streaming of the start on Facebook which seemed popular with 2,200 people watching it. My wife Sonya also helped out this year keeping facebook up-to-date with lots of photos, videos and securing some air time on Channel 7 NEWS. This edition includes the race reports from those yachts that provided one and it will be made available to the general public to read. Also included is the cruise report. Unfortunately we don't have a sponsor for the cruise but maybe it is something businesses out there may consider. Long distance cruising would sit well with promoting yacht sales, venues near anchorages could promote their services and other similar companies. Maybe for the next cruise.

Thankyou to everyone who has provided articles and photos.

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 2017 special first time FULL Membership rate of \$75 (See page 52 for membership form).

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**Website:** [www.mycq.org.au](http://www.mycq.org.au)



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# Club Calendar

Ocean Series
Summer Series
Winter Series
Spring Series
Cruise Event
General Event
Special Event

Date	Day	Race #	Event	Club
<b>May</b>				
4 May	Thurs		General Meeting	MYCQ
5-7 May	Fri-Sun		Mooloolaba Weekend	MYC
20-21 May	Sat/Sun	Summer 6 & 7	Combined Clubs - Caniapa Cup	QCYC
<b>June</b>				
1 Jun	Thurs		General Meeting	MYCQ
TBA	Sat/Sun		Cruise to either One Mile or Caniapa	MYCQ
TBA	Sat	Winter 1 & 2	QCYC Winter Series Races 1 & 2	QCYC
11 Jun	Sun		Combined Clubs Race 7	WMYC
TBA	Sat	Winter 3	QCYC Winter Series Races 3 - Lachy's Rock	QCYC
TBA	Sat/Sun		Sail Mooloolaba (not a MYCQ Event)	MYC
<b>July</b>				
TBA	Sat	Winter 4 & 5	QCYC Winter Series Races 4 & 5	QCYC
6 Jul	Thurs		General Meeting	MYCQ
TBA	Sat/Sun		Cruise to the Karragarra	MYCQ
8-9 July	Sat/Sun		Combined Clubs - Race 8 Big Lap & Race 9	
TBA	Sat	Winter 6	QCYC Winter Series race 6 passage race to MBBC	QCYC
TBA	Sun	Winter 7	QCYC Winter Series race 7 passage race from MBBC	QCYC
TBA	Sat	Winter 8 & 9	QCYC Winter Series race 8 & 9	QCYC
<b>August</b>				
3 Aug	Thurs		General Meeting	MYCQ
4 Aug	Fri		Keppel Tropical Yacht Race	RQYS
TBA	Sat/Sun		Cruise to Peel Island (guided tour)	MYCQ
10-17 Aug			Airlie Beach Race Week	ABYC
19-26 Aug			Audi Hamilton Island Race Week	WYC
20 Aug	Sun		Combined Clubs Race 10 Westerly Trophy	WMYC
<b>September</b>				
2 Sep	Sat		Bribie Cup - Manly to Bribie & Cruise	QCYC
3 Sep	Sun		Coolaroo Trophy - Bribie to Manly & Cruise	MYCQ
7 Sep	Thurs		General Meeting	MYCQ
9-10 Sep	Sat/Sun	Spring 1 & 2	Combined Clubs Race 11 & 12 Karragarra Weekend	KYC/WMYC
TBA	Sat/Sun		Cruise to Karragarra (Beach Party)	MYCQ
<b>October</b>				
30 Sep-2 Oct	Sa/Su/Mon		Queen's B'day long weekend cruise to Maritime Museum	MYCQ
31 Sep-1 Oct	Sat/Sun	Spring 3 & 4	St. Helena Cup	WMYC
2 Oct	Mon		National Championships Race 1 welcome BBQ	MYCQ
3 Oct	Tue		National Championships Race 2 & 3	MYCQ
4 Oct	Wed		National Championships Lay Day	MYCQ
5 Oct	Wed		National Championships Race 4 & 5	MYCQ
5 Oct	Thurs		General Meeting	MYCQ
6 Oct	Wed		National Championships Race 6 & 7	MYCQ
8 Oct	Sun	Spring 5 & 6	Combined Clubs Races 13 & 14 Triangles	WMYC
28 Oct	Sat	O4	Manly to Mooloolaba Race	MYCQ
29 Oct	Sun	O5	Mooloolaba to Manly Race	MYCQ
28-29 Oct	Sat/Sun		Cruise to Mooloolaba	MYCQ
<b>November</b>				
2 Nov	Thurs		Annual General Meeting	MYCQ
4 Nov	Sat		Combined Clubs Presentation Night	MBTBC
4-5 Nov	Sat/Sun		Cruise Saturday & join Navigator's Nightmare Sunday	MYCQ
5 Nov	Sun		Navigator's Nightmare followed by Raft-up @ King Is.	MYCQ
<b>December</b>				
2 Dec	Sat		Christmas Party and Presentation Night	MYCQ
27 Dec			Christmas Cruise	MYCQ

# **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**

## **This Month's Results**

### **Race 5 Summer Series**

	LINE HONOURS		OMR			PRS			
	ET	Place	Rating	CT	Place	Rating	CT	Place	PRnew
Catalyst	02:36:04	1	1.0450	2:43:05	5	1.1894	3:05:38	5	1.1575
XL2	02:50:02	2	0.9580	2:42:54	3	0.9800	2:46:38	4	0.9879
Spook	03:01:13	3	0.8250	2:29:30	2	0.8195	2:28:30	1	0.8602
Renaissance	03:04:52	4	0.7890	2:25:52	1	0.8886	2:44:17	3	0.9001
Kestrel	03:21:13	5	0.8100	2:42:59	4	0.7875	2:38:28	2	0.8077
Talisker	04:31:27	6				0.7265	3:17:13	7	0.7012
Outer Limits	04:51:24	7				0.6599	3:12:17	6	0.6369

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# Progressive Totals

## Performance Rating - Summer Series

Place		R1	R2	R3	R4	R5	R6	R7	R8	R9	TOTAL
1	Catalyst	36	15	36	27	13					127
2	Spook		36	27	20	36					119
3	Talisker	15		20	36	11					82
4	Renaissance	27	20	5	5	20					77
5	Kestrel	13	27			27					67
6	Hasta La Vista	20	13	5							38
7	Outer Limits	12	12			12					36
8	XL2					15					15

## Offshore Multihull Rule - Summer Series

Place		R1	R2	R3	R4	R5	R6	R7	R8	R9	TOTAL
1	Catalyst	36	27	36	36	13					148
2	Renaissance	20	36	5	5	36					102
3	Spook		15	27	27	27					96
4	Hasta La Vista	27	20	5							52
5	Kestrel	15	13			15					43
6	XL2					20					20

## Performance Rating - Ocean Series

Place		R1	R2	R3	R4	R5	TOTAL
1	Catalyst	36					36
2	Renaissance	27					27
3	Hasta La Vista	20					20
4	Talisker	15					15
5	Kestrel	13	5				13
6	Outer Limits	12					12

## Offshore Multihull Rule - Ocean Series

Place		R1	R2	R3	R4	R5	TOTAL
1	Catalyst	36					36
2	Hasta La Vista	27					27
3	Renaissance	20					20
4	Kestrel	15					15



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# Social Report

by Lyn Wieland—Social Secretary

Another great year to report that all skippers and crew arrived into Gladstone safely and with smiles all round. Some suggest another 5 knots of breeze would have helped, but a comfortable trip for all.

The event started with the B2G Cruise Rally departing on Saturday 8<sup>th</sup> April for a well-planned cruise arranged by Captain Dudley Young. It was disappointing when a number withdraw and only three boats took part but they still had a fantastic time. I believe a report by Jenny Marouf will follow in detail for all to read. We heard stories of *Tropical Cat* (motor sailing!!) trying to outpace Black Jack (QCYC mono) in a race for the line on Easter Saturday. Gladstone City Council has invested funds to include the Yacht Club into the local carnival, so it really is a great city to enjoy the Easter Period with lots of things to do.

MYCQ welcomed 10 boats in the race this year and good numbers attended the briefing night on Wednesday 12<sup>th</sup> April. The Mens Shed, Wynnum/Manly tantalized everyone with the yummy smells of hamburgers cooking and a generous sum of money was added to their treasury again this year. Thank you to all of their willing helpers. Alasdair Noble had fun with the Calcutta, lots of banter as boats were drawn and then sold. It was good to see people staying for the auction.

April 14<sup>th</sup>, Good Friday morning was an early bump-in for the Bluewater Festival organised by the Sandgate Chamber of Commerce and

our good friend President Bill Gollan. The carnival is a day of family fun, live music, kids programs and evening fireworks. An event now established in their local calendar and it was a picture perfect day to be on or by the water. Every man and his dog (lots of them) were out and about. Some came just to see the race start at the end of the Pier "like old times".







MYCQ partnered with Humpybong Sailing Club this year to promote their learn to sail program. We chose to use their training boat as our feature and present a more "roving" information service rather than setting up in a marque. It worked, as the photos show, we were well-represented pre race on all parts of the Shorncliffe pier.

It was an initiative of Phillipa Bolt who manufactured the MYCQ blue tabards club members wore that day. It certainly made for easy conversation with the public who were keen to know more about the multis parading at the end of the pier. Well done

Phillipa. Our presence, along with the excellent race commentary by Rear Commodore Alasdair Noble, gave spectators a very comprehensive understanding of what was happening on the water. The new start direction to Fisheries Beacon and return worked a treat. Crews executed perfect sail changes as they passed again on the second leg before heading off to the north.

The race now under way, time for the Gladstone race office crew to set off on the long road trek. In convoy, Race office Captain Allan Bolt and Phillipa led the way along with Jan Hamilton and Libby Fern,





Sonya and Claire Dewar and Sue Perry with me all arriving around 8.30 p.m. Friday night.

Race office was again Curtis Central Apartments overlooking the marina. Some might remember years in the old VMR office on the bank of the creek. It is no more, completely demolished and will soon be an extension of the beautiful grass parklands.

The MYCQ greeting space was set up in the Port Curtis Sailing Club race room, lower floor of the Gladstone Yacht Club. Our members are now old friends with Patron Barry and love helping to move the yacht





positions along the antique race board and greeting visitors looking for race information. We were all on the pontoon to greet Line Honours, *Boss Racing* and OMR winner

*Top Gun* on Saturday afternoon along with Channel 7, thanks to Sonya Dewar's quick thinking.

I hope everyone stayed on the MYCQ website and Facebook page for the weekend with great reporting by Sonya along with exciting racing via Yellowbrick trackers.

Thank you to Manager Brian Dawson and staff of the Gladstone Yacht Club for making our club feel welcome. Nothing seems to be too much trouble. The atmosphere was certainly happening this year. A quicker race for all divisions had most of the boats in on Saturday or early Sunday, so there is only one place to congregate. Mayor Matt Burnett is a great supporter of sailing and additional funding had all areas of the Yacht club alive with music and lots and lots of food and drinks.

MYCQ gathered in the Gladstone Room on Sunday afternoon where it was a vote of thanks for our Sponsors, congratulations to all of the winners, trophies presented by Mayor Matt Burnett and good stories shared before the mass exodus by everyone to their home port. The CH Robinson 2017 Brisbane to Gladstone Multihull Yacht Race was done and dusted for another year.

It is with appreciation we acknowledge the generosity of the City of Gladstone, the VMR volunteers who greet every boat, the SES team who man the finish line. This year we met Elly who fired the gun as boats finished the race.

Thank you to club members who worked to make it happen on the land. As a team they try to make every year better than the last. Allan Bolt who went to greet every boat,



Sonya Dewar who spent the entire weekend posting to Facebook for all to share. Phillipa as Provodore kept us fed. Sue Perry who sold T Shirts, Jan Hamilton and Libby Fern who kept watch in the race room. It is a fun weekend, put your hand up next year and join the team.

**Gerry Fitzgerald**

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# 2017 C.H. Robinson Brisbane to Gladstone Multihull Yacht Race

Start Time					Elapsed		OMR		Performance		ETA		
14/04/16 11:10:00													
Boat	Skipper	OMR	PRF	Finish time	Time	Place	OMR Corr	Place	Corr time	Place	Guess	Actual	Difference
Attitude	Allan Larkin	0.835	0.84	15/04/17 22:33:59	35:23:59	7	29:33:32	7	29:44:09	5	22:45:00	22:33:59	11.02
Avalanche	Craig Molley				DNS		DNS		DNS				
Boss Racing	Gary Saxby	1.003	1.02	15/04/17 14:07:21	26:57:21	1	27:02:12	3	27:29:42	2	14:06:00	14:07:21	1.35
Fantasia	Andrew Stransky	0.874	0.96	15/04/17 19:34:23	32:24:23	4	28:19:23	6	31:06:36	7	19:20:00	19:34:23	14.38
Hasta La Vista	Jim Fern & Lyle Stanaway	0.813	0.90	15/04/17 20:06:51	32:56:51	5	26:47:11	2	29:39:10	4	19:45:00	20:06:51	21.85
No Problem	Ray Hobbs	0.763	0.77	16/04/17 04:55:55	41:45:55	8	31:52:01	9	32:09:33	9	4:58:00	4:55:55	2.08
Plan B	Ross Perrins	0.652	0.68	16/04/17 08:49:20	45:39:20	9	29:46:03	8	31:02:45	6	8:45:00	8:49:20	4.33
Renaissance	Mike Hodges	0.783	0.88	15/04/17 22:31:46	35:21:46	6	27:41:21	4	31:07:09	8	22:31:00	22:31:46	0.77
Rushour	Drew Curruthers	0.923	0.94		DNF		DNF		DNF				
Top Gun	Darren Drew	0.963	0.99	15/04/17 14:23:17	27:13:17	2	26:12:51	1	26:56:57	1	14:15:00	14:23:17	8.28
XL2	Mike Peberdy	8	0.98	15/04/17 16:18:17	29:08:17	3	27:54:51	5	28:33:19	3	16:15:00	16:18:17	3.28



## C.H. ROBINSON







C.H. ROBINSON

**2017 C.H Robinson  
Brisbane to Gladstone  
Multihull Yacht Race  
Major Prize Winners**



C.H. ROBINSON

OMR Winner: **Top Gun**

Performance Handicap Winner: **Top Gun**

Line Honours Winner: **Boss Racing**

Most Valuable Crew: **Laurie Williamson  
(Hasta La Vista)**



**C.H. ROBINSON**





# 2017 C.H. Robinson Brisbane to Gladstone Multihull Yacht Race

By Chris Dewar

A large crowd was gathered on the Shorncliffe Pier to watch the start of 2017 C.H. Robinson Brisbane to Gladstone Multihull Yacht Race. An 8 knot southeasterly breeze greeted a fleet of 10 multihulls.

Alasdair did an amazing job providing live commentary to spectators on shore in the lead up to the race start. Each yacht was introduced to the crowd, the race start procedure explained. Spectators were also provided with a live race call as the race commenced.

Despite the light winds the crowd was not disappointed. Renaissance looked like they had won the start but were called back for crossing the line early. See the image below showing they were about half a metre over the line. Fantasia had an exceptional start and could not have judged it better.

There is a video of the start that was live streamed to the club's facebook page. This can still be viewed by visiting our facebook page. There is also video taken by Lift Aerial Imaging. An unedited version will be available to see at the club meeting and an

edited version will be available soon.

The first leg was 1nm south to windward to Fisherman's Beacon before turning around to come back through the start line again under spinnaker. This provided a wonderful spectacle for the crowd.



***Boss Racing Leading around the first mark just ahead of Fantasia  
(Lift Aerial Imaging)***



Boss Racing lead around the first mark, closely followed by Fantasia. Hasta La Vista, XL2 and Rushour then rounded the mark with good pace. Then came Top Gun, Renaissance, Attitude, Plan B and No

Problem.

When the fleet reached the second mark Rushour had overhauled XL2 with Boss, Fantasia and Hasta maintaining their position.





***Boss Racing rounding Mark 2 in first place - Lift Aerial Imaging***



***Hasta La Vista rounding Mark 2 in 3rd place - Lift Aerial Imaging***



***Rushour had overhauled XL2 by Mark 2 in 4th place***

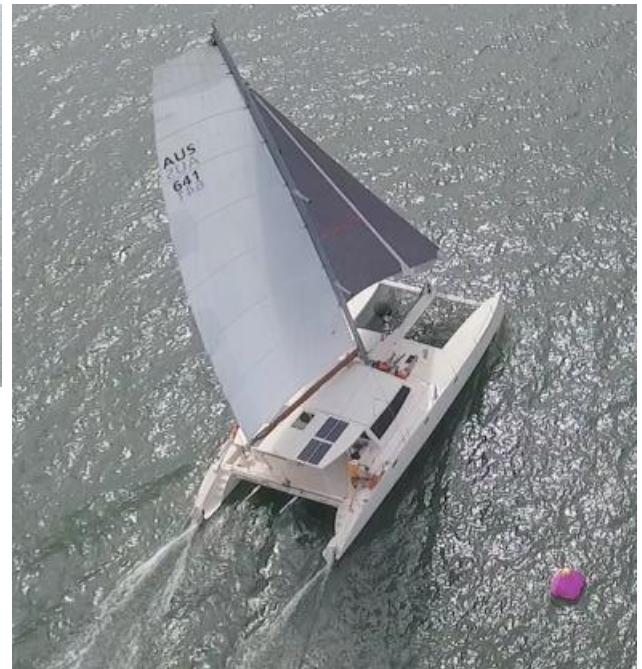




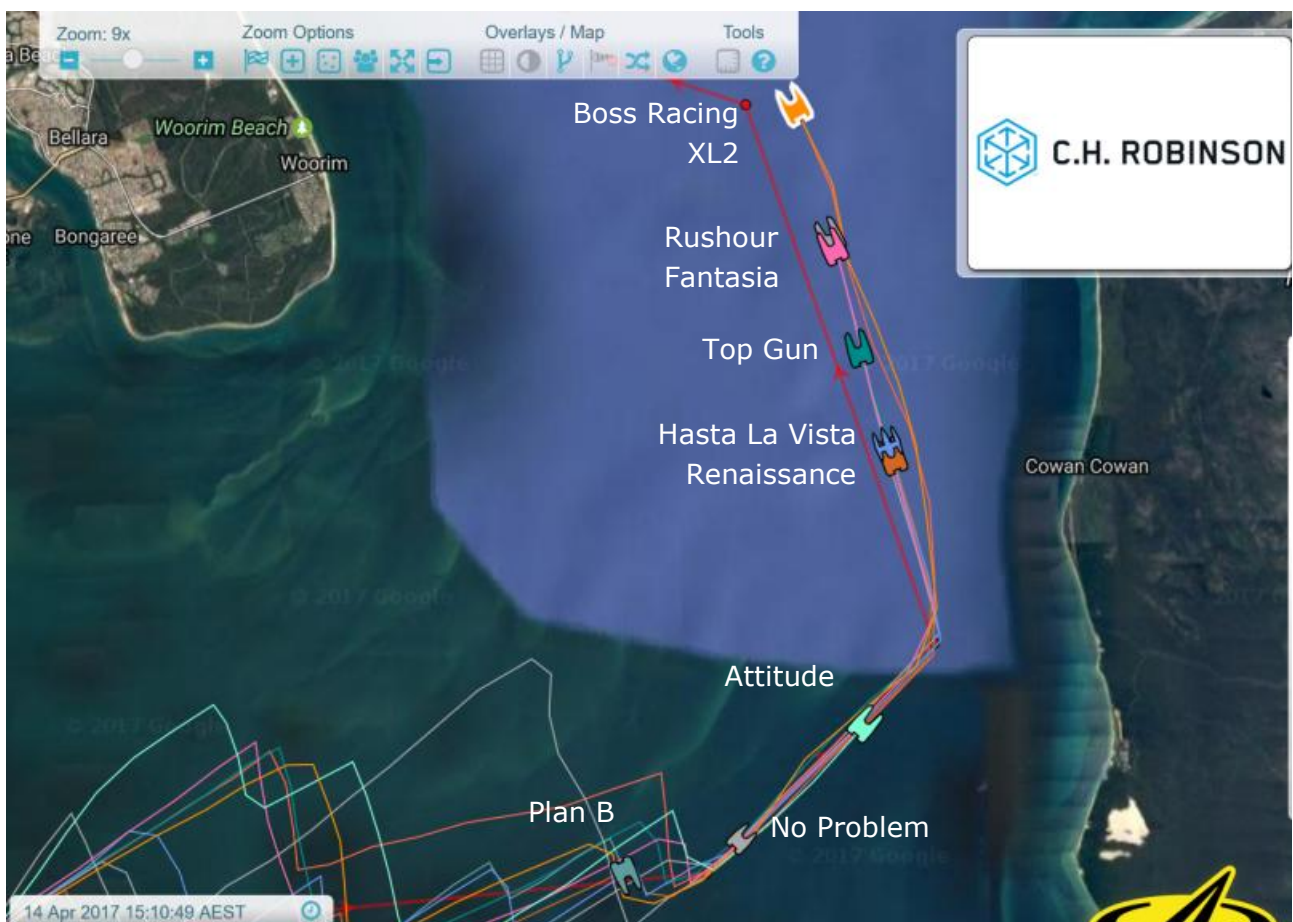
***Boss Rounding the Redcliffe Mark in first place***

Once the fleet reached Redcliffe they turned east headed to Moreten Bay. The yachts that headed south early benefitted from a wind change, and later knocked the yachts at the end of the fleet.

After the fleet headed north the the yachts spread out with Boss Racing and XL2 battling



***Fantasia Rounding the Redcliffe Mark***



for first place.

Once the leading yachts rounded the Fairway bouy they accelarated and their speeds increased to around 15 knots. As Fantasia and Top Gun passed Rushour, Rushour struck

an object and was forced to retire. Boss Racing and Rushour continued to battle for 1st place Fantasia and Top Gun battled for 3rd place. In the strong 20 knot breeze





Fantasia blows out its spinnaker and deploys its Screecher.

At about 1am, with the strong 20 knot winds continuing and while approaching Indian Head, Top Gun passed XL2. In the second group of yachts Attitude was making good ground and had nearly caught Renaissance and Hasta La Vista.

By the time the leading yachts were at Breaksea Spit it was Bossing Racing and Top Gun battling for first place and Fantasia and XL2 battling for third.

In the next group of yachts Renaissance and Hasta La Vista stayed close to the breakers while Attitude following picked the best line for speed. This approach seemed to benefit Hasta but not Renaissance.

As Attitude passed Renaissance, Renaissance changed course to point higher and improve their speed.

As the leading yachts headed to Lady Elliot Island Fantasia not having a spinnaker was slowing them down and they started to fall behind XL2.



The wind on Saturday lightened which favoured the leading yachts who were able to finish just after lunchtime. As Renaissance and Attitude crossed the paddock, Renaissance managed to peg back Attitude's lead and as they passed Attitude, Attitude gybed back to the Rhumb line and continued North. When they crossed again Renaissance had established a lead of a few nautical miles. As the two yachts headed up the harbour Attitude slowly reduced the lead but could not catch them before the finish line and finished 2 mins behind Renaissance.





C.H. ROBINSON

## 2017 C.H. Robinson Brisbane to Gladstone Multihull Yacht Race



C.H. ROBINSON

### Boat Name: **Boss Racing**

Design/Club: Saxby Special (QCYC)

Owner/Skipper: Gary Saxby

Length/Beam: 11.5m / 7.2m

Position (time): 1 (26:57:21)

OMR: 3 (27:02:12)

PRF: 2 (27:29:42)

Comments: *Boss* led from the 1st mark until Breaksea Spit where *Top Gun* briefly passed them. They regained the lead & won line honours. This is their 3rd line honours win.



C.H. ROBINSON



### Boat Name: **Top Gun**

Design/Club: Crowther C50

Owner/Skipper: Darren Drew

Length/Beam: 15.3m / 9.1m

Position (time): 2 (27:13:17)

OMR: 1 (26:12:51)

PRF: 1 (26:56:57)

Comments: Despite a difficult start in light winds *Top Gun* began her charge after rounding the Fairway bouy and deploying its screecher. Although missing the clean sweep by 16 mins she won OMS and PRF.



C.H. ROBINSON



### Boat Name: **XL2**

Design/Club: Crowther Super Shockwave (MYCQ)

Owner/Skipper: Mike Peberdy

Length/Beam: 11.6m / 7.5m

Position (time): 3 (29:08:17)

OMR: 5 (27:54:51)

PRF: 3 (28:33:19)

Comments: *XL2* & *Boss Racing* battled for 1st place up until Indian Head where *Top Gun* passed them. This will be a yacht to watch next year.



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C.H. ROBINSON

## 2017 C.H. Robinson Brisbane to Gladstone Multihull Yacht Race



C.H. ROBINSON

### Boat Name: **Fantasia**

Design/Club: Seven Oceans 50 (MYCQ)

Owner/Skipper: Andrew Stransky

Length/Beam: 15.6m / 8.5m

Position (time): 4 (32:24:23)

OMR: 6 (28:19:23)

PRF: 7 (31:06:36)

Comments: *Fantasia* was leading on OMR until Breaksea Spit but could not use their damaged spinnaker in the downwind leg.



C.H. ROBINSON



### Boat Name: **Hasta La Vista**

Design/Club: Crowther Hemlock (MYCQ)

Owner/Skipper: Jim Fern/Lyle Stanaway

Length/Beam: 11m / 9.2m

Position (time): 5 (32:56:51)

OMR: 2 (26:47:11)

PRF: 4 (29:39:10)

Comments: All the work Jim and Lyle have done on *Hasta La Vista* has paid off with a 2nd place on OMR. They had a good run from Breaksea Spit to Lady Elliot where they extended their lead on *Renaissance*.



C.H. ROBINSON



### Boat Name: **Renaissance**

Design/Club: Schionning Waterline 1480 (MYCQ)

Owner/Skipper: Mike Hodges

Length/Beam: 15.3m / 8m

Position (time): 6 (35:21:46)

OMR: 4 (27:41:21)

PRF: 8 (31:07:09)

Comments: The light winds at the start and on Saturday did not favour *Renaissance*. A 4th on OMR was a good result for these conditions



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C.H. ROBINSON

## 2017 C.H. Robinson Brisbane to Gladstone Multihull Yacht Race



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### Boat Name: **Attitude**

Design/Club: Schionning G-Force 1600 (MYCQ)

Owner/Skipper: Allan Larkin

Length/Beam: 16.2m / 7.5m

Position (time): 7 (35:23:59)

OMR: 7 (29:33:32)

PRF: 5 (29:44:09)

Comments: Once out of the bay *Attitude* made ground on the leading yachts but could not compete in the light winds on Sunday. They had an exciting battle with *Renaissance*.



C.H. ROBINSON



### Boat Name: **No Problem**

Design/Club: Schionning Waterline (PCSC)

Owner/Skipper: Ray Hobbs

Length/Beam: 11.6m / 6.5m

Position (time): 8 (41:45:55)

OMR: 9 (31:52:01)

PRF: 9 (32:09:33)

Comments: *No Problem* had a good run up to coast. Unfortunately the light winds on Sunday prevented them from featuring on the podium this year.



C.H. ROBINSON



### Boat Name: **Plan B**

Design/Club: Catana 471 (RQYS)

Owner/Skipper: Ross Perrins

Length/Beam: 14.4m / 7.5m

Position (time): 9 (45:39:20)

OMR: 8 (31:02:45)

PRF: 6 (31:02:45)

Comments: *Plan B* was hoping for lots of wind on Saturday and it may have won on Handicap.



C.H. ROBINSON







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## 2017 C.H. Robinson Brisbane to Gladstone Multihull Yacht Race



C.H. ROBINSON

### Boat Name: Rushour

Design/Club: DC50 (MYCQ)

Owner/Skipper: Drew Carruthers

Length/Beam: 15.4m / 7.56m

Position (time): DNF

OMR: DNF

PRF: DNF

Comments: Rushour was in 3rd place and catching the leading yachts when they struck an object off Mooloolaba. They sustained damage to their a daggerboard and rudder. They were able to fix the rudder but could not continue without the daggerboard. They withdrew Friday Night.



C.H. ROBINSON



# C.H. ROBINSON



# The VMG Battle

By Andrew Stransky (Skipper of *Fantasia*)

Australia's longest recreational pier juts into Bramble Bay, swarming with an excited crowd. From the wooden hammerhead of Shorncliffe pier, the MYCQ's Rear Commodore Alasdair Noble broadcasts a live commentary of Australia's biggest multihull race, the iconic Brisbane to Gladstone. A canon barks the warning signal, sending a puff of smoke over the the enthralled faces. They can hear winches begin to whizz aboard the boats as they jockey for the best starting positions, pulses beating fast in anticipation.

"Even though its tempting to start on starboard and cause havoc, let's just win the boat end Pup!" says my determined daughter, eyeing up the line. A light south-east breeze is blowing and this year a short leg up to the Fisheries buoy and back through the start has been introduced to provide the crowd a more complete spectacle. Aboard Allan Larkin's 16.2m Schionning, *Attitude*, Chris Dewer is live streaming the action. Due to the deep draught of the monohull fleet they have to start way out in the bay. BANG, the one minute cannon fires.



*Mara Cleaning the Daggerboard*

Throwing caution to the wind, *Renaissance* make a fine effort to take the start, ahead and to leeward of *Fantasia*. The final canon belches smoke, the VHF announces "Individual recall for *Renaissance*." Screechers roll out as crews trim up hard on the wind. After all the hard work of preparation, the race is finally under-way.

"Nice start Pup, we nailed it!" An elated Mara rushes forward to ready the kite. "If we tack close enough to the layline, *XL2* will have to tack as well and wont lay it." It's a dastardly plan, but that's racing. Patiently *Fantasia* pinches up to the first mark while



*Hasta La Vista* after rounding the 1st mark. *Attitude* approaching the 1st mark.  
Photo: Sonya Dewar



*Boss Racing* have to put in a short tack to get around. Now it's a run back to the start and the Saxby's open decked machine shows her speed, first back through the start gate. With the crowd satisfied, the race out of the bay begins.

Past Otter Rock and close along the Redcliffe Peninsula the beauty of multihull racing is cleverly displayed to the casual observer. *Boss* have extended on *Fantasia* who still hold off the light air flyer *XL2*. Race favourite *Top Gun* holds 4<sup>th</sup>, while the remarkably revamped *Rushour* are finding their feet, having passed the only trimaran in the race *Hasta La Vista*. *Renaissance* are in the chase again having passed *Attitude*, who lead the 11.73m Schionning *No Problem*, closely followed by Ross Perrins' Catana 47, *Plan B*. The pre race effort that got these boats to this point in time is intriguing.

One of the great stories of this race is the return of *XL2*, the legendary Crowther Super Shockwave design, who set the race record in 1993 . Mike Peberdy crewed on her during this previous heyday in the

90's, falling in love with the thrilling speed. Discovering her suffering an ignominious decline and having prospered himself, he set Danny McMillan's Multi Marine the task of returning her to her former glory. Excelling themselves, the team launch her with a taller carbon rig, adding 2m to her original mainsail luff. Her immaculately faired finish and daringly long bowsprit now grace the Royal Queensland Yacht Squadron, where she has been sparing up in the WAGS races. This being the first ocean race in her new configuration, interest is running high on how she will perform.

On the nine mile beat up to the M9 mark off Tangalooma, it's none other than *XL2* who move up the leader board, narrowly rounding the mark behind *Boss*. Another prime mover on this leg is Drew Carruthers' *Rushour*, who pass *Top Gun*, rounding hot in *Fantasia's* wake. The recent modifications to *Rushour* are amongst the most remarkable you can imagine.

"The narrow gutted beast!" This was Drew's rather harsh comment some years back, up





at Airlie Beach, looking at photos of *Rushour*, then a Rogers 40. Never a man who bends to convention, he set about making some rather extraordinary changes to his craft. Having done such a fine job on *XL2*, Multi Marine were employed to take on the radical task. Working against a public consensus that it would never work, Drew boldly took a chainsaw to his boat, chopping her into quarters.

Months later, after the dust stopped flying, her hulls had increased by 3.1m to 15.3m and her overall beam had grown 2.2m to 7.6m. With a re-mastered sheerline and rebuilt carbon mast that fell off the glamorous *Ricochet*, she was launched just weeks before the race. Since then it's been one long rushour for the team and they contest the race something of an unknown quantity.

*XL2* and *Boss* dog fight the entire next section of the race, 27 miles to the Fairway beacon off Caloundra. *Rushour* pop their monster white kite and rapidly mow us down, looking gloriously fast in the late afternoon crisp autumn air. Making a hasty clearing gybe they lose some ground but win it back and more, to lead *Fantasia* past the Fairway Bouy. *Top Gun* have been

surprisingly slow getting out of the bay, lagging some 3 miles astern of us. Now the boats are out in the open sea and the 109 mile drag race to Indian Head begins.

Darkness has descended and *Boss*, storming down the rhumline at 14/15 knots wrestle back the lead from *XL2*. "Geez, look at *Rushour*, they're doing 15 knots, gun-barrel straight down the rhumline! We're only making 12's and sailing high to do that!" I exclaim in amazement. She weighed in only 500kg lighter than us and is flying like an open decked cat, proving very much the dark horse. Slightly annoyed as we are, it's hard not to to admire Drew for going out on a limb and improving his boat so dramatically.

"Oh, look, something happened to *Rushour*! They're only doing 6 knots now" says Mara, observing their AIS data on our PC. Aboard *Rushour* they have collided with a sizable log, debris from the cyclone Debbie's floods. A centreboard has smashed off and the section of the transom holding the foiled, spade rudder has crashed open. Shattered and concerned for the boat they decide to retire. A beastly unfortunate stroke of luck, just when they were really hitting their straps.



"Look at *Top Gun*, they're doing 14 to 16 knots down the rhumline! Now they're out of the bay she's off like a scalded cat!" Darren Drew's legendary Crowther 50 is a remarkable statement on the longevity of multihulls. Touted as Australia's fastest multihull when she first hit the scene, now 30 years later, she's doing a good job of staking the same claim. She is another boat extensively revamped, with new centreboards and rudders, stay-less prodder, re-worked rig and sail wardrobe improvements. On the leg to Indian Head she puts XL2 to the test, the two Crowther machines going hammer and tongs, while *Boss* develops a 5 mile lead.

On *Fantasia* we set the spinnaker to soak back down to the rhumline. When our new crew member takes his stint at the helm he is unaware of the huge loads being developed by sailing too high on the wind. Suddenly there is that horrible "BANG" as the kite blows. With so much downwind work ahead we are pretty much out of the race from this point. Yet *Fantasia* has other ideas. With the screecher set she hooks into a line of cloud squalls and starts to fly. From Double Island Point to Indian Head, she covers 59 miles in 4hrs, taking 10 miles out of XL2 and 7 from *Top Gun*, who are



less fortunate with the squalls. Hitting her record top speed of 27 knots seems a good effort from a family live-aboard boat, designed and built in Australia on a shoestring budget. Yet our glory is to be short lived.

When the leaders are passing Sandy Cape, *Plan B* are back at Double Island Point. Even so they are ahead of a number of the monohull racers. The heavier Catana has been hampered by the light breezes, choosing to race without a kite, gambling on fresher breezes and their low handicap to pull off a podium finish. If the breeze fills in late in the race she could easily succeed.

Passing Breaksea Spit, *Boss* and *Top Gun* begin a downwind duel to the finish. *Top Gun* slowly gain, then gybe back towards Lady Elliot Island, taking the race lead. *Boss* continue north towards Lady Musgrave Island, where they find a bit more breeze and come back strong at *Top Gun*. Across the "Paddock" their vmg is that fraction better, so by Bustard Head they hold a 3 mile lead. Of course *Top Gun* is not giving up.

By the S2 outer harbour mark they have cut the lead down to 2 miles. Although they continue to make gains towards the finish, it's the quiet achiever, Queensland's *Boss Racing* who claim line honours by 16 minutes. In a hard fought tactical battle, Gary Saxby and his team fended off the determined *Top Gun*, who looked to have the edge in speed once offshore. *Boss* completed her first Glastone in 2008 and this is her 3<sup>rd</sup> line honours victory. Running the UK Halsey loft in Brisbane ensures they have the latest sail developments and they are rewarded with 3<sup>rd</sup> on OMR. Just over two hours later, XL2 cross the line taking an impressive 3<sup>rd</sup> place.

Out in the 'paddock' more exciting duels are playing out. *Hasta La Vista* manage to pull away from *Attitude* and *Renaissance*, enjoying an excellent run to the finish, taking 20 miles out of the hampered *Fantasia* to post 2<sup>nd</sup> on OMR, a fine reward for a team that have worked so hard on their boat. Meanwhile the battle between the two big Schionnings is a thriller. *Attitude* manage to lead around Lady Elliot Island, then it's an intense contest between these two comfortable cruiser/racers with





barely half a mile between them for 31 miles, until they split gybes. *Renaissance*, who head inshore come out two miles ahead when they next cross wakes. *Attitude* fight back strongly to be only 1 mile behind at the S2, gaining all the way up Gladstone harbour. It's a nail biting finish with Mike Hodges' highly experienced team holding them off by a mere 2 minutes.

Unfortunately for the lower rating boats, there's no freshening breeze to blow them home strongly and it's the mighty *Top Gun* and her team who take the prestigious OMR trophy. Her return to the race course has been fascinating and full credit to Darren for modernising this classic design and stretching the boundaries of how long a multihull can remain competitive for. There seems a theme running in this edition of the race with Mike Peberdy's success on

XL2 chalking up another score for just how long a good set of hulls can take on the demanding ocean in this testing pastime.

Now the unique party feeling of Gladstone takes hold of the crews, dazed from their intense work out on the blue sea, taking on the elements of the worlds most beautiful playground. Through the leaves of the lush green trees in the harbour festival area, classic rock tunes waft out from the stadium, mixing with the aromas of tempting foods. At the fun fair all manner of rotating rides swirl about amid the blaze of colourful lights, while the parade graces the streets, with costumes to delight the child in everyone. Sailors sit back contentedly, sipping their favourite beverage, securely wharfed up, for the time being at least.

Welcome changes were made to the race this year, down-grading it to category 3. Most notably this means a life raft is no longer required. With the welcome sponsorship of C.H. Robinson, entry fees are now easily affordable. Taking on an offshore race is a great motivator to upgrade such items as one's first aid kit and make shipshape any weak links in equipment. The Brisbane to Gladstone race is the epitome of our offshore scene, usually an enjoyable downwind ride and still the big one to win.



***No Problem Crossing the Finish Line in Gladstone***

# Top Gun

## By Doug Cuming

Anticipation was high on Top Gun prior to this year's Brisbane to Gladstone race with new rudders, centreboards and other changes to the boat. Owner and skipper Darren Drew was like a kid with a new toy, excited about the changes and the potential to improve the handling and performance.

Top Gun, a 50 foot Crowther pod cat, is one of the veterans of the fleet having been built in 1987, sailed many races in Queensland before heading to Hong Kong, and then back to Cairns with Gavin LeSuer for 4 years. Darren bought her in 2014 and has lovingly renovated her, making her a potent offshore racer. This is his third Gladstone race on Top Gun but has been sailing multis most of his life including doing another 4 Gladstones on other boats he's owned or crewed on. This includes a Nationals winner Indian Chief (31 foot Grainger cat), Flat Chat and many others.

Supporting Darren as skipper were four crew eager to sail the improved Top Gun: Doug Cuming, Chris Flanagan (Flano), Tim Shipton and Craig Humphries. All have sailed with

Darren before, either on Top Gun or Indian Chief. Flano was a regular on Indian chief; Craig has built most of the modifications to Top Gun at his shed at Boatworks on the Gold Coast. Tim has been a regular foredeck crew with Darren, but before sailed with Doug on his 31 foot Egan trimaran Voodoo Spirit. Doug, the navigator, is a veteran of several Gladstone races, including five on his father Lindsay's Crowther cat Bagatelle in the 80s and 90s.

Top Gun was the second fastest boat in the fleet to Boss Racing, a lightweight Saxby design that has arrived first to Gladstone several times. XL2, also a previous winner, was equally fast with a recent refit and taller mast. On handicap most of the ten boats entered were capable of winning but favourites were catamarans Fantasia and Renaissance, and the only trimaran, a Crowther Hemlock design Hasta La Vista. Unfortunately the weather forecast was predicting lighter winds at the start, which didn't suit Top Gun's long legs and short rig.

As predicted, a light 5 knot east south east



*Top Gun on windward leg to Tangalooma - Lift Aerial Imaging*





wind greeted the boats at the narrow start line off the Shorncliffe pier. The monohulls were on a different start line further out in the bay, and started 10 minutes earlier so had a chance to get away before the multihulls could head in the same direction. This year the course had a short leg to the Fisheries beacon heading south east then back to the pier to allow spectators to see more of the action, albeit slow due to the light winds.

The 50 foot cat, Fantasia expertly controlled the favoured outboard end and led the fleet towards the first mark. Boss Racing crept past Fantasia, followed by XL2, Hasta La Vista and Top Gun behind. Approaching the mark Rush Hour, once a 35 footer but now stretched to fifty foot, passed Top Gun much to Darren's chagrin and pulled away downwind in the light airs.

The reaching leg to Redcliffe allowed Top Gun to catch up to Rush hour and Hasta La Vista rounding fourth behind Boss Racing, XL2, Fantasia, but that wasn't to last past the turning mark as both of them tacked off to the south and got the benefit of a southerly shift that allowed them to cross ahead approaching the M8 rounding mark near Moreton Island. By this time the skipper was decidedly unhappy and the crew were keeping their heads down.

Reaching out of Moreton Bay, Top Gun passed most of the monohulls with only the fastest five left past the Fairway buoy off Caloundra. As dusk fell we rounded the Fairway mark and the big screecher powered up and away we went. Within minutes we had caught Rushour and as we passed them, we saw them rollup the screecher and round up into the wind which was the moment they hit some underwater object and damaged their foils. Not long after we rounded up Fantasia and started to gain on XL2 and Boss. In the early evening the Yellowbrick tracker showed Rush Hour heading back south, retiring with damage. Fantasia was passed off Double Island Point and XL2 in the early hours of the morning after the



*Top Gun approaching the finish — Photo Sonya Dewar*

spinnaker was hoisted after rounding Indian Head. Fantasia had fallen behind some 10 miles and after raising her kite she was keeping a better pace but then the tracker showed them slowing as they had ripped their only kite and had to finish the race under screacher. As day light broke we caught and passed Boss.

Through this time we had one or two off watch with the others keeping the boat going fast. Craig earnt the "pillow" award for his lengthy off watch periods, but came good as a trimmer towards the end as we approached Gladstone. Flano showed his culinary skills by producing two good meals as well as being a good helmsman in the middle of the night. Tim just kept keeping us all honest.

Approaching Breaksea Spit in the early hours of the morning we passed the monohulls Hollywood and Ichi Ban. On his off-watch Darren dreamt that the boat had hit a log, and rushed out yelling to Flano to slow down, but calmed down when faced with the reality that it was a dream. Boss Racing's stern lights were visible ahead. By dawn we were crossing gybes with them heralding a great race to the finish.

Around Lady Elliot Island we headed west and Boss Racing kept north, sailing with a squall to give them a 1.5 mile advantage. We were slowly bridging this until we blew a tack line on the spinnaker which negated any gains made. Despite this the crew on Top Gun were feeling pretty happy with themselves looking forward to a good finish.

Approaching the entrance to Gladstone harbour we got a nice knock which we thought would give us a direct lay to the entrance, but Boss Racing rounded the S2 mark some 15 minutes ahead, a gap that we weren't to reduce at the finish.

The run up to the finish in Gladstone was uneventful, however we were fortunate to have a 15-20 knot breeze to push us against the outgoing current, finishing at 14:23, 16 minutes behind Boss Racing. XL2 finished 2

hours later at 4.20, Fantasia at 7:34, and Hasta La Vista half an hour later. As the afternoon progressed, the prospect of an OMR win for Top Gun looked favourable and by 19:25 it was confirmed when Hasta La Vista was still short of the finish.

A great win for Darren who has put a lot of work in turning Top Gun into a competitive race boat. The first few hours were frustrating for the skipper as Top Gun struggled in the lighter breeze, but in the run down the coast and across the Paddock in the stronger breeze she showed her potential hitting 22.5 knots in the 15-20 knot breeze.





# Rushour Returns

**By Drew Curruthers & Becky Moloney**

The 2017 Multihull Brisbane to Gladstone Yacht Race was the first major race for the newly rebuilt Rushour, which underwent extensive modifications during 2016.

The omens were good... Rushour won a windy WAGS before Easter, which was a training session for her full B2G race crew of Drew Carruthers (Owner/Skipper), Craig Roberts (navigator), Dave Richardson, Mark Matthews, David Sudano and Becky Moloney.

However, we peaked early and would have gladly traded the WAGS win for a full tilt at Brisbane to Gladstone multihull glory.

The race didn't start well, in the excitement of the morning the mainsail headboard was misaligned during the hoist, resulting in the headboard being wedged halfway up the

mast out of its track. We hoisted our lightest crew member, Becky Moloney, in the bosun's chair to sort it out as we motored to the start.

We arrived at the start line with minutes to go, which was insufficient time to organise our start strategy. However, we didn't mind starting second row to keep the new boat clear of other vessels during the pin-favoured start.

During early trials, we realised the boat was not going well upwind, due to problems with the stay positioning and forestay tension, so we used a small screecher to go upwind after the start, to good effect.

The race started with a southeasterly beat to the Fisheries Beacon, then a run back north with spinnakers flying for the spectators. By the time we came back through the start gate, we were just behind XL2, and were happy with that.

We then discovered we couldn't furl the new headsail, due to the furling line coming off the furler. We were lucky it was calm, as we had to completely disassemble the furler on the foredeck to fix the problem. This caused us to have a slow beat, due to the headsail interfering with the small screecher while it was unfurled.

With the headsail sorted out, we started to pick up the pace. By Tangalooma we had caught Fantasia and were able to put up our 185m<sup>2</sup> masthead kite and passed Fantasia on the run out of the bay.

At this stage, we were maintaining pace with XL2 and Boss Racing in light conditions, which we were very pleased with, but during this whole time, we couldn't use our new masthead screecher



*Rushour. Photo: Fantasia*

because of problems with the halyard lock.

However, once clear of the Fairway Buoy, we got the masthead screecher locked up and were hitting our straps, doing 15-16 knots straight down the rhumb line, catching XL2 and Boss Racing and looking good for line honours.

Just on dusk we hit an obstruction, which tore away the lower part of the port daggerboard and the T foil on the port rudder.

At the time, we were the second fastest boat across both multihull and mono fleets, with only Black Jack going half a knot faster. After impact, we lost about a knot and a half of speed and the port rudder kicked up. We quickly re-screwed the port rudder then moved onto assess the daggerboard. We removed the daggerboard by pushing it through the casing while we were hove to, and lifted it onto the bow after it floated out between the hulls.

We thought about continuing but the consensus was there could be more unseen damage to the boat. In hindsight, we could have pushed on due to the easy conditions, but ran the risk of things going wrong off Indian Head or somewhere more isolated, which posed an unacceptable risk.

We finished dinner and had an easy sail back to Manly, arriving in the early hours of the morning. We are now in the process of building new daggerboards for the boat, with the aim of being ready to race by Canaipa Cup later in May.

## **The evolution of Rushour**

Rushour started life as a Rogers 10, a 36' foot catamaran, which we bought in 2007. In 2011 she was extended to 40', with another 2' added to the stern in 2014. By April 2016, after a brief foray back into monohull racing with the Sayer 11, Runaway, we took the chainsaw to Rushour, with visions of a bigger, safer catamaran to use offshore. We knew Rushour's original hull shape was fast so we figured there was value in reusing her parts and building exactly what we wanted. She is now a nice, new 50' catamaran, 15m long and 7.5m wide. She has four carbon bulkheads and is an extremely strong and stiff boat.

To start the modification process, we had the boat laser-scanned and sketched out the new concept on piece of paper, which Nathan Stanton converted into drawings and engineering specifications.

While the hull was being built, we bought a fully rigged, Marstrom carbon rotating wing mast in Sydney and flew in a 1.5m sleeve from Sweden, which Mark Matthews joined into the mast to extend it. The mast is now 19.8 metres, up from 13 metres on the old boat, which was under-rigged and needed at least 20 knots of wind to perform. Gary Saxby from UK Halsey rigged the mast and the 6.1m carbon fibre boom came off a 57' Chris White catamaran, which was a great find. In fact, many of the expensive parts were sourced from around Australia over a period of 12 months.

The sail wardrobe includes a new Dimension GPL main (85m<sup>2</sup>) and furling headsail (45m<sup>2</sup>), as well as a 185m<sup>2</sup> masthead kite, all built by UK Halsey, which we're very happy with. The big weapon is a 115m<sup>2</sup> UK Halsey masthead screecher with halyard lock. Unfortunately we only had this sail up for about 15 minutes when we hit the





obstruction off the Sunshine Coast in the Gladstone race, but it certainly is an impressive sail and saw us hitting 16.5 knots in 14-15 knots of wind.

In hindsight, the modifications would have been more cost effective if we'd cut her up, put her in a container and send her to Asia for rebuilding, but that's another story. Building her locally, however, meant the regular Rushour crew, our families and several friends all volunteered time and

were part of the project, which we appreciate very much.

Rushour has ended up at 7 tonne, a full tonne heavier than anticipated, which is disappointing. But we are very pleased with the performance of the boat to date. She's fast and carries weight well and we are looking forward to sailing her to her full potential over the coming months and years.



# Aboard Hasta La Vista

**By Jim Fern**

What a spectacular sight greeted us on arrival at the starting area off the Shorncliffe Pier. The hillside and pier were crowded with enthusiastic spectators and supporters of the Bluewater Festival. We arrived from seaward in a light 5 knot ESE breeze just in time for the start sequence to begin. The start to windward made crews concentrate that little bit harder as this was no place to make a mistake. Lyle placed Hasta la vista into a narrow space between Fantasia and Renaissance and edged to the line awaiting the gun. Renaissance was over early (such a shame for our greatest rival) leaving Fantasia winning the start with Hasta close behind. The beat to the easterly turning mark and the spinnaker run back through the start line as a gate saw Boss Racing burst from the pack to take the lead and stay there for the rest of the race. The gathered crowd seemed to love this action at close quarters.

Heading East across the bay was a dawdling affair in the light air and variations in wind

pressure and direction made navigation decisions a matter of coin tossing. After the M9, the pecking order in the fleet was better established but it was still slow going. Clearing the Caloundra fairway as darkness fell, we noticed a small shift in the breeze to the right. Our masthead spinnaker was drawing nicely on this wind angle as we headed north inside the rhumb line. We viewed our position as compared with the rest of the fleet on the yacht tracker while we could still get reception and were happy to see that we were the closest boat to shore. This is ideal in light airs when the southerly set is raging.

Double Island Point came and went, then Indian Head and Waddy Point. Saturday morning greeted us with gloomy black clouds and spits of rain. It was 6 AM as we headed along the Breaksea spit and came up behind the monohull Mr Kite sailing in company with Kerumba. We had bet a jug of rum and coke with crew from Mr Kite in the Surf to City







*Photo: Sonya Dewar*

race this year on who would beat who over the line and we sadly lost. We didn't bet with them on this race but it felt great to accelerate past them in revenge at 20 knots on a burst of pressure under a black cloud above. It goes to prove that Aeolus, the Wind God, is a multihull sailor.

Once around Lady Elliott, the boat was gliding at above wind speed at 10-12 knots on a course aiming straight at the S2 beacon at the entrance to The Gladstone Harbour. If the wind speed and direction held, Hasta

should finish about 1630. Our confidence was growing that we were in with a real chance. Of course, as soon as you dare to dream big, something is going to happen to remind you that try as you might, you're not really in charge. Sure enough, halfway across the paddock the breeze started to ease and then shift around to be a gentle easterly. Our course now had Hasta pointing between Bustard Head and Roundhill Head. Gybing all the way to the S2 added considerably to our finish time but at least the tide was flooding when we arrived at the S2 around 1800.

The run to the finish under masthead spinnaker was testing but fun. There was not enough breeze to fill our 105 square metre spinnaker but the apparent wind generated by staying in the assisting tidal stream kept us moving at 5-7 knots. Our finish time of 2006 on Saturday was the best we have done on Hasta la vista. The results revealed that we had finished in second place to the well performed racing cat Top Gun with the Line honours winner Boss Racing in third place. We on Hasta were elated and delighted and keen to come back next year to do one better. As co-owners Lyle Stanaway and I would like to thank our talented crew of Rob Sherwood, Laurie Williamson and Nathan Schmittman for their sailing skills and good company. Laurie even won an award as the most valuable crew for his acrobatic efforts in repairing rips in our spinnaker while dangling from a halyard and not losing a second of time.



*Photo: Sonya Dewar*

# Aboard Attitude

**By Allan Larkin**

One of the great attributes of the multi-hull fraternity is the depth of knowledge & expertise this club enjoys, and we were fortunate this year on Attitude to enjoy just that experience amongst our crew.

Whilst last minute additions, Brett Gowen & Graham Argall joined Attitude, displaying great experience in tweaking multihulls along the course, along with Chris Dewar juggling camera duties between turns on the helm. Ian Mackenzie from Catamaran Company, (who knows more about every other boat on the water than most) and Attitude's ever reliable first mate in Dave McNamara made up a great crew,..... someone even mentioned there was no yelling this year..... thanks guys.

With a pretty hot line-up of performance racers in the fleet, and winds looking a bit light to our preference, we knew Mike & the boys on Renaissance would put us to the test mid fleet. With recent modifications to the Schionning Waterline improving her light wind performance, she convincingly beat us out of the Bay, and it was up to our overnight performance to pull in that lead. Once we rounded the Fairway Beacon off Caloundra, we set course for Indian Head, with a fine line between sticking to the dumb-line, vs running quicker angles. Our efforts paid off, with our surprise awakening early Saturday that the nav lights to our

port stern quarter were that of Renaissance, and we'd pulled about a mile in front of her overnight.

Like two teenage brothers tussling for supremacy, we jibed, ran angles and tried very other tactic to keep the lead, to see our slim margin slip away on Saturday afternoon once the wind dropped off a bit. Not to throw in the towel, the challenge of tracking down Mike & his crew made the final few hours of the race a lot of fun, to see Renaissance over the line just two minuets ahead of us. Great race, great fun, and congratulations to the boats at the head of the fleet. Looking forward to next year,



*Photo: Sonya Dewar*



# No Problem

**By Ray Hobbs**

It was great to get the deliver to Brisbane out of the way. The trip was nothing flash during the first 2 days. We had a pleasant bar crossing and sail south.

Once in Brisbane we had a good couple days just mucking around with boats.

The race entry documentation was simple and race expenses were relatively cheap with process this year being uncomplicated. With the race heading in the right direction and moving all the time, it is a real bonus.

The race for No Problem was uneventfully pleasant sailing. We finished Sunday morning ready for early start to celebrations starting with breakfast followed by the Presentations at Lunchtime. The Presentation was happy and it was good catch up with all involved in the race.

Although there were no pick ups this year it is still a great couple weeks mucking around in boats.

No Problem will be a starter for next year.

**No Problem Passing Plan B at the 2nd mark**



**Photos: Sonya Dewar**



# C.H. Robinson Brisbane to Gladstone Presentation

Photos Chris Dewar







**Line Honours and 3rd OMR - Boss Racing - Gary Saxby**



**1st OMR - Top Gun - Darren Drew**



**2nd OMR - Hasta La Vista - Jim Fern/Lyle Stanaway**



**C.H. ROBINSON**







**1st PCF - Top Gun - Darren Drew**



**2nd PCF - Boss Racing - Gary Saxby**



**3rd PCF - XL2 - Geoff Cruse  
for Mike Peberdy**



**Most Valuable Crew Member  
Laurie Williamson (Hasta La Vista)**



**Best ETA—Jeff Berg for Mike Hodges  
(Renaissance)**



**Top Gun delivers mail to Philatelic  
Society**



**C.H. ROBINSON**





***Onboard the Start Boat - Photo Birgit Veit***



***Andrew Assessing the situation on Fantasia - Photo Sonya Dewar***





# Brisbane to Gladstone Cruise Rally

Tropical Cat left Manly Harbour at 8.05a.m. on April 8th, blue skies, light SE winds. We reached the shores of Bribie Island by 10:30am. We experienced rough water. At Raper Shoals the seas got rougher and meaner. At 2:15pm I was resting in the back cabin when a whopping big wave hit under port hull and the boat stood up on the starboard hull. I thought we would capsize but the boat settled back with all the food and booze intact! Marijke and Barry were in the cockpit. Marijke describes what happened: "Barry and I were sitting in the cockpit watching the huge swells coming across the side of the boat when suddenly one swell broke! It was at least 4 metres tall. It hit the starboard side with tremendous force pushing the boat sideways for about 20 metres and sent us flying. Barry holding on to the arm of the Captain's chair was flung off the chair breaking the steal bar and landing on the floor knocking his elbow and bruising his rib; I was flung off the other chair, onto the floor, then against the door frame down the stairs into the cabin, and landed under the dining table with multiple bruises! But we survived the day and had our sundowners at Mooloolaba at 3:30pm."

Dudley phoned Diane, Keith, Chris and Mike. They agreed to meet us for drinks at 6:30pm at the Wharf Pub.

It was a long walk to Moom Thai Restaurant. The food was tasty but the restaurant was very noisy and we were all tired from the big day sailing. Diane and Keith split their main sail on Wild Spirit so they got the Maimed Main award. Tropical Cat got the Whopper Wave award and Shekinah was awarded the Dodgy Donk because they had water in the fuel.

## Sunday April 9th

The three cats left between 6 and 7:30am. There were big swells and a 15kt southerly. We motor sailed with the main up. The wind increased to 20kts and the swells flattened a bit. By 1pm we were rounding Double Island Point. Skekinah was anchored near the lagoon we anchored behind. A nice quiet spot compared to conditions at sea. We had lunch. The sun struggled out but we could still hear the wind howling. At 2:20pm, we up anchored, put the jib out and sailed towards the Fisherman's Gutter. The wind was moderating. At 4pm we crossed the bar with Shekinah. It was a bit hairy but okay. Wild Spirit crossed at 5pm when the tide





was higher. We proceeded to Garry's anchorage where the midges welcomed us with open fangs but there was a pretty sunset. Everyone came over to Tropical Cat for Pot Luck. We had a good time.



### **Monday April 10th**

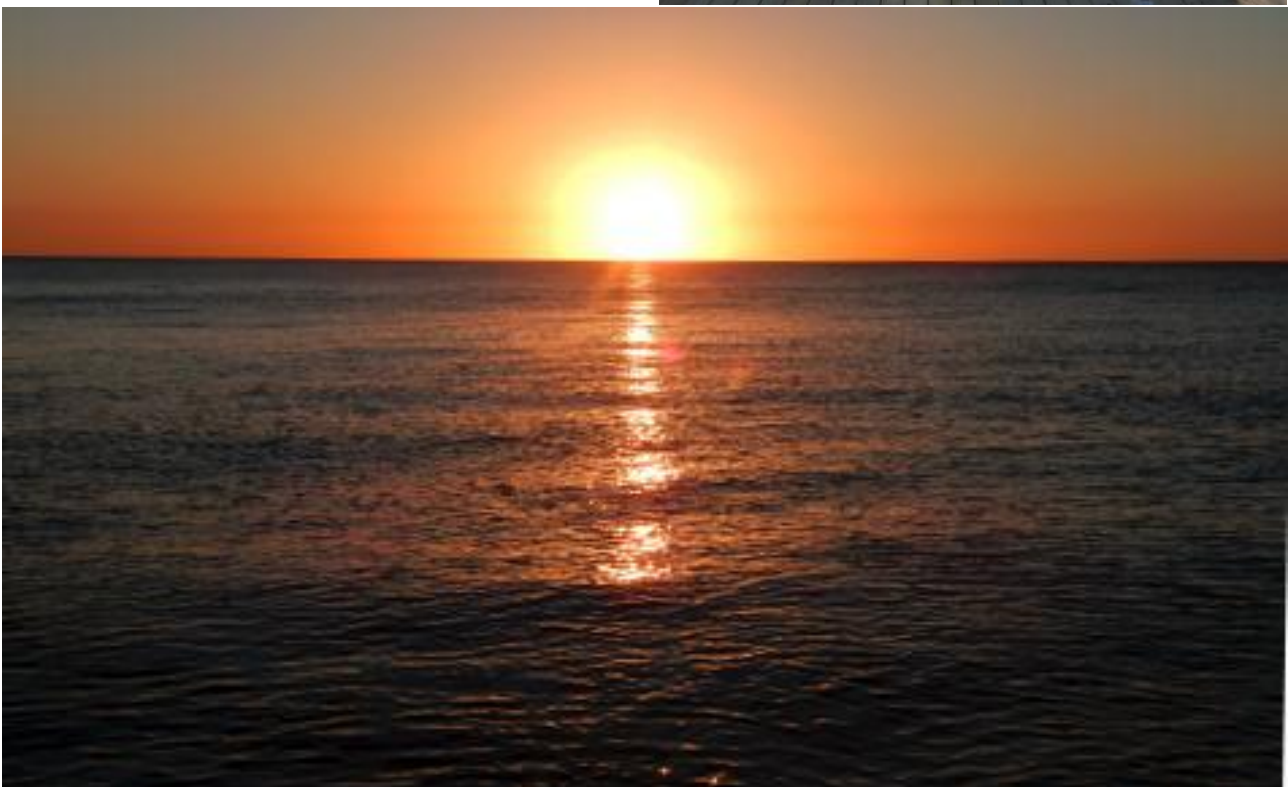
A lovely morning in the Sandy Straits! Flat water and pleasant sailing. We were all at Kingfisher's Resort by 11.00am. We went ashore, walked to the shops and back to the Sand Bar for lunch/dinner and swim.

We all rendezvoused for sundowners on Tropical Cat at dusk in the cool of the front

deck, it was delightful. We all had an early night. No orgies!!

### **Tuesday April 11th**

The three cats left by 7am. The cool morning blossomed into a prefect day with 15-20kt S.E. winds. We stopped outside Watumba for lunch and later Barry and Marijke took the dinghy into the creek and later caught up with Mike, Chris and Beau as they wanted to kayak and have a swim there as well. It was a beautiful place to have a break! Wild Spirit sailed to Rooney Point and found it too choppy so they sailed further up to Sandy Cape where we eventually found them. It was an ideal and



picturesque anchorage. We all had Pot Luck on Keith and Diane's boat; we were all impressed by the high standard of the layout, the cuisine and the technology. The full moon rose, lighthouse flashed and the sea was glass. We enjoyed another lovely night of fellowship. No orgies!!



### **Wednesday April 12th**

Wild Spirit left Sandy Cape about 6am, Tropical Cat at 7pm and Shekinah followed shortly afterwards. The wind was up to 20kts by 8:30am. We had a quick trip, arriving at Bundaberg Port Marina just after 1pm. Wild Spirit was already there. Shekinah anchored nearby. They met up



with the Tropical Cat crew at Burnett Heads coffee shop. Meanwhile back at the Marina, Diane and Keith were working on their boat. Jenny was painting her nails and washing her hair, Oh the luxury of a marina! At 5pm Dudley and Jenny met up with famous world cruisers Chris and Karen Ennor of Magic Carpet. The whole group went out for dinner at the Lighthouse Hotel. The dining area certainly lacked "ambience" but the food was ample and half the price of the Marina Restaurant. Later we all had tea and coffee on Tropical Cat, with our guests there were 11 of us on board....such a social mob!

Diane discovered that she had left her phone at the Lighthouse Hotel so Chris and Karen drove her back there to get it. How kind was that!

### **Thursday April 13th**

We had all left Burnett Heads by 6:30am and we were sailing briskly in the 20kt



S.E. winds. By 10:30 the wind decreased so Dudley and Barry put up the small spinnaker while I wasn't looking! It came down in the afternoon when the wind picked up as we approached the entrance to Pancake Creek. We were all anchored by 4pm. The crew of Shekinah went ashore to stretch their legs and then came over to Tropical Cat for sundowners. Diane and Keith were already on board, discussing plans for the Big Pancake Feast on the morrow. It had been a long day, over 9hrs

at sea - but it had been a good sail to an excellent anchorage. What more could you want?

Friday April 14th

Lay day at Pancake Creek. A relaxed morning with smells of bacon and eggs for breakfast. Barry, Marijke, Mike and Beau walked up to the Busturd Heads Lighthouse and over to Jenny Lind Creek. They saw the duck from 1770 off loading tourists who were going on a tour to the Lighthouse. On



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their return they met up with Chris who was kayaking and they all had a swim to cool off.

The Big Pancake Feast began at 4:30pm with drinks and nibbles on Tropical Cat. Jenny and Marijke made a large batch of pancakes; Marijke had made a Korma Chicken filling. Diane had made Moroccan Beef . Chris provided gluten free pancakes plus bacon and maple syrup. Everyone filled their own pancakes and for dessert we had mini pancakes with jam and cream followed by DrumStick ice creams a la Wild Spirit. The evening was a gastronomic success!

### **Saturday April 14th**

We all left Pancake Creek at the crack of dawn. As Tropical Cat entered Gladstone Harbour we heard that Black Jack was about to do the same. We took photos of him as he sailed to the finish. Later that day our Multihulls finished. We took photos of The Boss and Top Gun. Our Cruising Group met at the GladstoneYacht Club for dinner.



***Top Gun arriving in Gladstone***

After seven days of cruising together, I realised that we'd had a great time but we hadn't had any "Orgies"...Maybe we were past it?

Told to me at the Trophy Presentation.

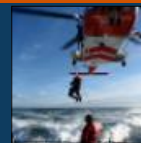
To have an orgy, you need three people. Two to be doing it and one to be saying Aw! Gee! Aw! Gee!



***Wild Spirit arriving with Blackjack in Gladstone - Photo Sonya Dewar***



## SHORT COURSES IN BRISBANE & SYDNEY MAY—JULY 2017



IT'S THE QUALITY OF THE CONTENT AND THE EXPERIENCE OF THE INSTRUCTORS THAT MAKE THE DIFFERENCE

### MARINE FIRST AID COURSES

If you are an offshore sailor you need more than an ordinary first aid training and certification, delivered by a first aid trainer to minimum standards. We have developed, over a decade, a 10 hour course for offshore mariners which is very hands on. Delivered by highly qualified emergency personnel with a total focus on the maritime environment. Learn how to give injections and suture wounds as well as treat on board injuries and sustain life in the remote environment you are cruising / racing in. The last six courses conducted in Mosman Sydney and Manly Brisbane have been fully booked and feedback is exceptional. Next course is Brisbane May 3.



#### Marine First Aid

Most yachtsmen and women undertake basic first aid training as a precaution against the inevitable accidents at sea, but in this training we are only taught how to stabilise a patient until the ambulance arrives. This is usually 11 minutes in a capital city in Australia. At sea, a minimum of 3 hours! Our Marine First Aid course attendees will receive certification at First Aid certification level from July 2014. *This meets AMSA's requirements for the Marine Safety (Sail) exemption 2014.*

**Next Course Brisbane**

3 May, 26 Jul

**Next Course Sydney**

5 Jul

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#### ISAF Personal Survival and Sea Safety

This two day intensive course is designed to equip all offshore sailors with the skills to survive in the event of vessel abandonment or the more likely event of falling overboard.

**Next Course Brisbane**

20-21 May Revalidation: 17 May

**Next Course Sydney**

24-25 Jun Revalidation: 10 July



#### Marine Radio Operators

Commercial mariners and recreational sailors all need to be trained in the operation of marine radios. If the vessel they are sailing on is equipped with DIGITAL SELECT CALL radios.

**Next Course Brisbane**

9 May

**Next Course Sydney**

27 Jun

Book  
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#### RYA Diesel Engine Maintenance

Many owners of both sail and power boats have relied on their local marine mechanics to maintain their marine diesel engines, generally at considerable expense. *This meets AMSA's requirements for the Marine Safety (Sail) Exemption 2014.*

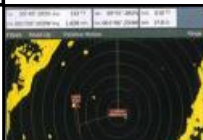
**Next Course Brisbane**

11 May

**Next Course Sydney**

29 Jun

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#### RYA Radar Operators

Radar is the most versatile of all electronic navigation aids. It can, however, easily mislead those who do not know how to adjust its controls, allow for its limitations or interpret its picture

**Next Course Brisbane**

10 May

**Next Course Sydney**

28 Jun

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#### Shipboard Safety Course

This two day course replaces ESS from the previous Maritime Training Package from July 1 2014. The first half day is in the class room with the afternoon session in the swim pool, using survival equipment, so please bring a change of clothes and towel, overalls will suffice. The second day comprises fire fighting and distress flare drills followed in the afternoon by training on board a commercial vessel. There are no entry requirements for the course, this is your entry level qualification into the commercial maritime industry as a deckhand. Certification is issued by STCW Sea Safety Training Australia RTO # 40495.

**Next Course Brisbane**

Courses held on demand

**Next Course Sydney**

Courses held on demand

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#### STCW 10 Course of Safety Training

This training prepares crew for work in the international maritime industry and STCW stands for Standards of Training and Certification for Watchkeepers (2010). From August 2014 the course includes Security Awareness Certification.

**Next Course Brisbane**

1-5 May

Revalidation: 5-6 May

**Next Course Sydney**

3-7 Jul

Revalidation 7-8 Jul

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To Book a course go to: <https://www.marinettraining.com.au/courses-list.html>





# Clean up underway in preparation for Airlie Beach Race Week

By Di Pearson

A clean-up campaign is underway in Airlie Beach in the wake of Cyclone Debbie, as Whitsunday Sailing Club officials announce Airlie Beach Race Week 2017 is definitely on, "so keep the entries coming in," is the clear message from event officials.

"While the cyclone damaged some homes, marinas and commercial premises, it was Airlie's lush vegetation that was hardest hit. However, it is not insurmountable and the clean-up is well in hand, thanks to the hard work of locals and volunteers," event spokesman Adrian Bram said.

"To start things off, the event's Supporters Launch will go ahead at the Club, which only suffered minor damage, on Thursday 20<sup>th</sup> April," he said.

"And we're already well into planning stages for the Long Late Lunch on the Lawn that was so popular last year, a wine tasting, food stalls, fun run, an outrigger challenge and the musical entertainment."

The Club's annual major event, Airlie Beach Race Week Festival of Sailing is to be held from 10 to 17 August in the beautiful Whitsundays. Over 20 owners have already signed on to take part.

Among those who have re-pledged their support are Colin Pollock with his trailable yacht Tap the Goose (Qld) and Sydneysiders John and Kim Clinton's perennial Holy Cow! (NSW), while Darren Drew will tow his cat Top Gun from



Sydney. They join the many Queenslanders, including locals, who will return.

Peter and Catherine Cretan are coming out of winter hibernation in Tasmania with their Marten 49, Tilt, having last sailed these warm waters in 2015, Colin and Denise Wilson from Sydney are bringing Never a Dull Moment back having last competed in 2015, while Cam Rae is towing his Thompson 920, Poco Loco all the way from Victoria.

"I urge competitors to book their berths as quickly as possible, considering anticipated demand," Bram finished.

For entry and Notice of Race, go to: [www.abrw.com.au/sailing/entries](http://www.abrw.com.au/sailing/entries)

A variety of Airlie Beach Race Week sponsorship packages are on offer now, including that of a Naming Rights Partner. For further information, or to discuss options, please contact Adrian Bram via email: [adrian@whitsunday.net.au](mailto:adrian@whitsunday.net.au) or phone him: 0418 385 181.



**Mad Max — 2016 Multihull Action—Photo Andrea Francolini**



# 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 2017 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*

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

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

CITY MEMBER:	\$143.00
<b>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	\$76.00*
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:	

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

## Other NEWS



***Look what was racing along with the fleet. Does this mean it will be competing next year?***

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**MONTHLY MEETING**

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

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