

NATIONAL TRAILABLE CHAMPIONSHIPS

- Hervey Bay

by PETER HACKETT
pics by JULIE GELDARD

THIS WAS A GREAT SERIES, THANKS TO GOOD WEATHER AND THE WORK OF A HUGE LOCAL TEAM UNDER THE CONTROL OF DARYL DORSETT. DARYL CONFESSED TO A BOUT OF NERVES LEADING UP TO THIS EVENT AFTER HIS CLUB'S EFFORTS IN THE 2005 EVENT. THEY WERE REWARDED FOR THEIR EFFORTS THAT YEAR WITH GEAR-CRUNCHING WINDS THAT REDUCED THE SERIES TO THREE HEATS. THIS TIME THE WIND STARTED OMINOUSLY SIMILAR AT 20KTS FROM THE SOUTH-EAST FOR THE INVITATION AND FIRST TWO HEATS, BUT THEN EASED TO FIVE TO 10KTS FOR THE REST OF THE SERIES. ALTHOUGH THE LIGHTER CONDITIONS WERE TRYING IN SOME TIDAL CONDITIONS, AT LEAST WE MANAGED TO COMPLETE THE INVITATION RACE PLUS SIX HEATS WITH MINIMAL DAMAGE TO BOATS.



BOATS AND CREW CAME from every state, which is a great indicator of the health of trailable multihull racing in this country. It was quite common for sailors unable to get their own boats to the regatta, to fill in on interstate boats. Tim Peperell and Robin

Reiger (owners of e-Marineworld Skips) flew up from Melbourne to help Tony Goschnick on *Outrage* scare the division two boats in a few races, and also managed to plant a few hundred e-Marine products around the regatta venue. Graeme Lordan flew down from Cairns as a break from the three F22's he is building and sailed on Clive Kennedy's division one rocket from Lake Macquarie, *Two Tribes*. Roger Fawcett from Dampier, WA (still reckons he is a kiwi) didn't want to be left out, so flew across to do the hard work on Grahame

Rivett's F24 *Off the Rails* from Sydney, and Richard Pocock also crossed the country from Fremantle to try and stop Phil Day from doing his famous Sprint handstands. Best traveller would have to be SA stalwart Ross McComish who put in a big effort to get his Sprint *Scharnhorst* to the start. Ross did admit to cheating on the travel by leaving his boat up in the sunshine state after the Whitsunday Rendezvous!

While on the social theme, this event gets a big tick for the effort by the locals to secure and channel quality

Bare Essentials uses her French-inspired foils to show some bottom. (main pic)

Bob Critchley taught us how fast a comfortable F32 can sail. (above)

sponsorship into a week of social occasions enjoyed by the visitors. We started with a superb complementary welcome dinner in the brilliant Hervey Bay Boat Club, and after every race all crew member's names (no skippers!) were drawn from a hat for many giveaways at the post-mortems held in the Sportsmen's Bar. Another feature here was Multihull Yacht Sales director Phil Day giving a bottle of scotch to the best 'stuff-up' of the day (Clive Kennedy tried for a six-pack as the week progressed), and then Phil quizzed us on historical multihull trivia for T-shirt prizes. Do you know what OSTAC was the acronym for in the 80's? The bonus here each night was being able to sit back telling the usual tall tales, and seeing projections on the wall of that day's photos and video by Jules Geldard. You can find a selection at <http://www.vidpicpro.com/>

Many of the crews were staying right next to the venue at the Harbour View Caravan Park, and that certainly helped the social scene along. Even the toffs from down south who were staying in luxury units ended up gravitating to one of the vans or units there, or the well appointed camp kitchen. The staff here were very obliging, happy to let us bring any number of cars and trailers in, even though this was still during the busy whale watching season. Thanks!

We are confident that the Queensland team defeated all comers in the 'So you think you can cook and sing' competition during the week, but must concede that the Café Balaeno bellowing by some unnamed Victorians won that night. Tim Peperrell may be offering e-singing lessons soon.

The trophy presentation was a fine affair; with more complementary drinks including Oatley wines, and you could

sense there how well this event had been run, and how tight the multihull community is.

Daryl set a diverse range of courses for the fleet including small and large windward-leewards, and small and large passage races. The surprise in the series was the number of legs we had to attack into strong current and shallowing water. I think the locals were pretty popular each night with foreigners asking where the hell you need to tack to get out of that damn tide! The passage race around Woody Island to Duck Island was no exception, reminding me of younger days tacking into the tide in the Brisbane River.

below from left:

APC Max always looked like this; *Intrigue* running home from the Kingfisher mark; Daryl Dorsett is a very fast show-off.

Phil Day pulled another fast Sprint out of the box. (bottom)





That race really gave us all something to talk about, and as each boat rounded another mark straining in the current, you could hear the collective sighs across the water.

The divisional fleets from division one, two and three were six, 12, and four boats respectively.

Division one results show the clear domination by event sponsor Tony Considine's *APC Mad Max* over the rocketships in this fleet. Ironically, Tony's boat was previously Daryl Dorsett's *Carbon Copy*, and the challenge in this fleet came from Daryl sailing *Pork Chop*. The sight of these cats on one hull and Gordon Myer's *Bare Essentials* tri hanging on to third place also on one hull attracted a steady stream of spectators onto the course each day. It seemed like the courses and winds did not allow

Gordon to use his curved lifting foils to advantage in this series.

The bigger division two fleet was a showcase of nearly all Farrier/Corsair boats including the older F24, F25, F27 and newer F32 and F22's attracting the attention. (The F33's OMR rating positioned her in division one).

It was our turn on *Intrigue* (not a misprint) to give my imported F27 a chance to show a good turn of speed in light conditions to keep the silverware out of Phil Day's hands. Phil was driving his new Sprint hard, and I suspect that stronger winds might have produced a different result. Four points behind was Gary Scott on *Coco Loco*, and proof of how close this fleet fought the series was the tie between the boats three points down in equal fourth, *Aeolus* and *Outrage*. Rob Quirk on *Aeolus* got the gong on a

Pork Chop sizzling both hulls.

countback, and has shown that he is one to be watched. Rob is a shipping pilot with experience on big steel monsters, so we usually give him a wide berth on the start line, and don't be anywhere near his stern if he lets off three short blasts from his whistle.

Other boats to put on a show in this division included the F22 *StickShift* which will be hard to beat in strong winds, and the yellow F32 *Trinket* from Mackay, which seemed to point straight at the upwind mark in the strong stuff.

The division three fleet was nearly all venerable Seawind 24s sailing competitively in their self proclaimed World Seawind 24 Championships, complete with special T-shirt for the event. They might look like old cruising boats with plastic garden chairs and eskies from a distance, but get to know these guys and you will find they have A-class cat backgrounds, and new carbon and D4 sails to help get that racing edge. Luckily these boats have plenty of deck room, because they won a big stash of trophies to get back home to Tin Can Bay or Lake Cootharaba via the Wide Bay and Noosa bars. Don't ever say these guys are not committed to their sailing. John Dowling had *Turning Point* controlling that fleet easily from Noel Rickards in *Jabiru* a point ahead of Trevor Dean in *Sly Little Bear*.

No trailertris were in this event, and to rub salt into that wound, a Seawind took home the inaugural wooden TTT trimaran built by skiff Legend Nev Buckley back

2009 MULTIHULL NATIONALS – RESULTS

Division one

	R1	R2	R3	R4	R5	R6	Total	Drop One	Position
Mad Max	6	3	1	1	2	14	8		1
Pork Chop	3	2	2	4	2	4	17	13	2
Bare Essentials	1	4	4	2	5	3	19	14	3
Two Tribes	5	6	3	6	3	1	24	18	4
Wired	2	1	5	5	6	6	25	19	5
Pocohontas	4	5	6	3	4	5	27	21	6

Division two

	R1	R2	R3	R4	R5	R6	Total	Drop One	Position
Intrigue	3	3	1	1	1	2	11	7	1
Multihull Yacht Sales	4	2	2	2	3	4	17	13	2
Coco Loco	2	1	3	5	7	6	24	17	3
Aeolus	9	6	6	3	4	1	29	20	4=
Outrage	5	5	4	4	2	10	30	20	4=
Trinket	1	4	5	9	5	8	32	21	6
Scharnhorst	6	7	7	6	8	9	43	34	7
Zorro 2	7	8	8	8	10	5	46	36	8
Off the Rails	10	10	10	10	9	3	52	42	9
Obsession	8	9	9	11	11	7	55	44	10
Stick Shift	12	12	11	7	6	11	59	47	11
Jake the Peg	11	11	12	12	12	12	70	58	12

Division three

	R1	R2	R3	R4	R5	R6	Total	Drop One	Position
Turning Point	1	2	1	2	1	2	9	7	1
Jabiru	2	4	2	1	3	3	15	11	2
Sly Little Bear	3	1	3	4	4	1	16	12	3
Red Ted	4	3	4	3	2	4	20	16	4
Fifty Fifty	5	DNS	DNS				10		



Wired would have liked wind like this every day.

when plywood was the best sandwich you could get. Come on fellas, get sorted for 2010?

The results were all based on the OMR rule here as in many parts of SE Asia. The rule has developed (based on TEXEL) into a pretty good measurement rule now, taking into account the weight including crew, sail area, and length of each multihull with other minor factors for mast rotating/fixed and centerboard/daggerboard included to reach a single number for time calculations. More details can be found at <http://www.mycq.org.au/OMR/index.htm>. Although the rule does not yet take lifting foils into account, discussions seem to indicate sailors are generally happy, and the close corrected times in all races supports this. One surprise, however, was that the fastest division two time on OMR was better than division one on four of the six races, with only one of the division two courses shortened. This is a reversal of the usual result, and may have something to do with the tidal and tactical courses preventing the drag racers from getting into top gear?

So at the risk of repeating myself, this was a great event with great sponsors, organised by a great bunch of workers, at a great club, and the Sandy Straits scenery and marine life was gorgeous on centre stage as well. The nationals are back with Shane Russell at Wangi next year, can you book me another campsite on the grass please Shane?

the import of *Intrigue* part II

THANKS FOR ALL THE great responses after my import story a few issues back. Not surprisingly, there are more eyes watching the current state of the dollar to help get a boat here from the US. Geoff Green from the Gold Coast couldn't wait any longer and has assembled his F24 Mk I, it just looks great.

I had a few follow up emails asking me to jot down some notes on how we could get the oldest boat in the fleet onto the podium, so here I go. I will use this unashamedly as an excuse to give a plug for the guys in the industry who helped me in the last year.

Getting your head around the intricacies of the OMR rule is important for multihull racing in this country, but I certainly didn't do anything to 'optimise' my boat to the rule. The relatively high weight of the boat helped with the rating, but in our fleet we also got the Line Honours trophy, so it was not just the rating that got us there. If I had to summarise:

1. The great advice on the US Farrer boats forum convinced me to get a second set of diamonds to control a very active mast, affectionately known as 'the noodle'. David Lambourne took the Farrer specs, and in the two weeks between a couple of winter series races, fabricated and fitted the diamonds for me. With the new rig I was able to keep the genoa up in the strongest winds, although the sheet winches seemed to be on the edge of their specifications. Before adding these diamonds, my crew were always too scared to look up.
2. Rob Meizer from GM Sails sat down at his computer and planned a complete sail wardrobe around getting the old girl to go fast. A slightly larger than class slippery D4 mainsail, genoa 600mm shorter in the foot than class, kevlar blade jib, magnificent 75sqm spinnaker with a flat 48sqm little brother were built. With the flat kite, we chose not to take the OMR penalty of a screecher. We also haven't gone for a masthead kite, which feels a bit safer, and the deck is refreshingly clean without the stuff that comes with a screecher.
3. A fantastic crew of mates who have sailed with me for many years, always thinking ahead of me with tasks like one of the guys getting to the dock early twice in the week to snorkel under the boat and polish the slime from the bottom. Unfortunately none of my daughters were available to sail in this series otherwise that would have been their job!



Intrigue tracking upwind on a fresh day with the mast behaving itself.