

June 2019

MYCQ

Multinews

55th Brisbane to Gladstone Special Edition

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

2019 Brisbane to Gladstone Race Line Honours Winner and new Race Record holder MOD Beau Geste. Photo Jules VidPicPro.com



**GENERAL
MEETING**

**At the club house, Northern Arm of Manly
Harbour (Trafalgar St)
7:30PM Thursday 6th June**

Quality Pre-owned Multihulls FOR SALE



2012 Simonis 60 - "5th Child"
\$1,450,000 AUD Lying: Gold Coast, QLD



2016 FP Lucia 40 - "Anemoui"
375,000 EUR Lying: Phuket, Thailand



2014 Lagoon 450
\$599,000 USD Lying: Singapore



ITAC 54 Power - Demonstrator
\$1,190,000 USD Lying: Phuket, Thailand



2009 Spirited 380 - "Ara Leonis"
\$339,990 AUD Lying: Mooloolaba, QLD



2000 Grainger Custom 50 - "Wet Bar"
\$729,000 AUD Lying: Mackay, QLD



2005 Leopard 47 - "Atlas"
\$299,000 USD Lying: Phuket, Thailand



2000 Crowther Explorer 40 "Auspicious"
\$250,000 AUD Lying: Darwin, NT



2004 Lagoon 380 - "L'île du Papillon"
185,000 EUR Lying: Tahiti



2004 FP Bahia 46 - "Aroa"
229,000 EUR Lying: Tahiti



2010 FP Orana 44 - "Sanganeb II"
299,000 EUR Lying: Indonesia



2005 Lagoon 410 S2 - "Manatao"
175,000 EUR Lying: Tahiti



2006 FP Lavezzi 40 - "Toucanoes"
\$345,000 AUD Lying: Gold Coast, QLD



2011 Nautech 442 - "Quoi de Neuf"
300,000 EUR Lying: Tahiti



2010 Peter Snell Sarah 12m - "Oasis"
\$239,000 AUD Lying: Gold Coast, QLD



1998 Lagoon 47 - "The Classic"
\$347,000 AUD Lying: Mooloolaba, QLD

CONTACT US

HEAD OFFICE - MOOLOOLABA
33 - 45 Parkyn Parade
Mooloolaba, QLD, 4557
Tollfree: 1300 855 338
Ph: +61 (0)7 5452 5164
info@multihullsolutions.com.au

GOLD COAST
The Boat Works
Building J, Office 1A
1 The Boat Works Drive
Coomera, QLD, 4209
Ph: +61 (0)7 5665 9148
info@multihullsolutions.com.au



www.multihullsolutions.com.au

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Monthly Events

1 Jun	Winter Series Passage Race
8-9 Jun	Cruise to One Mile—Dinner at Little Ships Club
15 Jun	Winter Series Passage Race
22 Jun	Winter Series Short Courses
23 Jun	SAGS

Commodore's Comment

By Bruce Wieland



MYCQ members and supporters can be proud of our premier event, the 2019 Multihull Brisbane to Gladstone Yacht Race.

We do enjoy a great spirit within our club, as shown once again by the readiness of so many people who volunteered to assist with the organization and running of the race this year. The success of this years' race was underpinned by the high standard of the yachts entered. Once in a decade high profile entries by yachts such as Beau Geste certainly makes promotion and publicity easier, however the ongoing support year after year by people such as Sydney based Darren Drew is much appreciated.

Since the Multihull Start returned to the Shorncliffe Pier in 2016, the profile of our race, if not the entry numbers, has certainly grown. Lyn and I have worked hard on establishing relationships with organizations such as the Bluewater Festival, Gladstone Mayor Matt Burnett, Australian Sailing and our sister Yacht Clubs, SES, VMR, the Weather Bureau and MSQ. These relationships should never be taken for granted.

I cannot speak highly enough of Chris Dewar, who has done more than anyone to raise the profile of MYCQ and the B2G. Chris does an outstanding job, month after month, producing the Multinews, which is the best club newsletter in Australia.

This issue of MN is filled with reports from the race, with lots of photos and videos. This has been a special year. Enjoy!

OUR CLUB HAS A STRONG FUTURE GET ONBOARD!

Website: www.mycq.org.au



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



<https://www.facebook.com/TheMYCQ>



<https://twitter.com/TheMYCQ>

From the Editor

By Chris Dewar

This edition of the Multinews is dedicated to the most important multihull race of the year, the Brisbane to Gladstone Race. We have Race Reports from all the fastest and the most interesting yachts (well all that would provide a race report). Thankyou to everyone that contributed. Also thanks to the Gladstone Mayor, Matt Burnett. I don't think there is a mayor that works harder. Also thanks to Commodore Marina Hobbs for her hospitality at PCYC.

What a race to be involved in, with the race record being broken by MOD Beau Geste and an amazing performance by Rushour. Rushour made a claim in their race report that they believed they set a race record on OMR corrected time. This prompted me to do a check and although I cannot be 100% sure, as I have not been able to find every year's race results, it is the fastest time we have on record. You may not believe it but, last year Plan B had the fastest corrected time with 20h 18m and 29s. Previously the fastest corrected time was 20h 47m set by XL2 in 1993.

From a Social Media perspective we now have over 1000 followers on Facebook with our posts being viewed by between 2000 to over 10,000 people. From the 5 April to 2 May we got another 156 followers and we reached 34,287 people. This would be a sponsors dream, so hopefully some companies out there reading this will want to be involved next year. The club also publishes this magazine every month so you can also advertise here. Please contact the club Commodore at commodore@mycq.org.au if you want to be involved and help the club and its group of volunteers continue into the future.

ENJOY!!!



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Office Holders for 2019

Management Committee		Phone	Mobile	Email
Commodore	Bruce Wieland	07 3395 4727	0438 176 704	commodore@mycq.org.au
Vice Commodore	Vacant			
Rear Commodore	Alasdair Noble		0409 490 595	grottieyachtie@hotmail.com
Club Secretary	Christopher Wren		0448 999 800	secretary@mycq.org.au
Assistant Secretary	Jenny Maouf	07 3371 6150	0412 753 888	dudryoung@bigpond.com
Treasurer	Geoff & Noelene Berg		0419 672 565	treasurer@mycq.org.au
MC Member	Chris Dewar	07 3821 4315	0411 403 928	multinews@mycq.org.au
MC Member	Anna Dhenin			as.dhenin@gmail.com
MC Member	Mike Hodges			m3hodges@gmail.com
Trailerables Rep.	Peter Hackett	07 3269 5943	0438 695 943	pha70516@bigpond.net.au
Cruise Captain	Ray Perry		0427 576 781	perrysr@tpg.com.au
Yachting Queensland Representatives	Bruce Wieland	07 3395 4727	0438 176 704	commodore@mycq.org.au
Sailing and Safety Committee				
Chair	Vacant			
Measurement Co-ord/OMR	Geoff Cruise	07 3396 8420	0409 986 421	geoffcruise@optusnet.com.au
Schedule Co-ordinator	Vacant			
Ratings Officer	Peter Hackett	07 3269 5943	0438 695 943	pha70516@bigpond.net.au
OMR Committee Chair	Alasdair Noble		0409 490 595	grottieyachtie@hotmail.com
Handicap/Results/Entrants Officer	Mike Hodges	07 3269 5943	0411 888 850	m3hodges@gmail.com
Safety Officers	Lyle Stanaway			
	Christopher Wren		0448 999 800	secretary@mycq.org.au
	Geoff Berg		0419 672 565	treasurer@mycq.org.au
	Bruce Wieland	07 3395 4727	0438 176 704	commodore@mycq.org.au
	Jim Fern	07 3396 6667	0418 188 768	jfern007@bigpond.com
55th Brisbane to Gladstone Committee				
Chair	Bruce Wieland	07 3395 4727	0438 176 704	commodore@mycq.org.au
B2G Committee	Christopher Wren		0448 999 800	secretary@mycq.org.au
	Mike Hodges			m3hodges@gmail.com
	Anna Dhenin			as.dhenin@gmail.com
	Sonya Dewar		0432 949 094	sonya@csdconsulting.com.au
	Lyn Wieland	07 3395 4727	0484 808 895	commodore@mycq.org.au
Library, Publications, Website, Trophies etc				
Social Secretary	Vacant			
Librarian/Archives	Lyn Wieland	07 3395 4727	0484 808 895	commodore@mycq.org.au
Multinews Editor	Chris Dewar	07 3821 4315	0411 403 928	multinews@mycq.org.au
Sponsorship/Publicity	Anna Dhenin			as.dhenin@gmail.com
Trophy Officer	Vacant			
Website Manager	Chris Dewar	07 3821 4315	0411 403 928	webadmin@mycq.org.au
Bar Manager	Jim Fern	07 3396 6667	0418 188 768	jfern007@bigpond.com
Area Representatives				
Airlie Beach	Shane Bayer		0415 640 146	Shanebeyer64@gmail.com
Bowen	Rick Clarke	07 4786 1812		
Hervey Bay	Darryl Dorsett	07 4125 2399	0408 198 132	dorsett_dary@hotmail.com.au
Mackay	Rod Cunningham		0419 776 090	chremp@bigpond.com
Townsville	Jim McGeachie		0411 037 986	
Cairns	Rob Sherwood		0417 081 996	alimbo.mtb920@gmail.com

2019 Club Calendar

All MYCQ designated races where MYCQ Series Points and Trophies are awarded to MYCQ members, including races jointly hosted with other clubs will attract a race entry fee of \$10 per yacht. (except B2G Race). Races appearing on this calendar which are hosted by another club, and are not part of a MYCQ Series, are designated "NO POINTS", do not require an additional entry or entry fee. These races are on the calendar for information only.

Race fees will be calculated and invoiced quarterly.

For MYCQ races, where Sailing Instructions are issued by MYCQ, skippers are requested to give notice to race via email 24 hours prior to race day to the Race Officer nominated on the Sailing Instructions for that race.

The following events require direct entry with the primary host club.

Surf to City	QCYC
Manly Combined Clubs	MBTBC
Fairway Challenge	BMMC
MBM Regatta	RQYS
B2G Multihull Yacht Race	MYCQ
Canaipa Cup	RQYS
The Big Lap	MBTBC
QCYC Winter Series	QCYC
SAGS	WMYC
Bribie Cup	QCYC
Brisbane to Keppel	RQYS
Brisbane to Hamilton Island	RQYS
Airlie Beach Race Week	ABYC
Hamilton Island Race Week	WYC
Magnetic Island Race Week	TYC

Ocean Series 5 races 5 to count (NB: B2G Race points x 2)

Summer Series 8 races 5 to count

Winter Series QCYC Winter Series plus MCC Races - total 13 races 5 to count

Spring Series 6 races 5 to count (NB: GBR Points x 2)

Cruise Series 11 events 5 to count (NB: B2G Cruise Rally pts x 3, Christmas Cruise pts x 2)

SAGS Series 10 races 5 to count (NB: trophy awarded for most SAGS entered during 2019)

Meteorological Information

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

for Sea Surface temperatures, eddies and ocean surface winds

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

for Warnings, Weather observations & Forecasts

If a severe weather event is likely, follow this checklist

<https://www.clubmarine.com.au/exploreboating/articles/0-0-Severe-Weather-Event-Preparation>

2019 Club Calendar

Ocean Series	Non-Scoring Event
Summer Series	Winter Series
Spring Series	
Cruise Event	SAGS
General Meeting	Special Event

Date	Day	Race #	Event	Club
June				
1-Jun	Sat	Winter 3	Passage Race	QCYC
6 Jun	Thu		General Meeting	MYCQ
8-9 Jun	Sat/Sun	Cruise 1	Cruise to One Mile—Dinner at Little Ships Club	MYCQ
15-Jun	Sat	Winter 4	Passage Race	QCYC
22-Jun	Sat	Winter 5&6	Short Courses	QCYC
22-23 Jun	Sat/Sun	Winter 6&7	MCC Race 7/8—The Big Lap (Dinner MBTBC)	MCC
23 Jun	Sun	SAGS 5	SAGS	WMYC/MYCQ
July				
4 Jul	Thu		General Meeting	MYCQ
7-Jul	Sun	Winter 8	Passage Race	QCYC
6-7 Jul	Sat/Sun	Cruise 7	Cruise to Canaipa—Dinner and Bon Fire	MYCQ
13-14 Jul	Sat/Sun	Winter 9&10	Passage Races	QCYC
20-Jul	Sat	Winter 11&12	Short Courses	QCYC
21 Jul	Sun	SAGS 6	SAGS	WMYC/MYCQ
August				
1 Aug	Thu		General Meeting	MYCQ
2 Aug	Fri		Brisbane to Keppel	RQYS
2 Aug	Fri		Brisbane to Hamilton Island	RQYS
4 Aug	Sun	Winter 13	MCC Race 8	MCC/MYCQ
4 Aug	Sun	SAGS 7	SAGS	WMYC/MYCQ
14 Aug	Wed	Cruise 8	Brisbane Show Day—WAGS	RQYS
8-15 Aug	Thu-Thu		Airlie Beach Race Week	ABYC
17-24 Aug	Sat-Sat		Hamilton Island Race Week	WYC
29Aug-2Sep	Thu-Wed		Magnetic Island Race Week	TYC
September				
5 Sep	Thu		General Meeting	MYCQ
7-8 Sep	Sat/Sun	Cruise 9	Cruise to the Brisbane River	MYCQ
TBA	Sat	Spring 1	Bribie Cup	QCYC/MYCQ
TBA	Sun	Spring 2	Coolaroo Trophy	MYCQ
29 Sep	Sun	SAGS 8	SAGS	WMYC/MYCQ
October				
3 Oct	Thu		General Meeting	MYCQ
5-6 Oct	Sat/Sun	SAGS 9	St Helena Cup (Cruise Division)	WMYC/MYCQ
5-6 Oct	Sat/Sun	Spring 3 & 4	St Helena Cup (Race Division)	WMYC/MYCQ
20 Oct	Sun	Spring 5	MCC Race 12	MCC
20 Oct	Sun	SAGS 10	SAGS	WMYC/MYCQ
November				
7 Nov	Thu		Annual General Meeting	MYCQ
9-10 Nov	Sat/Sun	Cruise 10 & 11	Mooloolaba Weekend	MYCQ/MYC
9-10 Nov	Sat/Sun	Ocean 4 & 5	Mooloolaba Weekend	MYCQ/MYC
16 Nov	Sat	Spring 6	Great Bay Race (Points x 2)	MYCQ
24 Nov	Sun		Navigator's Nightmare & Raft-up @ Green Is	MYCQ
December				
No Meeting in December				
7 Dec	Sat		Christmas Party and Presentation Night	MYCQ
27 Dec		Cruise 1-2020	Christmas Cruise (Points x 2)	MYCQ

Progressive Totals

Performance Rating - Summer Series

Place		R1	R2	R3	R4	R5	R6	TOTAL	Best 5
1	Kestrel	12	27	27	27	27	15	135	123
2	Esprit			36	36	20	36	128	128
3	AYS Indian Chief			27	36	20	15	98	98
4	Rushour			36	27	13	10	86	86
5	Agape	15		11	11	11	27	75	60
6	Attitude			20	15	36		71	71
7	Avalanche			13	13	13	10	49	49
8	New Horizons	36						36	36
8	Spook		36					36	36
10	Endorfin	27						27	27
11	Dirty Deeds	20						20	20
12	Tribute	13						13	13
13	Spear Head	11						11	11
14	Cut Snake	10						10	10

Offshore Multihull Rule - Summer Series

Place		R1	R2	R3	R4	R5	R6	TOTAL	Best 5
1	Kestrel	15	27	36	36	36	36	186	171
2	Rushour			27	36	13	10	86	86
3	Attitude			27	20	27		74	74
4	Avalanche			15	15	20	20	70	70
5	AYS Indian Chief			20	20	15	13	68	68
6	New Horizons	36						36	36
6	Spook		36					36	36
8	Endorfin	27						27	27
9	Cut Snake	20						20	20
10	Spear Head	13						13	13
11	Dirty Deeds	12						12	12



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MYCQ 2019 B2G Bluewater Festival

By Lyn Wieland

2019 was the fourth year Multihulls featured as part of the Bluewater Festival at Shorncliffe Pier thanks to Bill Gollan, President and his staff of the Sandgate and District Chamber of Commerce. A big thanks also to Festival Event Coordinator Bridget Grant of BE Events who was extremely supportive of MYCQ and made sure sailing was the opening feature for the day.

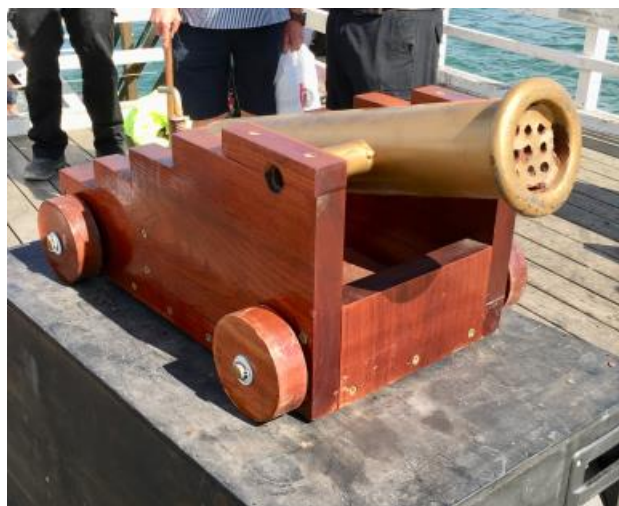
After four years of speculation about water activities with previous event managers, Matthew Johnson and Grant Willmot from Australian Sailing managed to recruit sufficient volunteers to make it happen. So at last in 2019 on water activities for kids showcased the Little Tacker "Learn to Sail" boats supporting the Humpybong Yacht Club and their very active program. Along with Dragon boats and stand up paddleboards, it looked spectacular and reports were about 35 families registered during the morning for further information about sailing.



Probably odd showers and windy weather was the biggest challenge for the day. Weather bureau front man Richard Wardle stopped by on his walk to report the adjusted forecast was now expected 20 knots South-easterly for the Race Start. Yes, a fast run to the Fisheries Beacon and return was expected.

While spectator numbers were down on 2018 Good Friday when the Commonwealth Games baton passed through Shorncliffe, people arrived and even doubtful weather did nothing to dampen the spirits of the large groups around picnic tables on the foreshore and along the cliffs above.

Last years 1st and 2nd B2G place winners, Skippers Geoff Berg and Jim Fern, arrived to help distribute our flyers. They were soon up to speed with regular helpers Sonya and Claire Dewar, Noeleen Berg, Libby Fern and Martin Fowler. It was interesting watching Geoff and Jim hold court with spectators around the Pier. With the aid of our Race Photo Board prepared by Alan and Phillipa Bolt, they gave a



wealth of first hand information to all who passed.

As the Town Cryer gave notice, the cannon fired time and the race fleet was away. Commodore Bruce and Chris Dewar were the tag team broadcasting race information and calling the start line action from the end of the pier, well done to both of you.

Thanks to the keen eye of our sailing crew, we were ahead of others in quickly moving for shelter when the BIG rainsquall carved a path through the festival about 20 minutes after the start. People held on with brute strength to pop up stalls and merchandise as devastation struck. In just 15 minutes everyone was a bedraggled mess, our heart went out to all, but it was time for us to up anchor and set sail on the highway to Gladstone.

Sadly, Bill Gollan has since reported the weather had a major effect on the remainder of the Bluewater festival with numbers well down on previous years. What a shame, I felt it was shaping to be the best year for everyone.

MYCQ and the Bluewater festival committee have established a working relationship over recent years and even with the suggestion for change of volunteers in both committees, I feel sure the relationship will continue into 2020.



Just Cruising

June Cruise

To MYCQ Cruisers

This month there is a Cruise to One-Mile and Dinner at the Little Ships Club

If you are interested in joining us give me a call...

Cruise captain Ray Perry * 0427 576 781 *



HAPPY BIRTHDAY!

MYCQ LIFE MEMBER BRIAN WILLEY WILL CELEBRATE HIS 90th BIRTHDAY ON THE 11th JUNE

Brian achieved enormous recognition for the seaworthiness of multihulls when he sailed his Crowther Kraken 40 trimaran Captain Bligh through cyclone Emily to win the tragic Brisbane to Gladstone Race of 1972.

Brian was a foundation member of the club, served as Commodore from 1972 to 1975, and was nominated for Life Membership in 1980.

Brian spoke enthusiastically at the "Old Salts Luncheon" in 2014 about the early history of the club.

Wishing you a VERY HAPPY 90TH BIRTHDAY from all of us!

Position Vacant (Social Secretary)

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

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

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

Talk to Bruce Wieland at the next meeting or call him on 0438 176 704

55th Brisbane to Gladstone Multihull Yacht Race 2019

The Race Office Report

By Bruce Wieland

PRELUDE

When news came in that the Hong Kong based MOD70 trimaran Beau Geste had arrived in Brisbane with the intention of entering the MYCQ 55th Brisbane to Gladstone Race, we knew that the race this year would be special. Prior to the 2017 B2G, I had contacted club member Allan Larkin, who was already a sponsor and supporter of the race through his company Aspect Property Group, with the proposal that his sponsorship be redirected towards providing a cash prize of \$2,000.00 each year, jackpotting if not won, for a new race record. This strategy was specifically introduced to attract the fastest multihulls to our iconic race, that is, multihulls capable of beating the record set in 2012 by Shaun Langman's Team Australia. Allan Larkin readily agreed to the change and rebadged the sponsorship under the newly formed **d+k** Active Sportswear banner. The jackpot for the 2019 race stood at \$6,000.00. As well as Beau Geste, several very fast multihulls such as Top Gun, Rushour, Rogntudjuuu, Boss Racing and Morticia were expected to enter.

ORGANISATION

Running an event like the B2G is quite a logistical exercise for a volunteer club, and I thank the many people who stepped in to

help, including several non-members. The task really began immediately after the 2018 race with Lyn Wieland collating and archiving documents. Secretary Chris Wren spent many hours during the following months rewriting and clarifying documents including the Notice of Race, Sailing Instructions, and Crisis Plan.

When club activities resumed in January, work began in earnest. A new B2G Committee was formed which included myself, Chris Wren, Anna Dhenin, Mike Hodges, Lyn Wieland and Sonya Dewar (and help from many others!). Outside organizations such as Australian Sailing, MSQ, BOM, Bluewater Festival, Gladstone Regional Council, YellowBrick Tracking, QCYC, Port Curtis YC, Humpybong YC, DPSS, Gladstone SES, VMR Gladstone, mainstream and Yachting Media, Sponsors / Corporate Partners, Trophy Suppliers, and Document Printers were contacted, AND there were several internal club emails exchanged! As Easter grew closer and entries came in, our team of Measurers, Safety Auditors, and Race Entry Form chasers clicked into gear.

RACE BRIEFING

The race briefing is always fun. (not the part where we are still chasing crew lists etc.) Anyone who is involved with this race,



Race Briefing—Photo Jules VidPicPro.com

whether competitor, official, or spectator, experiences pre-race anticipation. There will be earnest discussions regarding each yacht's level of preparation, the weather and which yacht may be favoured etc.

The formal briefing was detailed and well presented by Chris Wren, including explanations, clarifications, and appropriate cautions. The race weather forecast which was prepared by Dr Richard Wardle at the BOM Brisbane indicated favourable conditions for a fast race. The social part of the evening included a generous supper followed by the traditional Calcutta.

Beautifully prepared baskets of yachting goodies were presented to each yacht by regular sponsor REDLAND CITY MARINA.

RACE DAY

The weather forecast for the day was for regular rain squalls. Our team of volunteers arrived early at Shorncliffe in mostly sunny weather to set up the MYCQ stall which featured the large board containing photos and descriptions of the multihull entrants put together by Allan and Phillipa Bolt. MYCQ identifying bibs were worn by the team handing out brochures about the yachts to spectators at the Pier. The new MYCQ flag was hoisted on the flag pole at the Pier Head to signify that end of the start line. The start cannon and the PA system arrived along with the crowd of spectators. As well as the usual food and coffee vendors, entertainment at the Pier included the small fleet of Tacker sailing dinghies brought over from Humpybong YC which

gave kids on the beach a free sailing experience. Also available were two Dragon Boats offering rides for the public, and Standup Paddle Board lessons.

Start Boat Kestrel and the other Official Boats arrived and anchored on station. Thank you to Colandi, PurrFik, Tropical Cat, Freedom on the exclusion zone perimeter, and Lyle driving the DPSS RIB with photographers Jules (VidPic Pro) and Sonya Dewar. All set!

As the race yachts began arriving, so did the Official Party including the new Lord Mayor of Brisbane Cr Adrian Schrinner, the State Member for Sandgate Minister Sterling Hinchliffe, and Deagon Ward Cr Jared Cassidy.

Commentary began with a welcome by Bluewater Festival Chairman Bill Golan, who then handed the microphone to the Lord Mayor for a brief welcome on behalf of Brisbane. It was then over to the MYCQ commentary team of Chris Dewar and me. Chris tried to describe the mono start nearly 4 miles away and which we could barely see in the misty gloom. The cannon was fired at 11:00am for the mono start just for effect.

THE START

The multis began to gather at the prestart area allowing us and the spectators, both on the Pier and lining the cliffs, to view them up close. MYCQ official starter Richard counted down each of the four start sequence signals on the radio, allowing us



to co-ordinate the four cannon signals, each fired by one of the dignitaries, the final start signal by the Lord Mayor. The start was won by Cosmo. Beau Geste started conservatively but quickly sailed to the front. On the return to the start gate, the surprise performer was Morticia, very close behind Beau Geste. The fleet very quickly disappeared towards the Redcliffe turning mark. (see the video links elsewhere in this edition)

THE SQUALL

As the yachts disappeared towards the east, a 40+knot rain squall enveloped first them and then the Pier. Chris, Claire and I sheltered at the rotunda mid-way along the Pier, but there was carnage for the stall holders on the shore, with popup shelters along with their merchandise ending up in the bay. Out on the water, Sonya, Jules and Lyle on the DPSS Rib copped a drenching, and Big Bird, which was unable to reef their main effectively due to a broken cheek block, retired from the race. The crew of Beau Geste reported that the boat briefly hit 40 knots with just a double reefed main during the squall!

GLADSTONE RACE OFFICE

As soon as the squall passed, the Ferns, the Dewars and the Wielands packed up and began the long drive to Gladstone, arriving by 8:30pm. While we were in transit the YellowBrick Trackers were monitored by the Brisbane based team including Richard Jenkins, Chris Wren, Geoff Berg, and Lyle

Stanaway. Also while in transit to Gladstone I contacted Becky Maloney on Rushour to arrange a VHF Radio Sked with Morticia whose tracker was not working. Rushour and Top Gun both reported that Morticia was in sight until darkness fell. Once the Gladstone Race Office was setup that night, Jim Fern, Chris Dewar and I became part of the monitoring team. In reality, there probably many others glued to their computer screens watching progress of both fleets.

Once our computers were setup, I drove around to the finish line staffed by the Gladstone SES, and VMR Gladstone to make contact. Both were aware of the likely fast finish by Beau Geste and Black Jack.

Our team was determined to meet every finishing multihull and so we did. I was at the finish line to watch Beau Gests finish, and Chris Dewar was on the VMR boat to film it. Both Chris and I quickly transferred to join the rest of the team on Auckland Creek Wharf to welcome Beau Geste. Her official finish time was 02:56:52, reducing the Race Record by almost one hour. There was much jubilation! We presented the newly commissioned "MYCQ Line Honours" flag to Beau Geste to fly from the forestay. (see photos)

Rushour pressed hard to be the second yacht to finish, followed by Top Gun, Morticia, Cosmo, No Problem, Storm Bay, Avalanche and Fruition. Big Bird and Boss Racing retired and didn't make it to



Big Bird during the squall—Photo Jules VidPicPro.com

Gladstone. (see results)

PRESENTATIONS

There were two multihull presentations in Gladstone. Mayor Matt Burnett arranged a special presentation on Saturday evening, on centre stage in the new B2G Village, in recognition of the newly set B2G Race Record featuring the crew of Beau Geste. I had the honour of introducing the crew of Beau Geste, with Matt Burnett presenting the MYCQ Line Honours Trophy, the cheque for \$6,000 sponsored by **d+k** Active Sportswear, and B2G Medallions from the people of Gladstone.

The main MYCQ presentation was held at the Port Curtis Yacht Club on Sunday afternoon. While there has been lots of interest in the Race Record, the **real winner** of the 2019 Multihull B2G is **Rushour!** Congratulations go to Drew Carruthers and the crew of Rushour for winning on both OMR and PCF. Congratulations also to Becky Maloney for winning the coveted Ian Longland Memorial Trophy for Most Valuable Crew Member. This trophy has a long history. Nominations are entered by the skipper of each yacht, then judged by the Race Committee.

MEDIA

The media coverage of the Multihull Race this year was the best for many years. I can remember when the TV channels filmed

the starts using helicopters. To my knowledge, only the Sydney to Hobart enjoys that privilege in Australia now.

Chris and Sonya Dewar, with some help from daughter Claire, did an outstanding job with pre-race media releases. They also took some outstanding photos at the start and in Gladstone. The Facebook postings were prolific, and post race interviews were arranged with the Gladstone TV Channels. Well done!

Unfortunately, the much anticipated Live Streaming of the Multihull Start for 2018 and again in 2019 was very poor. I do not believe that the Media Company hired by Gladstone Mayor Matt Burnett gave value for money.

SUMMARY

This was an exciting year. The quality of the fleet was outstanding, and the times were fast. Neither the yacht crews nor the Race Office team had much sleep over the weekend. This Special B2G edition of Multinews contains lots of reports, stories and photos.

Thank you once again to everyone who played their part, whether on the water or ashore. The B2G is a great race. For 55 years, a very long list of volunteers has built this race to iconic status. This 2019 race was special! WELL DONE EVERYONE!



MYCQ Line Honours flag flying on Beau Geste's forestay



David (Morticia 9.2m) and Goliath (MOD Beau Geste 21.2m) after the start



Some tents at the Bluewater Festival did not survive the squall

Brisbane to Gladstone Results



Brisbane to Gladstone 2019 Results

Start Time: **19/04/19 11:30:00**

Boat	OMR	PRF	Finish time	Elapsed		OMR		Performance Rating	
				Time	Place	OMR Corr	Place	Corr time	Place
Beau Geste	1.378	1.8000	20/04/19 02:56:52	15:26:52	1	21:17:13	2	27:48:22	8
Rushour	0.916	0.9800	20/04/19 08:11:28	20:41:28	2	18:57:11	1	20:16:38	1
Top Gun	0.997	1.0000	20/04/19 09:20:55	21:50:55	3	21:46:59	3	21:50:55	2
Morticia	0.944	1.1000	20/04/19 11:31:22	24:01:22	4	22:40:39	4	26:25:30	6
Cosmo	0.849	0.9000	20/04/19 16:16:36	28:46:36	5	24:25:53	6	25:53:56	5
No Problem	0.760	0.7600	20/04/19 18:17:06	30:47:06	6	23:23:48	5	23:23:48	3
Storm Bay	0.815	0.8200	20/04/19 18:36:07	31:06:07	7	25:20:53	7	25:30:13	4
Avalanche	0.796	0.8400	20/04/19 21:14:41	33:44:41	8	26:51:39	8	28:20:44	9
Fruition		0.7800	20/04/19 21:24:51	33:54:51	9			26:27:11	7
Big Bird	0.818	0.7400	DNF		DNF		DNF		DNF
Boss Racing	1.016	1.0000	DNF		DNF		DNF		DNF



55th Brisbane to Gladstone Multihull Yacht Race

Boat Name: MOD Beau Geste

Design: MOD 70

Owner/Skipper: Karl Kwok

Length/Beam: 21.2m / 16.8m

Position (time): 1 (15:26:52) New Race Record

OMR: 2 (21:17:13)

PRF: 8 (27:48:22)

Comments: *Beau Geste* led from the 1st mark until the finish. They passed the first monohull *Black Jack* at Double Island Point mid afternoon. They arrived in Gladstone at 02:56 Saturday setting a new race record and beating the previous record by over an hour.



Boat Name: Rushour

Design/Club: DC50 / MYCQ

Owner/Skipper: Drew Carruthers

Length/Beam: 15.4m / 7.56m

Position (time): 2 (20:41:28)

OMR: 1 (18:57:11) Winner

PRF: 1 (20:16:38) Winner

Comments: *Rushour* crossed the start line second but with more pace which provided them with the best start. They finished with a very impressive time that in most other years would have given them the clean sweep. Becky Moloney was also recognised as the most valuable crew member.



Boat Name: Top Gun

Design/Club: Crowther C50 / RMYC & MYCQ

Owner/Skipper: Darren Drew / Lee Randall

Length/Beam: 15m / 9m

Position (time): 3 (21:50:55)

OMR: 3 (21:46:59)

PRF: 2 (21:50:55)

Comments: For this race Darren entrusted *Top Gun* to Lee and his crew and they did not let him down. *Top Gun* exited Moreton Bay just behind *Beau Geste* and leading on OMR and PHS. She led *Rushour* and *Morticia* most of Friday until *Rushour* passed her just before Indian Head around 2100 Friday night.



55th Brisbane to Gladstone Multihull Yacht Race

Boat Name: Morticia

Design: Seacart 30 / RMYC

Owner/Skipper: Shaun Carroll

Length/Beam: 9.2m / 6.9m

Position (time): 4 (24:01:22)

OMR: 4 (22:40:39)

PRF: 6 (26:25:30)

Comments: Unfortunately Morticia's Yellowbrick Tracker was not working and we do not have a race report from her, but she was visible to Rushour and then Top Gun throughout Friday night. They were also tracked via AIS. Beau Geste said they were surprised by her speed at the start.



Boat Name: Cosmo

Design/Club: Stealth / MYCQ

Owner/Skipper: Peter Wilcox

Length/Beam: 12.1m / 6.7m

Position (time): 5 (28:46:36)

OMR: 6 (24:25:53)

PRF: 5 (25:53:56)

Comments: Cosmo won the start but suffered rudder damage about 1nm from the start. After a quick repair, which allowed a few yachts to pass, they continued and it didn't seem to hinder her performance. Alan Carwardine, the designer and builder must have been happy with her performance. I will be chasing a Multinews article from him in the coming months.



Boat Name: No Problem

Design/Club: Schionning Waterline / PCSC

Owner/Skipper: Ray Hobbs

Length/Beam: 11.6m / 6.5m

Position (time): 6 (30:47:06)

OMR: 5 (23:23:48)

PRF: 3 (23:23:48)

Comments: No Problem had a tight tussle with Storm Bay, but managed to finish on top crossing the line just 15 minutes ahead. No Problem is a regular winner on PHS and this year managed a 3rd place.



55th Brisbane to Gladstone Multihull Yacht Race

Boat Name: Storm Bay

Design/Club: Chamberlin Cruising 14 / MYCQ
Owner/Skipper: Marc Gerard
Length/Beam: 14m / 7.4m
Position (time): 7 (31:06:07)
OMR: 7 (25:20:53)
PRF: 4 (25:30:13)

Comments: Storm Bay & No Problem exchanged positions through-out the race. Storm Bay exited the Bay ahead but No Problem passed them as they turned to follow the Bribie Coast. Storm Bay passed them half way up the Fraser coast. Rounding Lady Elliot Is they swapped positions & it was close all the way to the finish line.



Boat Name: Avalanche

Design/Club: Lidgard 52
Owner/Skipper: Craig Molloy
Length/Beam: 15m / 8m
Position (time): 8 (33:44:41)
OMR: 8 (26:51:39)
PRF: 9 (28:20:44)

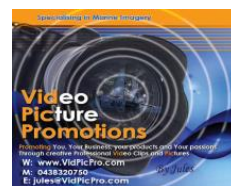
Comments: Avalanche suffered a breakage and an injury early in the race but they decided to continue. She was in close contact with Storm Bay and No Problem up the Fraser Coast but after blowing a spinnaker, she battled it out with Fruition and managed to cross the line 10 minutes ahead of them.



Boat Name: Fruition

Design/Club: Lance 14/RQYS
Owner/Skipper: Andrew Bruce
Length/Beam: 14m / 8m
Position (time): 9 (33:54:51)
PRF: 7 (26:27:11)

Comments: This was Fruition's first ocean race and their aim was to have fun, be safe and go fast. They ripped a spinnaker and screecher but still managed to finish in a reasonable time, just 10 minutes behind Avalanche. They will be back next year and would like more cruisers racing to make the occasion more interesting.



55th Brisbane to Gladstone Multihull Yacht Race

Boat Name: Boss Racing

Design: Saxby Special / MYCQ

Owner/Skipper: Gary Saxby

Length/Beam: 11.5m / 7.2m

Position (time): DNF

Comments: Boss Racing exited the Bay in 5th place just behind Rushour. This maintained this position up the coast until they got to the top of Fraser where they turned and headed to Urangan with rudder damage.



Boat Name: Big Bird

Design/Club: Grainger

Owner/Skipper: Guy Badgery

Length/Beam: 9.2m /

Position (time): DNF

Comments: Big Bird was late to the start after having a headsail issue. They then had a breakage of a block which prevented them from reefing the main. They were then caught in a squall with the full main. With the weather forecast and the damage inhibiting their ability to reef the main, they decided to withdraw from the race.



MOD Beau Geste Race Report

By Gavin Brady

After a year racing the MOD 70 in Asia, it was time to set a new course to Australia for some fresh adventures. One criteria we had set was to sail the MOD in warm waters.

Brisbane to Gladstone was an easy decision for us because of the history of the race for multihulls.

BG had covered 12000 miles in the first two years so it was time for a full break down, check all systems and fresh paint. Brisbane hospitality was great. We found it a very accommodating location for a refit. In 2018 we improved the boat's VMG running and upwind so these changes, we hoped, would be helpful during the race.

Our focus was breaking the record. This can be a frustrating game with the weather playing such a big factor in the result. We were in luck with the forecast and we felt by applying some good old fashion seamanship and protecting the assets getting out of Brisbane, 2019 would be our year.

We decided to be very conservative at the start with two reefs in the main and the

J2. It made for some close racing with the other boats and the spectators got to see a great start and battle around the first two marks.

Getting out of Brisbane was harder than we thought. Large changes of course with a small team meant we had to pick the sail changes carefully. The risk was burning out the crew in the first three hours. Our conservative approach made us wonder if we left a bit on the table (which is never easy to do as a racer and attempting a record break) but it was the smart thing to do while getting to open water and then letting the boat off the leash.

By 4pm we had run down Black Jack 100. With many good friends on Black Jack we sail passed each other only 100 meters apart. It would have been a great shot from the air as Black Jack was sailing at speeds over 25 knots and we were hitting 34. It was very special to see both boats sailing at full speed in those conditions.

Just after dark we got the gennaker set (and the fire hose of water was turned off!) and

MOD Beau Geste at the start—Photo Sonya Dewar





we were able to enjoy the conditions and the boat a bit more.

The highest speeds for us came in the last 40 miles as we zeroed in on Gladstone. Its never that comfortable sailing at 110 TWA in 27 knots of wind but with two reefs and the J2 the boat was performing very well. During that time we had to adjust the traveller two or three times. The boat was on rails and hitting its max speed up in the high 30's. We had last raced the boat in October in the Hong Kong to Sanya Race. It takes a bit of time to get comfortable at these speeds - maybe sailing in the dark helps !!!



Karl Kwok at the Helm 10/04/2019

Ducking and diving around all the marks coming into Gladstone had the crew on high alert again but this time we had the gennaker flying as comfort levels were back again after time on the boat. We had wind all the way to the finish and this helped us claim the new race record which we are very proud of. We could not speak highly enough of the MYCQ, the people in Gladstone, and the event management. We look forward to seeing many of the teams again in August.



Beau Geste Passing Black Jack



Gavin with Matt Humphries, our navigator.

d+k

***d+k sportswear provided \$6,000
as prize money for breaking the race record.***

Seventh Time Lucky

Rushour 2019 Brisbane to Gladstone Multihull Yacht Race report

By Becky Moloney

After 7 tilts at the Brisbane to Gladstone Multihull Yacht Race, 2019 was finally the year it came together for Rushour, taking out First Place OMR, First Place PHF, Most Valuable Crew and about \$200 worth of Calcutta prizes! We believe the elapsed time of 20:40.11 was also the fastest time for a 50' catamaran in the history of the race, and the corrected time of 18:57.11 may be an OMR record. To say we were chuffed is an understatement.

We always encourage suitable multihulls to enter this race, having seen everything from comfortable cruisers to stripped out racing trimarans win the OMR, we tried four times when Rushour was a 40' catamaran and this was our third attempt in the current 50' boat (the first time she actually finished!).

We prepared well, doing the Surf to City in February, the Fairway Challenge in March, the RQYS Multihull regatta in April and taking the boat for a final practice run the day before the race, where we broke the

spinnaker tack constrictor clutch, which left Becky scrambling at 4.30pm to find a replacement. Big thank you to David Lambourne Yacht Rigging for having one on hand when the other four riggers and chandleries we called didn't.

The preparation flushed out the gear glitches and helped our crew briefly set aside their work and family commitments to focus on the important matter of offshore racing.

The tight-knit crew of Drew Carruthers (skipper), Becky Moloney (navigator), Dave Richardson (bow), Craig Roberts (trim and tactics) and Mark Matthews (helm and tactics) had contested many B2Gs on Rushour, and were joined by Bruce Dickson, who did a great job on trim and helm, while fitting into the established team and working out the various personalities.

We hit the start a couple of seconds late, but at speed, and rolled straight over

Cosmo and Rushour
Photo Jules from VidPicPro.com





Cosmo who were not quite up to speed.

We reached the top mark just behind Beau Geste and let Morticia in underneath us to avoid any "Class of the Tennis Courts" and mark-rounding chaos.

We had the sheets run the wrong way around the screecher and weren't going anywhere, at which point the skipper started cursing and the navigator reminded us all that we'd had a good start and intended to finish the race the way we began it! We were never too concerned about our inshore performance because we knew our strength was in the ocean, with this boat and crew. We eventually got going and went back past the start boat with



Cosmo, Top Gun, Morticia and Beau Geste in front of us.

We chose our masthead screecher for the run to Redcliffe, which was the right sail and allowed us to pass Cosmo, Top Gun and Morticia, sitting at a constant 22 knots on this leg. We rounded the multihull turning mark a couple of hundred metres behind Beau Geste.

The run to M8 was easy, a direct slightly cracked beat. Beau Geste pulled away on this leg and Top Gun passed us going lower and faster. All the way to the Fairway Beacon we had a duel with Morticia, while Top Gun pulled away in the 10-15 knot running conditions, where they were faster and running deeper. We cleared the Fairway Beacon fourth behind Beau Geste, Top Gun and Morticia.

When we eventually got the boat going out in the ocean, we soon passed Morticia, and started to run down Top Gun doing 0.5 - 1 knot faster continuously until we caught them at Indian Head. We did most of this leg with the masthead screecher after getting tired of pulling the masthead kite up and down in the squalls.



The conditions running up to Indian Head were average wind of 15 knots with occasional squalls to 30 knots. Each time, we read the squalls well and got the kite down just in time. Although, in one 30 knot squall we sailed into the back of a wave, decelerating suddenly, throwing Mark Matthews, who was on trim, forward to take a close look at the chart plotter mounted on the bulk head. He must have seen an aggressive and tired looking sailor reflected there, as he head-butted it decisively, rendering it useless for the rest of the race. After that we watched Mark closely for signs of concussion, but he actually sparked up quite a bit!

We passed Top Gun by staying on the beach at Indian Head, out of the current, while they were offshore. We had rested our heavy-weather helmsmen on the run up Fraser, so we were prepared for 30 knots and confused seas, but conditions at Indian Head were not as rough as we anticipated and we passed smoothly. Once past Indian Head we put the masthead screecher back up and were sitting on 20-22 knots, regularly hitting maximums of 27.5 knots. By Breaksea Spit we had put a 16nm lead into Top Gun.

At Breaksea Spit, we put the masthead kite up and gybed downwind to Lady Elliott Island. At Lady Elliott Island we only had 10 knots of wind for an hour, which, after the high-speed sailing we'd been doing felt like we were stopped. We nevertheless had a beer at Lady Elliott to celebrate passing the point we retired in 2018 with two broken rudder shafts.

As we sailed closer to the mainland the wind built again, causing our only drama of the trip. Firstly, the stainless steel ring in the head of the masthead kite tore apart, dropping the big Quantum spinnaker into the water. The luff and leach ropes were intact, just the ring was missing. One of the reasons we chose Quantum was for their excellent customer service and warranty, which we feel they will honour in this case! So that was out of the sail wardrobe for the rest of the race and the masthead spinnaker halyard was now at the top of the mast.

At this point, the sails seemed to select themselves, we then put up an old, second-hand fractional kite, which kept us going at 20 knots and was the right sail for the moment, the boat was still doing really well with this kite. Sadly it blew up after about an hour. We then went back to our masthead screecher, which gave us a great sail into S2.

The only other interesting thing that happened was our skipper got bored going up the harbour at 10 knots dead downwind with no kite. So we dragged our lightest crew up the mast to retrieve the masthead halyard, which took longer than expected, resulting in us gybing the boat to avoid a sandbank while Becky was aloft. We then put up our old masthead kite, which had been repaired many, many, many times. It lasted about 30 seconds. The skipper swears he wasn't heating it up! We put both those kites in the bin at Gladstone so we weren't tempted to use them again! They were both gone next morning.

Due to Morticia's tracker not working during the race, we did our best to keep tabs on them, doing a few skeds with them while they were in range, and broadcasting an "all ships" request for information on their position when we lost them on our AIS. Top



Rushour – Photo Dudley Young

Gun responded with a position report, which we relayed to Gladstone, after which Gladstone VMR seemed able to keep track of them.

We finished the race in 20 hours, 40 minutes, 11 seconds, which is one of the fastest times the race has been completed. On corrected OMR we finished in 18:57.11, which we believe may be a corrected time record! We put this result down to a few things. Our VMG was exceptional. Over this 310 nm race, we only sailed 324 nm, mainly due to our diligent navigator and helmsmen! In truth, the heavy conditions meant we didn't have to hunt for pressure, so following the rhumb line and staying out of the current was a "no-brainer" for us. Our average speed across these 324nm was 15.7 knots, we pushed hard the whole race. Rushour outperforms its OMR in ocean conditions because that's what she was designed for. In light conditions we struggle to race to our OMR, but in heavy weather, we go faster and faster and can keep pushing the boat at maximum efficiency in conditions where other boats have to slow down. We've conducted numerous sea trials in heavy weather and tested all appendages for weaknesses, with some disappointing results over the last three years!

During this race we also hit our highest Yellow Brick (15 minute average) speed of 22.5 knots, and were averaging 21.8 across the bay. These were true 15 minute averages, not surges down waves.

Just a final insight into the crew dynamics on our ship... the morning before the race, the navigator sent the skipper the following text:

"I've got a good feeling about this race, we all need to bring our A game, i.e. no rookie errors. So think about what you want to see from each of us and let us know today. I commit to trust your judgement, be prepared with gybe and tack angles whenever you ask and to make sure you're steering to the right mark. What I'd like to see from you is: keep communicating; lead the team; good helming and clear handover to alternate helms; manage your own fatigue; keep us safe; feel the boat and keep her trucking! By the end of today we'll be well prepared for our best B2G".

The skipper's response to this pep talk: "Do you know where the second flare kit is?"

The entire Rushour team would like to pass on our sincere thanks to the sailing committee, particularly Commodore Bruce



At the start line—Photo Sonya Dewar

Wieland and organizer of many details, Lyn Wieland, to the dedicated sponsors of the Multihull B2G, D+K Clothing, Redland City Marina, OneSails and Jules from VidPicPro.com

Finally, we tip our hats to our fellow multihull sailors, the tough men and women putting their boats and themselves to the test in this enjoyable race. We also encourage other multihull sailors to have a go at offshore multihull racing, it is a fantastic experience.



Rushour approaching the finish line in Gladstone—Photos Chris Dewar

Top Gun Race Report

By Lee Randall

Its always hard to know how someone else would react given the same situation.

Even more so when someone "hands you the keys" to their stunningly prepared and well known 50ft ocean racing catamaran "Top Gun" with the caveat of ensuring that she got to her destination safe and sound.

This is the situation I found myself in, in February 2019 when Darren Drew announced that due to family commitments that I was very much in the hot seat for the 2019 Brisbane to Gladstone. A massive honour to be sure and indeed an accurate measure of Darren's commitment to the Multihull class and sailing in general to allow the boat to compete without him present.

I was very fortunate that due to Darren's preparation and organisation, there was very little to do prior to the race and it would be fair to say that "Top Gun" has never looked nor performed better at any stage of her now 30 year career.

I was incredibly lucky to be joined for this race by Top Gun regulars Chris Flanagan and Tim Shipton and we were navigated

faultlessly by none other then multiple B2G winner Jamie Morris of Simply the Best and Flat Chat fame.

The morning of the race arrived with all of the weather models nearly aligned and the promise of good pressure and very little if any wind forward of the beam.

We arrived at the start line with plenty of time until the gun and a clear plan to be conservative for the initial part of the race.

It was incredible to see the MOD70 "Beau Geste" preparing for the start rolling through from 1 reef to 2 reefs and at full mast cant. I can assure you that the start line appears a lot smaller with one of these boats on the line. 4 or 5 would have been awe inspiring!

At the start gun it became very apparent that I had taken our conservative plan a little too much to heart and had placed us at the leeward (massively non favoured) end, 3 boat lengths short of the line and worse still directly on the leeward bow of the MOD70 who were mirroring our conservative approach!

Regardless we accelerated well and after a

Top Gun and Cosmo after rounding the 1st mark—Photo Jules VidPicPro.com



well executed gybe set at Fisheries, we found ourselves in company with Cosmo (a big shout out for blazing the start) down the short run.

After a trouble free rounding back at the start line, we enjoyed a fast flat water reach with our small spinnaker and full main touching 20 knots at times towards the next turning mark off Scarborough. Rushour gave us a look into the future rolling past both us and Morticia using their masthead screecher in the first half of this leg probably travelling as much as 5 knots quicker as they passed by to windward.

Fortunately the breeze softened and went aft in the back end of this leg allowing us to squeeze past both these boats prior to the turning mark although the resultant spinnaker drop had us level pegging with Rushour as we started the very fast tight 2 sail reach across to Tangalooma. It was across this leg that our boat speed was a constant 17-18 knots allowing us to step away from "Rushour" and was also when we rolled through the majority of the monohull fleet.

Bearing away at M8 in one of the many squalls had us just behind the Farr40 "Crankster" and the Nelson Marek 46 "Aurics Quest" with only the 50+ footers left to catch.

The run to Caloundra was reasonably uneventful and offered superb VMG running conditions that TG really enjoyed using her

full size spinnaker and full main. We battled to catch the 50ft "Kerumba" and 54ft "Active Again" in the sometimes lighter conditions but managed to jump from cloud to cloud very effectively to put some very good time on our closest multihull rivals "Rushour" and "Morticia" and allowing us to exit the bay in a clear 2nd multihull on the water position. Worth noting that Yellow Brick standings had us very comfortably leading on OMR and PHS at this early stage.

Rounding the fairway beacon, the weight and direction of breeze allowed us to utilise one of the mighty "Top Gun's" favourite modes.

TG really loves hard running/reaching with the full Mainsail and small spinnaker and we rarely saw under 20knots SOG for a few hours. In these hours, we put both "Rushour" and "Morticia" well over the horizon and in excess of 10 miles behind us.

We had pre-empted putting a reef in prior to dark and we did this not far north of Wide Bay Bar with very little, if any, loss in boat-speed given that we were regularly seeing apparent wind angles in the 50AWA range.

After eventually passing the TP52 "Envy Scooters Beachball" just after nightfall, we started to be knocked into the beach and looked like making landfall just prior to Indian Head.

This was our first of only a couple of tactical errors for the race.

We maintained our conservative approach



and made the decision to drop the spinnaker about 4 miles from the beach and continue to headsail reach with the reef in towards Indian Head. We were still doing high peak speeds but our lows and subsequently our averages took a very sharp nosedive.

This is also where I had a "What would Darren do" moment!

We could see both Rushour and Envy Scooters on the Yellow Brick tracker intermittently but worryingly neither were transmitting on AIS that we could see (this was the case for the whole race). Both these boats had taken a much closer track to the beach and were coming back to the lay-line

at a very hot angle with tight luff reaching sails and they both came past us to leeward just before Indian Head. Truly impressive speed on "Rushour" to come back from that deficit using that weapon of a masthead screecher once more.

Given the mode that we had set up for, I made the decision to continue as we were at least until we could get some relief angle alongside Breaksea spit although I could hear Darren's voice in my head screaming at me to put more sail up somewhere!

When we did eventually shake the reef and hoist the screecher it was a fairly short term solution, given that not long after, a



Top Gun—Photo Dudley Young

particularly dark cloud line started to form off our Starboard quarter.

With "Top Gun's" boat speeds starting to climb into the early 20's again and the breeze solidly in the late 20's and a long way forward of the beam, the call was made to furl the screecher but Chris Flanagan still had plenty to do keeping her on a straight track as we really had no escape route with Breaksea Spit in close company to leeward.

After about 20 minutes of some very pressed mainsail only reaching, the breeze had abated sufficiently to return to a VMG mode with the big kite.

In fact, we actually saw some strangely light pressure around the Breaksea light area which made our angles a little bit of a lottery coming towards Lady Elliott Island.

After gybing twice to clear Lady Elliott, we enjoyed a great angle across the paddock in the early hours of Saturday Morning.

In the last 20 miles before we closed under Bustard Head, we were struggling for VMG and were climbing on the rumb line but the experienced hand of Jamie Morris had an inspired two hours at the helm to get us back down to the line at pace.

It was about this time that something occurred that made me thankful for our conservatism of the night before.

Tim Shipton doing his morning rounds (as all good foredecks should} found the screecher halyard broken and lying on the front cat walk. A post race inspection found a mangled Halyard box to be the probable cause but a failure with the screecher in the air would no doubt have left us in a bad way and potentially with serious damage.

I was very glad that I hadn't let Darren's voice in my head talk me around!

After closing Bustard Head, we were hit with a robust South Westerly(smell and all) that had us spearing off at 20knots in the direction of Mackay.

The big kite came down and we continued at good pace towards S2.

Rounding S2 into a 25knot South-westerly gave us excellent pace seeing speeds up to 18knots along the side of the shipping channel with only one ship to avoid.

At the bear away, the big spinnaker went back up for a lovely run up the harbor with no gybes finishing at approximately 0920 hours, a very fast time of just under 22 hours.

Worth noting that although a very fast average of 14.1 knot was achieved, this is still a little way from the boats best average in an offshore race. I guess there is always next year!

Once we were parked safely in the marina, the big job of turning "Top Gun" into a cruising boat began.

Believe it or not, in cruising trim, "Top Gun" features many comforts that you might not think of her as having including full cockpit shade, helm seats, double bed and even a water maker!

A massive congratulations to the crew of Rushour on winning the race and putting the demons of the last few years to rest.

Drew and crew really demonstrated that sailing often with the same crew on a good boat will pay dividends.

Thanks to Darren for trusting us with the boat and there is no way that I could have done it without the support and expertise of Jamie, Chris and Tim.

Fair winds to all.



Top Gun in Gladstone—Photo Chris Dewar

Brisbane to Gladstone Race on Cosmo

By Peter Hackett

The owner Peter Wilcox is doing the tango in Rio and has asked me to do the Cosmo report.

Silly him.

Our Gladstone race really started with delivering the boat from Sydney a few months back. A few of us flew down and instantly fell in love with the boat that has only had brief trials in Asia. A few bits needed attention and then a few more in the Moreton Bay Multihull Regatta, so we knew that "extended trials" would include the Gladstone race. The best part of that was that Al Carwardine who built the boat was on board for the big race.

On the start line we were very impressed that skipper Pete parked his newish 40 footer in a few metres of water in line with the Shorncliffe Pier at 3 minutes 30 seconds to go. Seriously parked so well that at just the right time we took off and snared the 40 ounce rum bottle for best start. (Cracked that a couple of weeks ago in the Keppels). In the leg to Fisheries beacon and back we duelled with Rushour, Beau Geste, and Top Gun, exciting for us and I hope it was for the crowds as well.

The elation eased back a little when our port rudder blade snapped near Otter Rock under a small kite. Kite came down while I pulled the blade back through the box, snapped the busted head off, reinserted, and away we go. The crew vote then on continuing was to keep going, so we reefed very conservatively to get out of the bay in one piece. The fast boats had left us while we played around a little, but from there it was just a case of trying to keep the boat balanced and mildly powered up in the seas that were coming from all angles, and the squalls that were either an extra 5, 10, or 15 knots more from either on the nose or from behind. Al rightly insisted all night that if ever we hit 25 knots we would reduce sail. For a lot of the race from Caloundra to Breaksea Spit, we had furled and unfurled screecher, code 0, and hanked jib going up and down as we enjoyed keeping the boat sailing north. I was fortunate enough to steer for a few 2 hour stints, and it really felt like being on top of the world as the boat slid down loooong waves 2 to 3 metres high, and who knows how long.

We could only see our multihull fleet on the tracker for most of the race, so the most fun for us was blasting through bigger and bigger



Cosmo—Photo Jules VidPicPro.com

monohulls from Caloundra onwards, some of them even blew kites into pieces as we passed, must be some sort of signal? Kerumba and Active Energy provided much entertainment for us at night as their tracks and nav lights showed them often heading due west towards the beach of Fraser Island. We learned later that they both had quite a few breakages and of course we beat them! One of my most poignant memories was when during one of the squalls I was trying to have a rest on the cockpit floor (not really worth the effort to go below) and we crashed into the back of a wave at 26.6 knots with 2 reefs in the main and no jib.

Sunrise was fairly grey after Lady Elliot Island, and I don't mind admitting that we were only doing 10 knots for half an hour before we voted to shake a reef out of the mainsail.

A nice part of the race was entering that damn harbour in daylight on SATURDAY to finish in about 28 hours, and no anchor was needed against the tide.



Cosmo winning the start—Photo Sonya Dewar



Fruition Brisbane Gladstone Race Report

By Andrew Bruce

An early start for Fruition's crew of eight started with a briefing with a theme of "lets be safe, have great fun and go as fast as we can". The crew were nervously excited about the pending race, which was the first for seven of the crew, especially given the latest forecast. While strong on cruising experience, most of the crew were all a bit newer to the whole racing thing. How long did we think it would take? Well Predictwind had an expected race time for us of about 1 day 10 hours (which turned out to be pretty spot on).

As we headed from RQYS toward the start line, one of our crew, Paul volunteered to have a quick swim to free up the speed paddle wheel (luckily having flown in the night before from Auckland for the race he found the swim warmer than the rest of us would have). We put up our brand new large Red asymmetrical ('aggressive salmon' according to Ange) for a test flight, put in a few gybes, and all was looking good. As start time approached, we spotted friends and family standing on the end of Shorncliffe Pier waving us off. A conservative start (to finish first, first you have to finish was in our

minds) saw us rounding the first mark toward the back of the fleet. Screecher unfurled and we were off across Bramble Bay hoping to hold on to the other performance cruising cats. A decent squall saw us bearing off and getting a little closer to the Redcliffe coast than was ideal so the Screecher was furled away and back onto a two sail reach toward the turning mark and across Moreton Bay. Upwind isn't our strong suit (maybe a new mainsail will fix that problem) so again trying to not lose too much time was the objective. We rounded M8 and then M9 and had large Red asymmetrical back up again. A small error saw us getting a bit too close to Yule Bank, where there was some anxious moments as the depth sounder showed us fast running out of water. Momentarily with breaking water either side of us, a quick touch on the bottom (cleaned the mini keels) we were back into deep water. A fairly uneventful next few hours until just on dusk the tack line let go as we were about to round NW4 near Caloundra. A wrap, some words of encouragement from the skipper to hurry up and tame the flogging kite all added to the excitement. No tack line at the end of



the prod and a small tear was the only damage done. Eventually back onto the screecher into the night as we made our way up the coast, with Peter doing a great job on the helm (fortunately as our ICU doctor on board we didn't need to use his or Ange's medical skills during the race).

We approached Double Island Point with one reef in the main and were flying along with regular squirts into the teens, now hauling past many of the monos. Apparent wind averaging 24 knots and a few decent flogs of the screecher had the crew wondering whether it was time to drop back to the headsail. We didn't need to make a decision. The stars could all of a sudden be seen through the screecher with a panel letting go. It was quickly furled away to stop a full disintegration and back onto the headsail. The breeze continued to increase and eventually another reef was tucked in. Hot sausage rolls for breakfast (which followed on from a hot chicken dinner and fresh chocolate brownies) saw us rounding Sandy Cape at dawn. At this point, Cathy seemed to come right with a cup of tea and the dry food after spending much of the night with a bout of seasickness.

We made the tactical decision to stay out further to the North of Lady Elliot and hope the predicted shift to the South would come through. It did, we gybed and laid all the way into Gladstone. Overnight we had lost our kite halyard and the prod bobstay had let go. Steve and Paul didn't seem too keen for a trip up the mast to retrieve the halyard, nor a trip to the end of the prod to make repairs, so it was a two sail broad reach all the way home, with the crew trying to set new speed records surfing the boat. We were slowly closing in on Avalanche and this gave us some encouragement to push on, slashing their lead from 6nm to less than 2nm over the last few hours, with only about 10 minutes between us at the finish line.

A good run up the harbour on an incoming tide saw us cross the finish line at 9.54pm, with a jubilant crew not taking too long to find the stash of Mt Gay rum hidden on the boat. The crew did a great job for our first B2G race, learning loads and most importantly finishing and having fun. Someone had to pick up the wooden spoon over the line – just don't expect it to be us next time!



Fruition—Photo Dudley Young

Avalanche Brisbane Gladstone Race Report

By Craig Molloy

Avalanche had a good start to the race on the first reach along the Redcliffe shore line we had our spinnaker block, which we had our screecher sheet through, rip out of its fixing point and shot straight into our trimers leg causing a big concern ??? painkillers where administed and Pete soldiered on the Remainder of our race .

Coming through the spitfire channel the A3 was deployed and stayed up most of the night through a dozen 30knot + squalls , till eventually she blew out as the boat hit the back of a large wave and went through it , forcing the 15 tonne of boat to be too much for the kite ?BOOM?

There was some great racing with Storm Bay and No Problem till then, off the Fraser Coast, this left us to make our way under full main and headsail to round Lady Elliot and surf our way all the way into 1770 on 4metre plus swells hitting bursts of 20+knots consistently, unbelievable sailing for eight hours, not the direction we had hoped to be heading but a great experience like wise.

Late afternoon saw us send the boat up to Gladstone and by early night had Avalanche in the leads and heading up the

channel, timed perfectly with the in coming tide and a dropping wind crossing the finish line just after 9.00pm , tide up and a few cold beers and rum was had , great work by the crew who partied all night long.



Avalanche—Photo Dudley Young



Avalanche—Photo Jules VidPicPro.com

Big Bird Brisbane Gladstone Report

By Guy Badgery

The start of the B2G was not auspicious for us as the jib became twisted on hoisting and once lowered the jib sheets became tangled together with the halyard rope. This tangle of ropes took around 10 minutes to free hence the late start. On approaching the start line we could see Beau Gest was also approaching back across the start line at great speed from the opposite direction then clearly discretion was the better part of valour and we pulled away enabling him to assume the direct course for Redcliffe.

The decision to retire shortly after the start near Redcliffe was a combination of several factors; the main one being the reefing block at the end of the boom pulled apart. This left us with full main just as the big squall

hit. I estimated around 50 knots and it was all we could do just to keep the boat upright. However, that said it was perhaps more the forecast further up the coast that determined my decision to retire as the forecast was 20-25 with gusts to 30 and local squalls. With these weather conditions, the reduced ability to reef the main and a jib halyard likely to jam I considered our position particularly in regard to rule 4 which places the responsibility squarely with the skipper as to continue or not. Of course as soon as the decision is made regret fills in but a review of circumstances is a good test of the decision.

Our sincerest respect to all the crews who finished the race.



Big Bird—Photo Jules VidPicPro.com

Gerry Fitzgerald

M: (61) (0) 428 749 166

E: gerry@marinettraining.com.au

W: www.marinetraining.com.au





**SHORT COURSES IN BRISBANE & SYDNEY
MAY – AUGUST 2019**



SYDNEY COURSES FILLING FAST IN MAY

Normally May is a quiet month following Easter, but Marine First Aid and Marine Radio LRC DSC and VHF DSC courses are almost **FULLY BOOKED** in Mosman, Sydney during May. Remember World Sailing's Sea Safety qualification, a two day course for all offshore yachtsmen and women, is not purely racing focussed, and is suitable for all offshore sailors. This course is delivered by generally two vastly experienced global yachtsmen with lots of Antarctic experience in small sailing vessels. It's the quality of the content and the experience of the instructors that make the difference.



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 Provide First Aid certification level. **This meets AMSA's requirements for the Marine Safety (Sail) exemption 18.**

Next Course Cairns: 1 Jun
Next Course Brisbane
12 Jun, 7 Aug
Next Course Sydney
10 May, 12 Jul



ISAF Personal Survival & Sea Safety

YOU DON'T NEED IT FOR RACING YOU NEED IT FOR BASIC OFFSHORE SAILING SAFETY

This 2 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. Training includes liferaft usage, DSC Marine Radio famil, distress flare usage, damage control, severe weather, fire at sea and an introduction to marine First Aid.

Next Course Brisbane
29-30 Jun, 24-25 Aug Revalidation 29 Jun, 24 Aug
Next Course Sydney
11-12 May, 13-14 Jul Revalidation : 12 May, 14 Jul



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. We train 'hands on' to competency based level for both VHF DSC and HF DSC

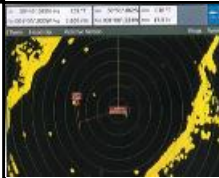
Next Course Brisbane
18 Jun, 20 Aug
Next Course Sydney
14 May, 16 Jul



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
20 Jun, 22 Aug
Next Course Sydney
16 May, 18 Jul



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
19 Jun, 21 Aug
Next Course Sydney
15 May, 17 Jul



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 classroom 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



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
10-14 Jun, 5-6 Aug
Revalidation Select between 10-14 Jun, 5-9 Aug

Next Course Sydney
6-10 May, 8-12 Jul
Revalidation: Select between 6-10 May, 8-12 Jul

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





Multihull Yacht Club Queensland -Race Office Shift Log for 2019 Brisbane to Gladstone Yacht Race

Appendix 5: Contact and Incident log (Sheet 1)

Date: 19/4/19 - 22/4/19	Time	Contact Name/Yacht name	Call Sign / Phone Number	Action/Details
Friday	8.00	Bluewater Festival		Arrived for set up. Bruce visit with panel at QCYD
	7.43	Tropical Cat	phone from Dudley Young	No internet onboard. Tracker monitoring shift transferred to Geoff Berg
	7.45	Morticia	phone from Shaun Carroll	YB tracker not working, requested they report to VMR up the coast on regular skids.
		Kestral	phone to Richard Jenkins	on station start line and buoys in place
	11.52	Humpybong Y club	phone to David Begley	no answer - not on start line ??
	13.00			Depart Shorncliffe for Gladstone
	15.23	Rushour	phone to Becky Moloney	in sight of Morticia, set up regular radio contact/ sked
	16.34	Beau Geste	phone from Spencer	at Double Island Point proceeding
	16.41	YB Tracker monitor	phone from Geoff Berg	on shift
	17.24	Rushour	phone to Becky	reports in sight of Morticia
	17.52	Morticia	via Rushour	at Double Island point proceeding
	18.04	Rushour	via text	at Double Island Point proceeding
	19.47	Cosmo	phone from P Hackett	at Double Island Point proceeding
	20.20	Race Office		arrived Curtis Central Apartments and set up race office
	20.57	notation		Bruce visit with SES finish line and VMR to deliver list boat description
	21.45	Storm Bay	phone from Mark	at Double Island Point proceeding
		Avalanche	sighted by Storm Bay	at Double Island Point proceeding
		No Problem	sighted by Storm Bay	at Double Island Point proceeding
	22.10	YB tracker monitor	phone from Chris Wren	handover shift to Race Office
	22.59	Rushour	phone with Becky Moloney	Morticia not sighted for several hours
23.44	Race Office	Sat phone to Top Gun	no answer	
23.48	Race Office	Sat phone to Morticia	no answer tried mobile left Message no evidence to believe they are in trouble, current wind speed 10-15 knots	

Date: 19/4/19-22/4/19	Time	Contact Name/Yacht name	Call Sign / Phone Number	Action/Details
Saturday	0.22	Rushour	phone from Becky Moloney	relayed message received from Top Gun, Morticia on Gladstone VTS 14 nautical miles off Breaksea Spit doing well.
	0.52	VTS Gladstone	radio contact	at. 23.36 Morticia 24. 480.5 S, 153 degrees, 24.24 E doing well
	1.05	Gladstone Marina	4972 3333	confirm Beau Geste to tie up at O'Connell Wharf
	2.45	Race Office		Team on O'Connell Wharf to greet Beau Geste, retrieve tracker
	4.50	QCYC	Nigel Stratham	requested Beau Geste be moved north to make room for Black Jack at 6.30 a.m. Unable to raise Spencer from sleep.
	5.02	Race Office	phone and text to Boss Racing	note turned south at top of Fraser heading to Bundaberg are U OK.
	5.30	VTS Gladstone	radio contact	Morticia 24 degrees 10.0 S, 152 degrees 44.7 E
	6.00	YB tracker monitor	phone Richards Jenkins	handover shift
	8.09	YB tracker monitor	phone from Chris Wren	confirming hand over shift
	8.15	Race Office		at Marina to greet Rushour retrieve tracker
	8.58	Beau Geste	phone from Spencer re message	Advised all OK now, Black Jack manoeuvred onto wharf at 7 a.m.
	9.25	Race Office		on Marina to greet Top Gun retrieve tracker
	11.30	Race Office		on Marina to greet Morticia, will return for tracker
	11.53	YB tracker monitor	call from Richard Jenkins	spoke with Boss Racing heading to Urangan, broken rudder.
	16.15	Race Office		on Marina to greet Cosmo retrieve tracker
	18.20	Race Office		on Yacht Club wharf to greet No Problem retrieve tracker
	21.20	Race Office		on Marina to greet Avalanche and Fruition to retrieve trackers
	22.00	YB Tracker monitor	Richard Jenkins	all boats safe in port - shift stood down
Sunday	8.30	Race Office		on Marina to visit Storm Bay and retrieve tracker
	9.00	Race Office		with Morticia to retrieve tracker.
	12.00	Race Office		Race Office closed - team set up for Trophy Presentation



www.sailtimorleste.org
mail@sailtimorleste.org

2019 DARWIN DILI YACHT RALLY

The Government and people of Timor-Leste are proud to announce and support the 2019 Darwin Dili Yacht Rally

Start

Saturday
13 July 2019
1100 hours
Darwin Harbour
Australia

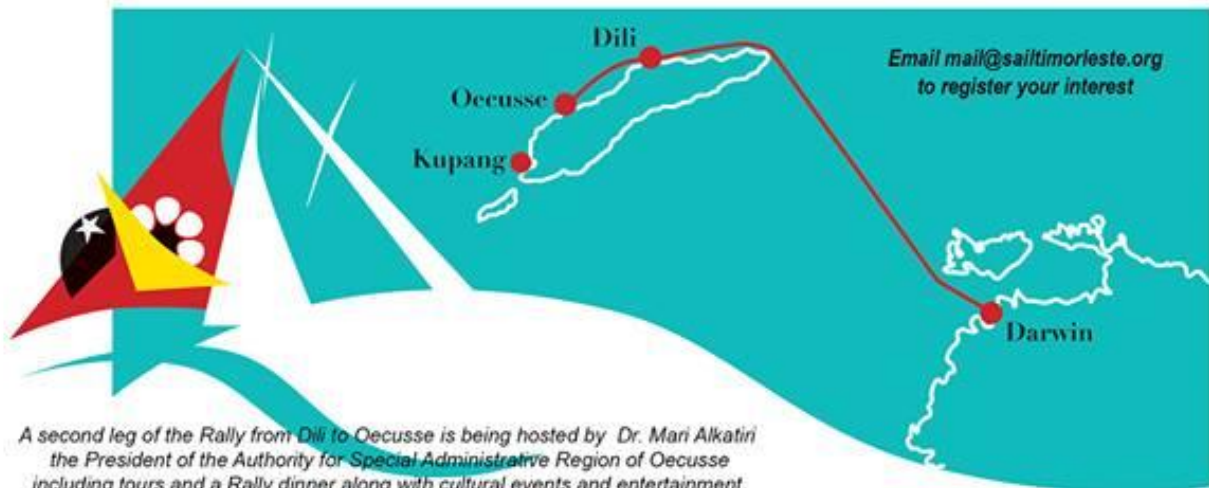
Course

The course will be from the Start Line in Darwin Harbour, Australia, leaving Jaco Island to port, to the Finish Line off the city of Dili, Timor-Leste, a distance of 425 NM.

Program

A full welcome program including presentations and optional tours will be offered in both Dili & Oecusse. Rally yachts will be granted a 3-month Sailing Authorisation for Timor-Leste waters, and may join the 2019 Sail Indonesia Rally under special co-operative arrangements.

Darwin Dili Yacht Rally *Darwin • Dili • Oecusse*



A second leg of the Rally from Dili to Oecusse is being hosted by Dr. Mari Alkatiri the President of the Authority for Special Administrative Region of Oecusse including tours and a Rally dinner along with cultural events and entertainment.



www.sailtimorleste.org



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facebook.com/darwindiliyachtrally



Supported by the Northern Territory Government



Under the patronage of the Government of the Democratic Republic of Timor-Leste



Supported by ZEESM TL, the Authority for Special Administrative Region of Oecusse.



Supported by the Cruising Yacht Association of the NT

Tracker Notes



MOD Beau Geste led out of the Bay with Top Gun not far behind

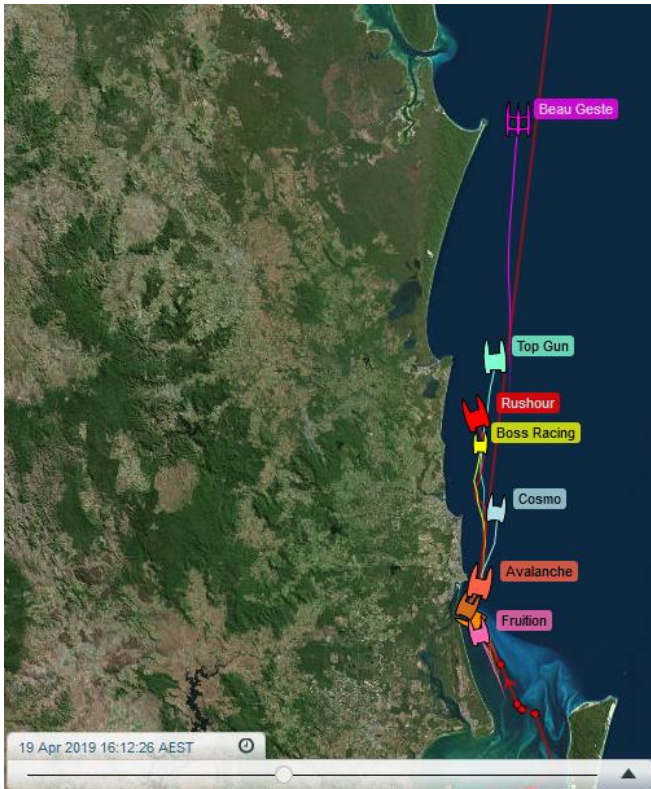
Geoff Cruse Multihulls

**Multihull Surveys for Purchase and
Insurance Multihull Consultant**

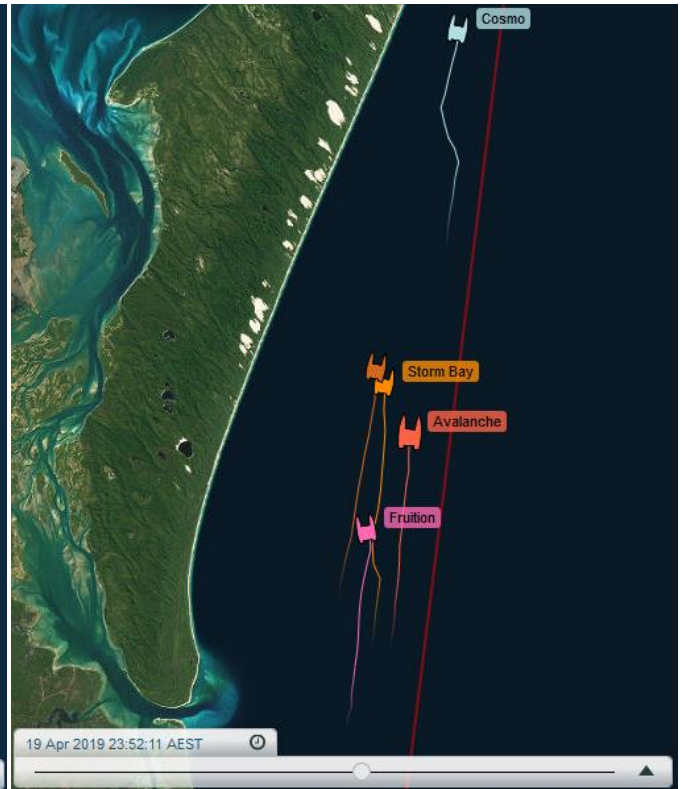
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- ◆ **Carbon Fibre Masts and Tubes**
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Mobile: 0409 968 421 - Office: 07 3396 8420

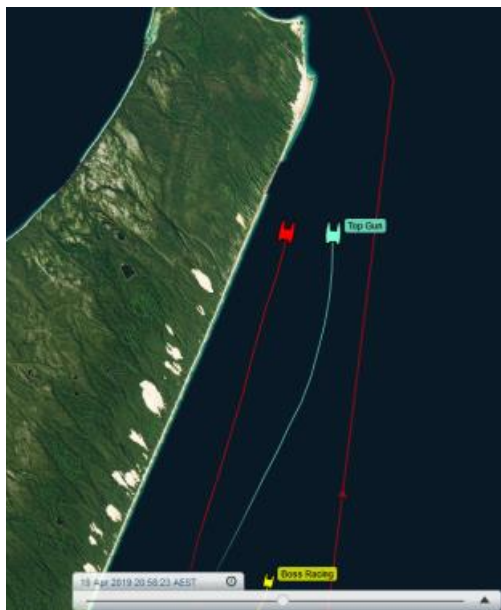
Email: geoffcruse@optusnet.com.au



MOD Beau Geste extended her lead once in open water.



Storm Bay, No Problem, Avalanche and Fruition battled it out up the coast



Rushour passing Top Gun at around 2100 just south of Indian Head



Storm Bay, No Problem, Avalanche and Fruition continued to battle each other across the paddock

Multihull Berth available for Rent

Suite up to 13.5 Mts in length.
 15 Mtr Pontoon with Super Fender. Water available on jetty.
 Located in Main Channel just North of Horizon Shores Marina.
 Price Negotiable on enquiry.

Phone Ray: 0427576781

Presentation



Race Record Presentation to MOD Beau Geste at the B2G Village





MOD Beau Geste - Line Honours winner and new Race record holders



Rushour - Brisbane to Gladstone winners on both OMR and PHS





Karl Kwok - MOD Beau Geste 2nd on OMR



Jamie Morris - Top Gun 3rd on OMR



Jamie Morris - Top Gun 2nd on PHS



Ray Hobbs - No Problem 3rd on PHS



Becky Moloney - Most valuable Crew



Peter Hackett - Cosmo Start Winner



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 2019 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: berg1971gn@gmail.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

Please use full name on Cheques (ie Multihull Yacht Club Queensland and not MYCQ)

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

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

CITY MEMBER:	\$143.00
SPECIAL OFFER FOR FIRST TIME CITY MEMBERS (**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?	_____
Sub total:	\$_____
Australian Sailing:	
Silver Card Adult Racing Sailor	\$81.00*
Youth Racing Sailor	\$41.00*
*Non Racing members do not have to pay AS 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

MYCQ Member Essentials

Purchase at Thursday's meeting or call Allan Bolt on 0438 866921



MYCQ Polo Shirt \$35



MYCQ Patch \$12



MYCQ Burgee \$25

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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Please email your contributions to the editor - Chris Dewar

email: cddewar@hotmail.com

Phone 0411 403 928

MONTHLY MEETING

FIRST THURSDAY OF EACH MONTH at 7:30 PM

MYCQ NORTHERN ARM MANLY HARBOUR (Trafalgar St)