

April 2018

MYCQ Multinews

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

Plan B—Brisbane to Gladstone OMR and PHF Winner
Photo: Julie VidPicPro.com



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Commodore's Comment

By Bruce Wieland



Congratulations to Plan B, the overall winner on both OMR and PCF of the CH Robinson Multihull Brisbane to Gladstone Yacht Race 2018. Ross Perrins, Michael McEniery and crew are a very talented and experienced crew, having sailed together for more than thirty years, accumulating a huge collection of silverware along the way. I believe that this includes four Brisbane to Gladstone wins in a mono, and now four Brisbane to Gladstone wins in multis. It is great to see a luxurious heavyweight cruiser win.

This was a tough race! From the reports, the conditions were challenging but not extreme. Nevertheless, many yachts both mono and multi suffered gear breakage, including a higher than normal number of rudder problems. In one case, complete failure. There were also two much more significant incidents, one when a mono ran aground at Breaksea Spit and needed rescue by the Water Police, the second was a Man Overboard from Chillpill. The MOB was MYCQ Life Member Geoff Cruse. Geoff was recovered very quickly by the Chillpill crew who had the experience and expertise to firstly make the rescue, and also to administer appropriate First Aid. Geoff spent a night in Gladstone Hospital for observation, but thankfully has made a full recovery.

The above should not overshadow the superb seamanship displayed by the crews of ALL yachts, including those who finished the race, and, to those who made prudent decisions to retire and nurse their yachts to safety.

Congratulations to Geoff Berg, Tim Berg, Joel Berg and young Matt Parrott on AYS Indian Chief, the smallest and possibly the wettest boat in the fleet for taking Line Honours. They were incredulous when met at the dock and informed that they were first home. VERY WELL DONE!

There are some lessons to be learnt from this race! The club will be investigating ALL incidents arising from the race, and revising and rule or procedure if deemed appropriate. I am comfortable that the change of Category for the race, from Cat 2 to Cat 3 with upgrades in 2017 had no bearing on any of the incidents that occurred, and in particular with the MOB incident. The fact is that Chillpill raced this year in Cat 2 trim, including carrying a liferaft!

Thank you to the very many volunteers who helped with the organization of the B2G this year. Everyone on the Management Committee team generally, but particularly the Sailing Committee led by Vice Commodore Bruce Dickson worked very hard. The Race Start at Shorncliffe was spectacular, with the yachts, the RAAF flyover, and the Queen's Baton Relay for the Com. Games. Special thanks to Lyn Wieland who again organized the onshore activities at the Bluewater Festival, and to Alasdair Noble who was thrust into the media role with two minutes notice. Thanks also to the Race Starter and sponsor host Richard Jenkins, to other official boats, and to DPSS and Humpybong Yacht Club for supplying the RIBs at the start. Well done everyone!

Website: www.mycq.org.au



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From the Editor

By Chris Dewar

Welcome to a special edition of the Multinews. This month you will only read about the Brisbane to Gladstone race. 45 pages of it. There are some great race reports from 7 of the 11 yachts and from all of the leading yachts. For those that did not compete you missed an experience like no other and reading these reports will guarantee you will be there next year. For those that did compete, it is good to see how others handled the conditions and maybe even learn from their experiences.

This edition we will distribute to non-members so that all skippers, crew and spectators can read about the race. This will also help our sponsors and Multinews advertisers

Congratulations to Plan B on the OMR win. This makes Ross Perrins the record holder for the most Brisbane to Gladstone OMR wins with 4. Add this to his 4 mono-hull wins and it is an impressive record.

Also congratulations to AYS Indian Chief and the crew for an amazing line honours win on the second smallest yacht in the fleet (Big Bird was the smallest). Exactly 10 years ago this yacht capsized in the race.

I was up in Gladstone this year videoing some of the yachts finishing (see the MYCQ Facebook page for these videos). Unfortunately I became bedridden from Saturday afternoon with a severe case of conjunctivitis (lucky I was not on a yacht) and could not help out with the arriving yachts or attend the presentation.

If you have not watched the video of the start, then this is on the MYCQ Facebook page and the telecast with Nic Douglass commentating can be found at www.BrisbanetoGladstone.com

I would like to thank Julie and Suzanne from VidPicPro.com for the photos that are in this edition (and in fact most editions) of the Multinews. Without their great photos every year the Multinews would not look as good as it does today.

Please note that there will be another edition out before the next meeting so read this one quick.

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2018 Club Calendar

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

Date	Day	Race #	Event	Club
April				
1 Apr	Sun		Brisbane to Gladstone Presentation (Gladstone)	MYCQ
15 Apr	Sun	Summer 8	MCC Race 4	MCC
22 Apr	Sun	Summer 2	AMC Course Selection	MYCQ
29 Apr	Sun	Winter 1	AMC Course Selection	MYCQ
May				
3 May	Thr		General Meeting	MYCQ
5-7 May	Sat-Mon		Sand Hills, Days Gutter, Koorringal & Gutter Bar	MYCQ
5 May	Fri	Ocean 4	Manly to Mooloolaba Race	RQYS MYCQ/MYC
5 May	Sun	Ocean 5	Mooloolaba to Manly Race	RQYS MYCQ/MYC
20 May	Sun	Winter 2	AMC Course Selection	MYCQ
26-27 May	Sat/Sun	Winter 3/4	MCC Race 5/6 - Canaipa Cup	MCC/RQYS
June				
7 Jun	Thu		General Meeting	MYCQ
9-10 Jun	Sat/Sun		Cruise to Karragarra Is/Macleay Is - Dinner at Golf Club	MYCQ
16-17 Jun	Sat/Sun	Winter 5/6	MCC Race 7/8 - The Big Lap	MCC
July				
5 Jul	Thu		General Meeting	MYCQ
7-8 Jul	Sat/Sun		Cruise to Canaipa - Dinner and Bon Fire	MYCQ
8 Jul	Sun	Winter 7	MCC Race 9	MCC
28 Jul	Sat		Sydney to Gold Coast	CYCA/SYC/RQYS
August				
2 Aug	Thu		General Meeting	MYCQ
3 Aug	Fri	Ocean 6	Brisbane to Keppel	RQYS
4-5 Aug	Sat/Sun		Cruise to Bribie or Bongaree	MYCQ
12 Aug	Sun	Winter 8	MCC Race 10 - Westerly Trophy	MCC
10-16 Aug			Airlie Beach Race Week	ABYC
18-25 Aug			Hamilton Island Race Week	WYC
31 Aug-5 Sep			Magnetic Island Race Week	SeaLink
September				
6 Sep	Thu		General Meeting	MYCQ
8-9 Sep	Sat/Sun		Cruise to Tangalooma	MYCQ
15 Sep	Sat	Spring 1	Bribie Cup - MYCQ Course	MYCQ
16 Sep	Sun	Spring 2	Coolaroo Trophy	MYCQ
23 Sep	Sun	Spring 3	AMC Course Selection	MYCQ
29 Sep	Sat-Mon		Lock Crowther Regatta	RMYC
October				
4 Oct	Thu		General Meeting	MYCQ
6-7 Oct	Sat/Sun		Cruise to Deanbilla Bay - Dinner at Little Ships Club	MYCQ
6-7 Oct	Sat/Sun	Spring 4/5	St Helena Cup	MCC
14 Oct	Sun	Spring 6/7	MCC 13/14 W/L Triangles	WMYC
27/28 Oct	Sat/Sun	Ocean 7/8	Mooloolaba Weekend	MYCQ
27/28 Oct	Sat/Sun		Cruise to Mooloolaba	MYCQ
28 Oct	Sun	Spring 8	AMC Course Selection	MYCQ
November				
1 Nov	Thu		Annual General Meeting	MYCQ
3-4 Nov	Sat/Sun		Blakeley's Anchorage - Beach BBQ	MYCQ
3 Nov	Sun	Summer 5	Rescheduled—Great Bay Race	MYCQ
TBA			National Trailerable Multihull Champs—Wangi	LMYC
25 Nov	Sun		Navigator's Nightmare	MYCQ



This Month's Race Results



C.H. ROBINSON



C.H. ROBINSON

C.H. Robinson MYCQ Brisbane to Gladstone Multihull Yacht Race

30/03/2018

	LINE HONOURS			OMR			PRS		
	Finish	ET	Place	Rating	CT	Place	Rating	CT	Place
AYS Indian Chief	31/03/18 10:17:41	23:07:41	1	0.933	21:34:43	3	0.9848	22:46:35	3
Hasta La Vista	31/03/18 13:35:40	26:25:40	2	0.816	21:33:54	2	0.8753	23:07:56	4
Chillpill	31/03/18 15:14:44	28:04:44	3	0.865	24:17:18	5	0.9268	26:01:25	6
No Problem	31/03/18 15:49:57	28:39:57	4	0.763	21:52:19	4	0.7942	22:45:59	2
Storm Bay	31/03/18 17:30:18	30:20:18	5	0.815	24:43:33	6	0.8381	25:25:36	5
Plan B	31/03/18 18:15:59	31:05:59	6	0.653	20:18:29	1	0.6565	20:25:01	1
Big Bird	01/04/18 06:27:02	43:17:02	7	0.814	35:13:59	7	0.7294	31:34:17	7
Avalanche	DNF			0.795			0.8310		
Boss Racing	DNF			1.003			1.0100		
Fantasia	DNF			0.875			0.8912		
Rushour	DNF			0.909			0.9897		

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Please, Please help the Club

**If you don't help,
How can you expect the club to run smoothly?**

Position Vacant (Social Secretary)

The club is looking for an someone like you to take on the Social Secretary role.

If you enjoy a bit of fun then you a qualified.

You will have a team of people supporting you
so please put your hand up.

Talk to Bruce Wieland at the next meeting



Position Vacant (Sponsorship Officer)

The club is looking for an someone like you to take on the Sponsorship Officer role.

This just involves ensuring our sponsors are happy and provide them with opportunities to promote their businesses.

You will have a team that will help deliver these opportunities

Talk to Bruce Wieland at the next meeting





C.H. ROBINSON

2018 C.H. Robinson Brisbane to Gladstone Multihull Yacht Race



C.H. ROBINSON

OMR Winner

Plan B - Ross Perrins

(Lock Crowther Trophy, Bareometer and plaque, Redland City Marina Lift, Rum, medals MYCQ Cheque)

2nd OMR

Hasta La Vista - Jim Fern/Lyle Stanaway

(Redland City Marina-Product Basket, MYCQ Cheque)

3rd OMR

AYS Indian Chief - Geoff Berg

(Redland City Marina-Product Basket, MYCQ Cheque)

PHS Winner

Plan B - Ross Perrins

(QMYC Trophy, Glass Trophy, Redland City Marina-Product Basket, Rum, Medals, MYCQ cheque)

2nd PHS

No Problem - Ray Hobbs

(Redland City Marina-Product Basket, MYCQ Cheque)

3rd PHS

AYS Indian Chief - Geoff Berg

(Sailing Cap, Red Wine)

Line Honours

AYS Indian Chief - Geoff Berg

(Lock Crowther Memorial Trophy, Glass Wave Trophy, Redland City Marina-Product Basket, Rum, Medals, MYCQ cheque)

Most Valuable Crew Member - Chillpill Crew

(Ian Longland Memorial Trophy, Engraved Thermal Drink Cup, Rum)

Sporting at Start Line - DPSS Chase Boat

(Rum)

Nearest ETA

Hasta La Vista - Nav: Jim Fern

(Rum)

RACE RECORD (16h 28m 23s) not broken

(\$4000 from D+K clothing—Not awarded)



C.H. ROBINSON





2018 C.H. Robinson Brisbane to Gladstone Multihull Yacht Race



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Boat Name: **AYS Indian Chief**

Design: Modified Grainger Raider
Owner/Skipper: Geoff Berg
Length/Beam: 9.5m / 6m
Place: 1st (Line Honours)
OMR/PHS: **3rd** / 3rd
Comments: This yacht led from the 1st mark to Noosa where they were passed by Rushour. However their strategy was to sail safely and at times only had a reefed mainsail up. They did suffer daggerboard case damage but this did not have a significant impact of performance. This conservative approach proved the best approach and it enabled them to complete the race and thus win line honours.



C.H. ROBINSON

Boat Name: **Hasta La Vista**

Design: Crowther Hemlock
Owner/Skipper: Jim Fern / Lyle Stanaway
Length/Beam: 11m / 9.2m
Place: 2nd
OMR/PHS: **2nd** / 4th
Comments: Like AYS Indian Chief, Hasta La Vista needed to slow the boat down to ensure a safe passage. Off Breaksea Spit they did strike an object (maybe Rushour's



C.H. ROBINSON

Rudders), but there was no damage. They enjoyed surfing some big swells across the paddock and the crew were very happy with a second over the line and a second on OMR. This was back to back seconds on OMR, following up on a second last year, and this was also Hasta la Vista's fastest time (just under 26½ hrs).



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2018 C.H. Robinson Brisbane to Gladstone Multihull Yacht Race



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Boat Name: **Chillpill**

Design: Schionning G-Force 1550
Owner/Skipper: Wayne Bloomer
Length/Beam: 15.8m / 7.4m
Place: 3rd
OMR/PHS: **5th** / 6th
Comments: As one of the biggest



Photo Julie VidPicPro.com

yachts in the fleet these conditions should have been perfect for Chillpill. Unfortunately with a MOB situation this took them out of the race for sometime and with a couple of seasick crew they were able to recover. They were 3rd over the line with all crew accounted for so in the end it was a good result for them. The crew were awarded most valuable crew for their quick recovery of Geoff and the excellent first aid treatment they administered.



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Boat Name: **No Problem**

Design: Schionning Waterline
Owner/Skipper: Ray Hobbs
Length/Beam: 11.6m / 6.5m
Place: 4th
OMR/PHS: **4th** / 2nd
Comments: No Problem and Storm



Photo Suzanne VidPicPro.com

Bay tussled with each other most of the race and No Problem were

happy to come off on top. Approaching the harbour they were clocking speeds over 20 knots but missed the incoming tide but fortunately only got the last hour of the out going tide. They finished with a second on Performance Handicap, just 36 seconds (corrected time) in front of AYS Indian Chief.



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C.H. ROBINSON





2018 C.H. Robinson Brisbane to Gladstone Multihull Yacht Race



C.H. ROBINSON

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Boat Name: **Storm Bay**

Design: Chamberlin Cruising 14
Owner/Skipper: Marc Gerard
Length/Beam: 14m / 7.4m
Place: 5th
OMR/PHS: **6th** / 5th
Comments: Storm Bay crossed the



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Boat Name: **Plan B**

Design: Catana 471
Owner/Skipper: Ross Perrins and
Michael McEniery
Length/Beam: 14.4m / 7.5m
Place: 6th
OMR/PHS: **1st** / 1st
Comments: These conditions suited Plan B and they were doing the fastest speeds they had ever done. The boat handled these conditions well and



C.H. ROBINSON



C.H. ROBINSON





2018 C.H. Robinson Brisbane to Gladstone Multihull Yacht Race



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Boat Name: **Big Bird**

Design: Grainger

Owner/Skipper: Guy Badgery

Length/Beam: 9.2m / 7.2m

Place: 7th

OMR/PHS: **7th** / 7th

Comments: The Big Bird crew were immensely proud to finish this race in the extreme conditions that they experienced (40 knot gusts) and given the number of other



yachts that had to retire due to the conditions and breakages that resulted. In an unplanned gybe Big Bird's mast rotation lever at the base of the mast snapped. The mast started to rotate from side to side alarmingly and so the main was taken down. This slowed their approach to the harbour.



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Boat Name: **Rushour**

Design: DC50

Owner/Skipper: Drew Carruthers

Length/Beam: 15.4m / 7.56m

Place: DNF

Comments: Rushour had a good start and at around Noosa were leading ahead of AYS Indian Chief. The yacht was



being pushed hard and unfortunately in these conditions the rudder shafts were not up to the stresses and they both snapped off. This is the second year in a row that Rushour has suffered damage in the race and has had to retire. If she could have finished and won on line honours it would have been interesting to see if it would have won the triple (Line honours, OMR and PHS). Maybe next year.



C.H. ROBINSON



C.H. ROBINSON





2018 C.H. Robinson Brisbane to Gladstone Multihull Yacht Race



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Boat Name: Fantasia

Design: Seven Oceans 50
Owner/Skipper: Andrew Stransky
Length/Beam: 15.6m / 8.5m
Place: DNF
Comments: Fantasia won the start for the second year in a row. Just before Indian Head they noticed the leeward rudder



Photo Suzanne VidPicPro.com

flopping five degrees either side of vertical. And so decided to retire. They slowed the boat and once they rounded Breaksea Spit headed for Urangan.



C.H. ROBINSON

Boat Name: Boss Racing

Design: Saxby Special
Owner/Skipper: Gary Saxby
Length/Beam: 11.4m / 7.2m
Place: DNF
Comments: Boss had a good start and were in touch with AYS Indian Chief when they suffered rudder damage.



Photo Julie Geldard



C.H. ROBINSON

Boat Name: Avalanche

Design: Lidgard 53
Owner/Skipper: Craig Molloy
Length/Beam: 15.9m / 8.9m
Place: DNF
Comments: Avalanche suffered halyard issues in Moreton Bay and were forced to retire.



Photo Sonya Dewar



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Brisbane to Gladstone on Plan B (OMR Winner)

By Ross Perrins

After having Plan B OMR rated last year with screecher only, I was tempted with buying a spinnaker for this year's race. Fortunately one couldn't be built in time so we continued with the screecher only experiment. Last year was a very light race and we were somewhat left behind by the lighter racing boats. I decided this year to borrow a 7.5 metre long spinnaker pole from our sister ship Kea Lani and also take our 6 metre pole in case we broke one. The long pole made the screecher set a lot better with a greater ability to shy up a bit if necessary. In the Dog Leg leaving Moreton Bay we poled out the screecher which allowed us to run dead square in the 15 knot South-easterly. This worked well until we blew the beak out of the borrowed pole.

Once out of the bay we carried the screecher all the way to Breaksea Spit. Our speeds were impressive for a 14.3 tonne Catana 471 cruising cat. From Breaksea Spit to Lady Elliott Island with a poled out headsail we were sitting on 12 to 14 knots surfing the big swells. This leg I suspect is where we won



C.H. ROBINSON

the race as everyone else were doing big gybe angles while we went straight to Lady Elliott Island. Here we gybed and continued with the poled out headsail until the wind shied up and we could unfurl the screecher again. This leg turned out to be a ride we will never forget. We were constantly sitting on 14 to 18 knots with the fastest speed recorded at 22.7 knots. The true wind was peaking at 33 knots. I was keen to get some



Photo Sonya Dewar



C.H. ROBINSON



sail off before something went bang , but both Peter Cavill (this was his 40th Brisbane to Gladstone) and David Glenn (boat builder, you break it you fix it) who were steering most of this leg, said the boat was loving it and there was no need to back off . I did get my way about 5 miles out from the S2 when Michael pointed out we were going to run into the fleet of anchored ships as we 1½ nm low on the rhumb line. We didn't seem to go any slower with the headsail and Plan B ended up with no damage to the boat except for the borrowed spinnaker pole.

Michael McEniery and I bought Plan B five years ago and have cruised it extensively taking it to Fiji in 2014 and Cape York in 2016. We didn't think it was capable of doing the speeds we recorded and have always been happy just to see 9 knots. Plan

B was in full cruise mode for the race which included a 3.8 metre RIB with 30 HP outboard, teak deck chairs in the forward locker, stand up paddle board on the davits, 400 litres of diesel, 200 litres of water and six cartons of beer in readiness for the cruise home.

The crew of myself, Michael McEniery, Peter Cavill, David Glenn, Jim Graham, Tim Rylance, Peter Huybers and Max Perrins have over 150 Brisbane to Gladstone races between us . We were not going to get lost.

Our result this year should encourage other people with heavy cruising cats to enter the race. No need for spinnakers, just pole out the screecher or headsail which means anyone can do the foredeck. I think Plan B has proved the OMR rule works for heavy cruising cats in the right conditions.

Photo Sonya Dewar



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Brisbane to Gladstone on AYS Indian Chief (Line Honours winner)

By Geoff Berg

This boat like all older boats has a history which is worth recognition. The boat is a modified Raider 302. It came out of the moulds but had an extension on the bow and stern giving it another 450mm in length and a unique look.

The design of the Raider 302 was Tony Grainger's creation. Tony originally built the moulds with the intention of producing the boat commercially, and I as a Mast maker and keen sailor worked with Tony to perfect the finished product. Like all new products there are problems and I admit we had a few, but after sailing the first boat I was hooked. After the first boat I took over the moulds from Tony and worked on perfecting the boat.

The current AYS Indian Chief was originally commissioned by Tony Considine and built

by Wayne Barrett of Mirage Yachts on the Gold Coast. To Tony's credit, when he undertook the project he employed a meticulous builder and financed the build well. Her original name was MAX and she was built entirely of carbon fibre. The outcome was a light stiff boat, something I had always dreamed of but could not afford. Max was campaigned for a few years, she suffered a capsize off Indian Head in the 2008 Gladstone race. Along with the salvage, the boat had some extensive damage and was then purchased by Darren Drew in North Sydney. Darren refitted the boat and re-named her Indian Chief. Darren sailed her for a couple of years before selling her to Tony Longhurst of BOAT WORKS on the Gold Coast. Tony had her for a few years before she came to my attention. We had been boat-less for a few



C.H. ROBINSON



years and we managed to acquire her in late 2016. Thus started her restoration to bring her back up to being 'race ready'.

As the original build was so good we focussed on the detail. Having had many Raiders in the past I had a certain way I wanted the boat setup, we had a fair few changes to make, as minor as they were they took a lot longer than I had originally hoped, although the boat was getting worked on at AYS the guys there had very limited time they could give me as they were quite busy looking after clients' needs, it is an unfortunate consequence of being involved in the industry you love, your own toys always go to the back of the queue. After looking at the bow setup on this boat we decided a new fore beam and prodder system was required. We wanted to get the bridles out of the water to reduce drag so we went about designing and manufacturing a

completely new system. As well as this, all the tracks were replaced plus a complete rebuild on the rig plus 2 new furlers for the screechers. The list is never ending and there is still more we want to do but we had a goal which was to make the start line of the Gladstone. A race we have done many times but I wanted one last go at it on the Raider, we are all getting older and it certainly isn't getting any easier on a little boat. Finally the boat was launched 6 weeks prior to the Gladstone race. We had a lot of testing to do on new systems and gear. Time was really limited to pull it all together.

The day of the race arrived and as always, there was a great deal of pressure with the mountains of paper work and boat preparation, and the mind starts playing tricks - have I done everything? We said our goodbyes to our families and headed off to the start, all the while still checking sails



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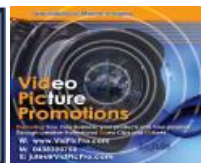
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and reef heights and numerous other items. Once into the starting zone, we started to digest the scene - the competitors, the spectators, the air force fly-overs, all of which tend to distract you from what we should be thinking about - the boat! We all felt underprepared as we just hadn't got the time on the water we had wanted before the start, but the time was here and the adrenalin had started etching its way into our veins....

About 10 minutes out from the start we set our No. 1 headsail and pulled the gear on to set up for the conditions we had in the start area. Last minute countdown and Joel has us in a good position. - The gun fires and we're off. Within a few seconds we dropped into race mode. Tim stayed in the cockpit with Joel and Matt and I on the front net keeping our eyes out of the boat looking for breeze and keeping an eye on what the fleet was doing. The boat felt good and we were performing ok. We had clear air and were



going fast just behind Chill Pill. He had good height on us, so after 100 yards or so we tacked so we didn't fall into his dirty air. Another few hundred yards up the course and we were at our lay line. Chill Pill had since tacked and was now coming at us on port. We crossed behind him but we had a perfect line to the rounding mark. We got to the mark just ahead of Chill Pill. There is no doubt that the years we have all had sailing



together helped us on the mark rounding and things just happened. The kite went up cleanly and we were off and in clear wind. There is no doubt having the smallest boat in the fleet helps with manoeuvres. Two more gybes back to the start mark and we had been able to stretch our lead. We knew we would need to keep the boat moving as fast as possible in the bay, as once we got outside with the weather predicted, we were going to need to slow the boat down, and we knew that would be the time the big boats would really hit their straps.

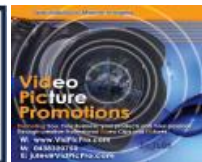
The sail up to the Redcliffe turning mark under spinnaker was fairly uneventful. We decided at this stage though that on the long windward over to Moreton we would be well over-powered with the #1 headsail, so one of the boys had the enjoyable task of doing the change down to the #2. Most of you will know that at nearly 20 knots on a 30 foot boat, this is not the most enjoyable task.... (thanks Matt for taking the first of many for the team). No one seemed to take time out of us heading down there, and at those times when we glanced back, it was great to see Chill Pill and Rush Hour giving it all they could. On the beat all the way to Moreton Island we seemed to hold our ground again. The sail down through the Spitfire Channel and up to Caloundra under spinnaker was fairly uneventful, and we really prepped the boat for what we expected to see when we went around the Fairway mark at Caloundra. Rounding NW4 meant a kite drop and back onto a 2 sail to reach the Caloundra Fairway. This was the first real taste of what we were about to encounter for the next couple of hundred miles. There were numerous times heading out of the fairway that the whole

boat nearly became airborne. We knew that from here on it was not going to be a pleasant night!!!! After the Fairway, it's fairly straight forward, set a course for Indian Head and gas it (as much as you can). The sea conditions running up the coast were not favourable and the breeze also began to increase in velocity as we got further north. Around Mooloolaba, we decided to put in our first reef – the boat was all over the place, and in sea conditions like we had, the boat feels like you're sitting on a cork bobbing around in the ocean. Around Noosa, Rush Hour came past us and seemed to be pushing hard but looking comfortable, and to us, anything would have looked more comfortable than we were feeling at this time. We decided not to chase him but to focus within our boat. We have learnt from previous experience that it's a relatively long race and our goal was to get there without any major incidents. The boat was still going well but we knew the bigger boats were going to be able to push harder than we could in these conditions.

We were around Double Island Point at sunset and the breeze was still increasing, so we tucked in another reef, and with the number 2 headsail, the boat was quite comfortable and felt safe. Further up the track and getting close to Indian Head we were slightly below the rhumb line with increasing wind pressure, so we decided to drop the headsail and climb back up to course. We sailed cat rigged like this for quite a few hours through the night, and although not fast, the boat was safe, and we weren't keen on visiting any campers along the Fraser Coast that evening. Once we were back just above the Rhumb Line, it was



C.H. ROBINSON



Meteorological Information

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

for Sea Surface temperatures, eddies and ocean surface winds

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time to put some more sail back up. The sea had actually settled a little by this stage and the breeze had also abated. We didn't want to get too far ahead of ourselves so we opted for the headsail again and quickly found this was more than enough to take us close to the rhumb line. Once at Sandy Cape we unrolled the screecher again and pressed on towards the Breaksea Spit Cardinal. This piece of water is the place we hate the most in this race, wind against tide and normally it's like a washing machine, but to our surprise, the sea state was nowhere near as nasty as we had encountered for most of our trip up the coast so we were more than comfortable with the sail selections we had up. We ran North like this all the way past Lady Elliot Island until we crossed the rhumb



Photo: Sonya Dewar



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line past the island to Gladstone Fairway. This meant only one gybe from Caloundra to Gladstone. Maybe not the most efficient way, but the safest for us.

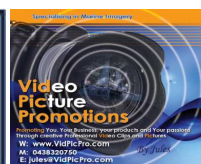
It was then that a problem arose which I hadn't foreseen. Joel was below having a rest when he felt something banging under his bunk. Something just didn't feel right to him, and he thought we may have caught a pot somewhere, and that was what was banging, but when he felt it hitting the underside of his bunk, he needed to dig deeper. Upon removing the hatch to the bunk, he discovered the battery in the port hull had dislodged and was floating around in the water. Each time the boat jolted and jumped, the battery would follow the movement of the water and hit the bunk. This was not ideal as the whole battery was underwater and still connected. We still can't quite figure out how it didn't short out, but obviously we hadn't walked under any ladders lately. After we had dealt with the water that was in the hulls, we went on to locate the issue. We had found that both daggerboard cases had splits in them and water was cascading like our own personal waterfall inside each hull. We weren't in any danger, but this issue certainly needed to be

contained before leading to other more major issues.

We came up with a solution to try and limit the flow of water fairly quickly. Sponges and cleaning cloths were tied around the cases where the splitting was evident, and this at least slowed the ingress down enough so the pumps could keep up to the flow coming in. It worked well allowing us to keep the water at bay while letting us to focus back on sailing. The off watch crew got no rest as they had to keep the boat dry. This was the trip all the way across the paddock. Crossing the paddock is normally my favourite part of the race, but this year it was hard with rain squalls where we had to shorten sail time and time again. Once the squalls passed we could pull the required sails back up and off we went again.

We were about 30 mile from the Gladstone Fairway and I was done, I couldn't find my glasses but there was so much spray coming over the boat they would have been useless and my eyes were red and sore. Joel came up on deck and had the Gladstone finish enthusiasm that most get, so he called for a hoist of the larger screecher and we were off. I went below to get out of the spray and

Counting down to the start
Photo: Sonya Dewar



wind. Unfortunately this didn't mean a rest as the boat kept filling with water so the chore of keeping the boat as dry as possible never ended.

We had been following a monohull all the way across the paddock. It turned out to be Team Hollywood, and by the time we got to the fairway, we had pegged him back. Once we got into the calmer water of Gladstone Harbour it felt like heaven. We had a great 2 sail from S2 through to S16, and finally after turning at S16, the spinnaker got to make an appearance again and we were gone. We had the finish line in sight, but as we went through we got a gun. Joel said 'Dad I don't know if I'm right, but they normally only give the gun to the first boat. We had no idea where we finished and thought for sure there would be 2 or 3 boats in front of us. As we got our mandatory slab of beer we heard the unbelievable – we were the first multi over the line with only 3 large monos in front of us. There's a song which sums it all up – 'I wasn't expecting that.'



Crew from AYS Indian Chief. Matt Parrot, Tim, Geoff and Joel Berg after the finish

I would like to sum up that after what was a horrible middle part of the race albeit with a great outcome, it would have been impossible without my 3 crew. Matt is young and would have a go at anything, but my boys Tim and Joel now have families and responsibilities and I am most indebted to them for giving me one more ride to Gladstone in a Raider. For that I thank them. Perhaps I'll have to be content with a few races around the bay and leave the Gladstone race for the bigger boats.



**Crossing the Finish Line in Gladstone
Photo: Sonya Dewar**

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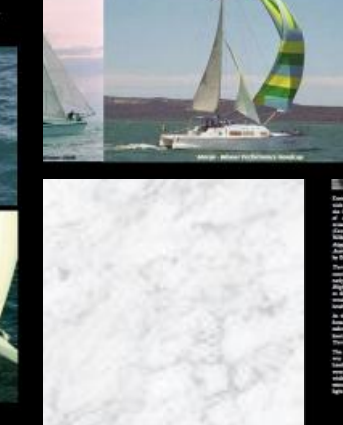
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Brisbane to Gladstone on Hasta La Vista

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 with an additional bonus this year of the Commonwealth Games baton change to Giaan Rooney right in front of us. With the start time approaching, Hasta fiercely defended the pin end of the line in front of the jetty. Was this to ensure the best possible start? No. We have to admit we were just showing off and posing for the cameras of family and friends. Hollywood Lyle can't help himself and always grabs the tiller in these circumstances. However we did make a clean start and the race to Gladstone was on. The gathered crowd seemed to love the multihull action at close quarters; something denied them by the 70th anniversary monohull fleet starting 2 miles away and 10 minutes earlier.

By the time the multihull fleet had sprinted to the Fisheries Beacon and back through the start line, the fast boats were leading, the slower boats were trailing and Hasta la vista was mid-fleet. Heading East across the bay was a follow the leader affair with negligible opportunities for attacking the

gap to the leaders. The real fun began between the M8 and M9 when this 2 sail reaching leg allowed Hasta to gather in a host of monos and spit them out the back at a great rate. The masthead purple kite went up at the M9 for the dash to the Spitfire Channel. This leg was a tight reach and with the breeze not only increasing as forecast but also going left to the forecast ESE, we were relieved for the health of our largest spinnaker when we gybed down the Spitfire. The run along the NW Channel saw us close on those boats ahead to give us some hope.

Clearing the Caloundra fairway at 3.30 saw a possible 23 hour race for us - more hope. Then we saw and felt the mad jumble of sea that cyclone Iris had left us - more misery. We tried extra speed courtesy of our screecher to blast through this wet mess surrounding us. We were leaping off waves without gentle landings, battered without mercy by a relentless firehose and realised that the fun was dangerous for the boat and to us. The final straw came in the form of a solid wave that picked up crewman Ian and me and washed us along the jackstay until the winches stopped further progress. Ouch! Thank God we were



short-tethered to the jackstay but note to self, "We need more dedicated strong points along the deck". The screecher was furled and up went a headsail. We had to slow down.

Double Island Point flashed by at 7.30 pm changing my race time prediction to 24 hours. The conditions up the Fraser coast were very difficult and a double reefed mainsail was set. Halfway up Fraser Island the horrific sea state and gusty wind varying from a steady 26 knots to 38 knot gusts ensured that our headsail was dropped. Sailing bare headed still saw Hasta's boat speed vary from 9 knots to 20 knots in the gusts. Passing Indian Head at 1am saw another revision in race time to 28 hours with at least another 40 miles of



pain before we could bear away. I could see this being a big boat race in these conditions.

The wind angle opened along Sandy Cape so our headsail was hoisted but, once past Breaksea, the bear away towards Lady Elliott saw the wind and waves assisting instead of bashing us for the past 100



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miles. The reefs were shaken from the mainsail. Hasta la Vista came alive. The boat was handling this new mode beautifully in perfect balance and safety. The fun had returned for the crew and their sea sickness had moderated. Positivity was flowing so it must be time to launch a spinnaker. Lyle is our sharpest helmsman so was needed for the speedy run under kite to the S2 beacon at the entrance to the Gladstone Harbour. He was off watch in his bunk so was dragged from his slumber, injected with coffee, fed a hot cross bun, had his hand epoxied onto the tiller so he couldn't change his mind, then let loose. The fractional spinnaker was up and drawing sweetly to surf Hasta down those

magnificent rollers at never seen before speeds. New top speed for Hasta La Vista of 28 knots and regular surfing bursts above 27 knots saw us flash past Lady Elliott and to the S2 covering the 68 miles in just 4 hours. We now loved the waves that we had cursed hours earlier when they were beam on.

Charging by Chillpill soon after Lady Elliott was our first sighting of a competitor since the previous afternoon. Where were the others? In this era of yacht trackers you just don't know. Nearer the S2 we heard Indian Chief calling VTS Gladstone. This was a relief. The last time I saw this fast little Grainger cat in a B2G was in 07 or 08 when it was passed upside down off Breaksea. If



C.H. ROBINSON we had a tough time off

Fraser Island, on Indian Chief it must have been horrendous. Well done to Geoff Berg and his boys on their seamanship.

The strength of the run-out tide wasn't doing us any favours in our effort to finish. The chicken chute was relaunched at the S16 for the run to the finish. We made good pace but losing 5 knots to the ebb flow irks when seconds can be vital. The ESE varying from 25 to 30 knots allowed good speed but gybing was necessary from the S16 to the finish. Crossing the line was a moment of elation and relief. This was a tough race but we covered the race distance in 26 hours and 25 minutes. The surprise for us was being directed away from the marina to the O'Connell Wharf. What for? We were booked in. We were all incredulous when Commodore Bruce and Commadorable Lyn told us that we were 2nd over the line.

The results revealed that we had finished in second place on OMR for the 2nd year running. We on Hasta were elated and delighted but won't come back next year to do one better. Hasta la Vista is for sale. My aging body hasn't weathered the ravages of too much rugby, too much sailing or too



The Crew from Hasta La Vista Ian, Laurie, Lyle, Anna and Jim after the finish

much rum as well as I would have liked but it was great at the time. As co-owners, Lyle Stanaway and I would like to thank our talented crew of Ian, Laurie and Anna for their sailing skills and good company. Hasta La Vista was thoroughly prepared for this race and managed well during the race. The boat was safe, the crew were safe and there were no breakages.



Crossing the Finish Line in Gladstone. Photo: Sonya Dewar



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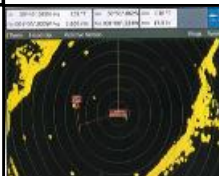
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Brisbane to Gladstone on Chillpill

By Bruce Dickson

The fleet line up for 2018 whilst relatively small saw some previous excellent B2G performers return such as AYS Indian Chief and ChillPill.

The weather reports for the race were indicating favourable wind direction, however the predicted wind strength and sea conditions up along the Fraser Coast were looking quite challenging. For the skipper and crew aboard ChillPill, the thought of being in a boat less than a 50 footer were quite obvious and we were encouraged by the preparation that the skipper, and specific boat training that the crew had undertaken in the lead up to the race.

The spectacular of the start and the Blue Water festivities that is now associated with this race were exciting to be part of and organisers are to be commended for making it run smoothly.

The start for ChillPill was ideal just on the windward hip of Fantasia who won the start but quickly ChillPill managed to maintain speed and height and climb to windward and in front. AYS Indian Chief was hot on the heels of ChillPill but in the end waterline length won out. Some smart tacking by AYS IC saw him sneak inside ChillPill at the Fisheries mark.

The course up to the Redcliff turning mark for ChillPill was a challenge, with initially the Spinnaker halyard failing causing a difficult retrieval of a water logged sail, then followed by the Code Zero halyard failure that necessitated a hoist up the mast by Scott our rigger, then young James to finish off the job, but alas no more spinnaker hoists were possible. Unfortunately, this meant ChillPill lost holding onto the faster AYS and also resulted in Rushour and Boss passing as well.

The work across the bay to M9 and M8 were in close proximity to Rushour and Boss with Fantasia in sight behind and holding on.

Once around M8, out came our Code Zero on a rather tender halyard which did hold fortunately. Fantasia then also set his big orange/black spinnaker and showed good speed to track up level with ChillPill then pass on the track to Caloundra.

The passage through to Caloundra was met with an apparent easing of the breeze and a rising confused sea which was a sign of things to come. The course up the Sunshine Coast was fast and with Double Island Point in sight just after dusk, called in to race control for our Double Island Point requirement via sat phone.

As night rolled on ChillPill , changed down



Photo: Julie VidPicPro.com

through screecher, then to headsail as the breeze picked up and the seas continued to rise, causing the boat to really load up. With predictions holding true to form and the seas becoming more confused with the depleting cyclone impacts to the north, this was our "modus operandi" planned for the remainder of the evening. In the fading light, ChillPill had heard and observed the first casualty of the race – BOSS, with a damaged rudder returning south.

Our planned course was to stay out wider than the Rhumb line due to perceived fresher breeze. By yacht tracker observations (ChillPill was fortunate to have internet signal from top of mast) we observed that boats inshore seemed to be softer and ChillPill was still west of the strong North eastern Coast current line. This proved to be a worthwhile decision as ChillPill was maintaining good consistent speeds of 18-22kts and very snug/comfortable in the rising seas.

By approximately 10:45 pm ChillPill was abeam of Indian Head and travelling well under headsail and full mainsail and the sense that this was turning into a big boat race as the conditions for the smaller boats were starting to be of concern to them, we perceived.

At approximately 1am at least halfway along Breaksea Spit, sailing at greater than 20kts, the unfortunate call of "Man Over Board" was made, after a wall of water blasted Geoff, helming at the time, clean off the boat. The

crew immediately swung into recovery mode and had sails down and boat turned around within an estimated 400m and commencing a retrace track back using iPad tracker, with 2 crew armed with torches scanning the water and all eyes peeled in sector directions. Wayne and Chris heard a call about 10m to starboard of the boat found Geoff on his back floating and maintaining floatation. Due to the squally conditions and sea state it took about another 2 - 3minutes to position the boat close enough to Geoff to throw a tethered retrieval loop and with the aid of our strongest crewman Scott, hoisted Geoff aboard.

Our designated first aider Chris, then provided support to Geoff in his recovery principally from exhaustion. ChillPill had also, during the recovery, experienced steering problems and upon inspection had noted that the port rudder steering arm was bent causing the port rudder to be permanently locked fully to port, making the recovery even more difficult. Wayne and Bruce then took to the tools to disconnect the port rudder arm and also the rudder post arm to enable the rudder to "flag" in the neutral position thus rendering ChillPill to just the starboard rudder for steering.

Our immediate concerns were for Geoff's recovery, which was being well managed by Chris and for a rare occasion, Geoff taking orders and following them with his recovery. ChillPill went into hove to mode for about an hour to ensure Geoff's comfort and recovery,



Photo: Sonya Dewar

checking steering and regular updates through to Race Control via Sat Phone.

At approximately 2:30am it was decided to unroll the headsail and because of our location near BreakSea Spit beacon and the weather and sea state, Gladstone was the logical choice of heading. Sailing under headsail only was still at just under 10kts and with Geoff's condition under control further decisions were to be made at sunrise.

At about 50 miles from S2 Gladstone leads entry we noted Hasta La Vista, enjoying a fast safe passage to our starboard and discussed the possibility of formally racing to the finish which was obviously met with full encouragement from Geoff, who had made a good recovery and constantly being checked by Chris whilst grabbing some valuable and well deserved sleep. At this point, as we had done everything possible to ensure Geoff's recovery and any further medical attention to Geoff in consultation with Race Control. A call was also made to Race Control to organise immediately upon arrival at Gladstone, Geoff to be taken to hospital to be medically

checked out. At about 0930, it was decided to formally re-enter the race be it with the hoisting of a reefed main to nurse our one and only remaining rudder. Speed picked up and with more uniform seas and some steady steering ChillPill again was off and running achieving average speeds of 15kts peaking at about 22kts.

This was the mode for the remainder of the course to S2 and the run to the finish with even more sedate sea state in the entrance to Gladstone harbour enabled the decision to hoist full mainsail and sail controlled to the finish, still nursing our one and only rudder.

At just after 3pm Chill Pill crossed the finish line and we were greeted by MYCQ officials and friends to get Geoff off to hospital for a check-up. For the remainder of the crew, the task was to re organise and clean up after what was an eventful experience.

Congratulations to the crew for their excellent seamanship in the recovery in difficult conditions and in time, learnings from this experience are to be shared for the greater benefit of our sailing fraternity.



Photo: Sonya Dewar

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Brisbane to Gladstone on No Problem

By Ray Hobbs

Firstly a pleasant delivery with eight days cruising and with five days stuck behind Fraser Island. Exploring and wine and nibbles wasn't too tough.

Into Sandgate and spent a leisurely few days getting organized and prepared. The weather predictions started to confirm we should prepare for speed and not too much emphasis on provisioning was needed.

The race started well and a few boats behind by the first mark is always good. A controlled exit of the bay with a run out tide and with plenty of mono-hulls being passed. We had a good tussle with Storm Bay who became our target to beat.

Around Caloundra and with an ideal screecher run angle we passed plenty more boats including Storm Bay. As night came along, all was going well. At day break we squared up to the Breaksea Spit mark. We were a bit slack in the last hour of dark to not get the spinnaker up but fixed this at day break for the square run to Lady Elliott Island. We gybed five miles short of Lady Elliot Island to pass it nicely and continue at same angle all the way to S2. We continued with a couple reefs in the main but under



spinnaker.

Unfortunately we missed the incoming tide but only got the last hour of out going tide. We shook out the reefs, and with 1/2 dozen perfect gybes up the harbour we finished just before 4 pm.

It was a perfect time for a party, which the crew moved into well while we awaited for the other Gladstone boats to finish. We were up early the Sunday morning and our local club hosted the presentation, where we picked up a second in PHS. After the presentations we continued with the Sunday party at our local club. A few of us moved into volunteer mode for the Sunday party that proved successful for the club. On Monday we cleaned up and washed down the boat. It was pleasing there were no repairs required and it was all over and dusted until next year.

We feel for all you waiting to do home deliveries.



Big Bird is a Grainger 9.2-meter trimaran

By Guy Badgery

She was brought up to speck by Stephen Barton in Pittwater and purchased by me in 2015 then motor sailed to Brisbane into the north easterly winds of late winter which gave me confidence in the strength of the boat. Since then many Moreton Bay races and the Surf to City resulted in rigging adjustments and rudder strengthening. The boat was now ready for my long ambition to sail the B2G.

Early Saturday morning about 2 miles east of the Breaksea Spit Cyclone Isis had squeezed the isobars to create the 3-meter easterly swell and the 2-meter SE wind wave. Uncomfortable as this was, apprehension was briefly increased with the rapid onset of a 38-40 knot wind, force 8. A rapid 4th reef was put into the main however this increase in wind strength only lasted about 15 minutes then settled down again to the 20 to 25 which had been blowing all night leaving us wet and tired.

After rounding Breaksea Spit and closing on the north cardinal, the heading was almost dead downwind with a steep following sea which on a few occasions washed heavily into our open cockpit. My inattention to the helm resulted in a couple of nasty gybes and the mast rotation lever at the base of the mast snapped. The mast started to rotate from side to side alarmingly and so the main was taken down to protect the rigging and to give

us some respite from the morning's events. To preserve our energy, a stricter one hour off and two hours on was initiated to properly manage the boat.

With only the jib up we were still moving at 7 knots but it was disappointing to see most of the mono fleet we had gathered in during the night, pass us as we sailed into Saturday night. The rest of the multihull fleet was well ahead or finished. There was no time to dwell on our lack of sleep as the moon was now obliterated by low stratus cloud and driving rain from abaft. A small Ritchie compass made matters worse as it was difficult to see. It became the lookout's job to wipe the glass of the compass, so the helm could make out the heading. The heading was kept by developing a system of pushing or pulling the helm to keep the lubber line toward the heading. Surprisingly this kept us close enough to track on the i-Sailor navigation programme. Attempting to keep a running plot on the chart was almost impossible as the rain and spray had long since soaked the chart even with the hatch cover closed.

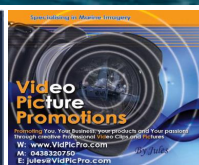
Just as we were to enter the Gladstone channel VTS Gladstone warned of a ship powering up from the Roadstead and sure enough the dark shape of the freighter loomed large as she pushed passed our starboard at close quarters in the rain and gloom. Now, well into the channel with the



Photo Julie VidPicPro.com



C.H. ROBINSON



tide running strong steerage was becoming impossible to make the starboard marks, so an immediate effort was made to get the main back up again. lashings were slashed with a knife and the main halyard attached. Up she went, and steerage and momentum were restored and the mast in these calmer conditions behaved itself.

Our crew of Edward, Scott, William and I were immensely proud to finish even though we got the new Bundy wooden spoon.



Photos Sonya Dewar



C.H. ROBINSON



MEMBERSHIP APPLICATION FORM



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

MEMBERSHIP INVOICE 2018 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

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

With direct deposit please use your surname and initial

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CITY MEMBER:	\$143.00
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STUDENT MEMBER: Requires copy of Student's card	\$71.50
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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?	_____
Sub total:	\$_____
YQ:	
Silver Card Adult Racing Sailor	\$77.00*
Youth Racing Sailor	\$41.00*
*Non Racing members do not have to pay YQ fees (You only need to pay your AS 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)	
Sub Total	_____
Total	_____
NAME:	Date of Birth:
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

Brisbane to Gladstone on Fantasia

By Andrew Stransky

Firstly I would like to congratulate all the boats that completed the course this year, it's a credit to your preparation and skill and you did the mutlis proud. For those like us who were forced to retire, its a huge effort just to make the start line and we all come away with some priceless lessons. To the crew on *Chillpill*, what a triumph you achieved in getting Geoff back aboard!

For our race with crew Andrew Stransky, Mara Stransky, Phil Atkinson, Joey Pearce and Don Bartley we felt pretty organised heading out to the start and enjoyed the pre-start atmosphere around the pier. After making a nice job of the windward leeward start it was an exciting reach with a modest rain squall to deal with. Up to the M8 into a slightly fresher breeze *Fantasia* was pointing high and going fast and we were enjoying our close tussle with *Chillpill*.

Heading off down the bay it was beautiful to crack out the old faithful UK Saxby kite, sewn up perfectly after last years blow out. We felt happy with our gybes and while duelling with *Kerumba* down the run we felt chuffed to pull off a sweet gybe while they



fluffed theirs up. Shortly after this we should have thought ahead a bit and had our kite down a touch earlier and stowed away before we went tight on the breeze out to the Fairway buoy. Charging into the steep head-seas, Mara and Joey could only hope to lie on the strewn sock, hosed with spray until we rounded the fairway buoy and could stow it away.

Powering off on the drag race to Indian Head we were quite content to settle in under plain



sail, two sail reaching, making good speed and the boat very comfortable. We felt for Gary and the crew on *Boss*, forced to retire, knowing how much work goes into simply getting to the start line. Shortly after sunset the breeze had piped up a bit and we tucked in our 1st reef and with a nice meal in our bellies were feeling very pleased with ourselves. Charging up past Double Island Point *Fantasia* was loving the conditions. Sitting at the windward tiller the long deck stretched out to the bow in the moonlight pitching barely a few degrees as it rode over the decent sea. Admittedly I was ruing the fact I had left my wet weather pants back at the shed as trickles of water occasionally ran down the deck and got my butt wet!

I managed a nice rest in the wheelhouse cabin, even though sleep eluded me as I pondered blasting my 'house' into the tail end of cyclone Iris. Back on the helm again a strange lee helm had crept into our steering but we figured it was to do with the wave configuration. At 9pm with Indian Head in

our sights and a stellar run to Gladstone in our dreams we prepared to tuck in a 2nd reef, happy to take it easy and round Breaksea Spit cautiously then open up *Fantasia* downwind in bigger seas, her best point of sailing. Phil then spotted the leeward rudder flopping five degrees either side of vertical. At this point it was game over for us and we dropped the main and ran off while I managed to pull the foil out and stow it behind the cockpit table.

Not wanting to risk damaging the other rudder and then finding ourselves rudderless with Breaksea Spit to our lee shore we continued on under the jib alone and rounded the Spit to sail back into Harvey Bay. We felt quite sad to be missing the party in Gladstone, but as a consolation managed to sail back to Moreton Bay by Monday afternoon in a lovely spell of fine easterly weather and sparkling sunshine.

Fantasia's rudder cases are moulded off the foils then thick bands of uni-directional e-glass are wound around the case to bind on



Photo Sonya Dewar



C.H. ROBINSON



UHMWPE bearings. My design fault had been a shortage of glass bracing to hold these bands in place. Back at the windblown Airlie Race-week 2014, this same case had failed and I had repaired it hastily overnight at John Cadwallader's house. In hindsight I should have given both cases a proper going over well before this, but I feel quite excited to be doing the job now, learning a good lesson and making *Fantasia* a better boat for B2G 2019.

It was certainly a good year to reflect on sea safety after the tragic loss of John Fisher in the Volvo Ocean Race and the Cruiseys swim off Breaksea Spit. One thing I plan to improve aboard *Fantasia* are the beastly 'legal' tethers the AYF brought in with the 3 clunky, heavy snap shackles. Our old tethers were way more comfortable and practical, while these heavy things deter them from being used. The lack of communication from Double Island point onwards (apart from the sat-phones) could perhaps be addressed with a sked being conducted by the race boats themselves? Secrecy of positions aside it would encourage a good seamanlike connection between the boats and various boats could help to relay?

Most importantly we'd like to thank all those wonderful members of the MYCQ who make Australia's premier multihull ocean race a

reality each year. Somehow they seem to make it a better event each year. Lastly I'd like to thank Joel Berg of Allyacht Spars for helping us sort our rig and making the race a reality for us.



Photos Sonya Dewar

C.H Robinson Brisbane to Gladstone Presentation

Photos Sonya Dewar



Plan B—OMR and PHS Winners



AYS Indian Chief—Line Honours, 3rd OMR and 3rd PHS



Most Valuable Crew - Chillpill Crew for MOB recovery



Chillpill - 2nd OMR



No Problem - 2nd PHS



Jim Fern - Best ETA



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MENS POLO SHORT SLEEVE

CM	S	M	L	XL	2XL
SHIRT LENGTH	72	74	76	78	80
SHOULDER WIDTH	48	49.5	51	52.5	54
CHEST MEASUREMENT	52	55	58	61	64
SLEEVE LENGTH	23	23.5	24	24.5	25

LADIES POLO SHORT SLEEVE

CM	12	14
SHIRT LENGTH	66	68
SHOULDER WIDTH	41.5	43
CHEST MEASUREMENT	51.5	54
SLEEVE LENGTH	17.5	18

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MONTHLY MEETING

FIRST THURSDAY OF EACH MONTH at 7:30 PM

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