
FORECAST

Monthly Newsletter from Lake Macquarie Yacht Club



COMMODORE'S MESSAGE

JANUARY 2025

I will take this opportunity of our first communication of the year to wish all our members and their families a successful and happy new year.

ROLEX SYDNEY HOBART YACHT RACE

Although there were no LMYC yachts in the Rolex Sydney Hobart Yacht Race this year, we had several of our members crewing on yachts in the race:

- Chris Nicholson and Lucas Chapman, 1st Line Honours and 2nd IRC on 'Law Connect', making two in a row.
- Wade Morgan, 6th Line Honours, 4th IRC, 1st IRC- Div1 on 'Caro'.
- Damien Armstrong (Damo), Clyde Freeman (Camel), Ralph Carlier and Tony Jurd 8th Line Honours, 12th IRC, 4th IRC- Div1 on 'Antipodes'.
- Lucas Geddes, 5th Line Honours, 7th IRC, 5th IRC-Div0.
- Steve Robinson, 35th Line Honours, 5th PHS, 2nd PHS-Div2 on 'Mako'.

My congratulations to all competitors.

RACING RESUMES

Racing has resumed following the Christmas break with Friday Twilight, Wednesday racing, Thursday Wind Warriors and Saturday back on track.

LAKEFEST

Lakefest 2025 events have begun with the first of the SheSails Tri-Series being run by LMYC. This was the fourth year running the SheSails event and the largest by far. The next race will be run by WASC on 23rd February with the final race run by RMYCT on 16 March.

Coming up, we have WASC Australia Day Regatta on 26th January. Next will be the first day of the LMYC Lakefest Regatta, being a round of the RKR Series on 2nd February. Next up is RMYC Toronto's Heaven Can Wait Charity Sailing Regatta on 15th February, followed by day two of LMYC Lakefest Regatta, being the Windward/Leeward races on 22nd February.

WANGI RSL CLUB
presents
189th Australia Day Regatta



February 13–16, 2025

There are two Friday Twilight Lakefest evenings - WASC on 14th February and LMYC on 28th February.

Yachts starting in the Australia Day Race, both days of the LMYC two-day Regatta, and the one lap dash of the Heaven Can Wait Regatta will be competing for the Commodore's Trophy for the best overall. I encourage all to get involved in the Lakefest events.

NON-RACING BUSINESS

Many of our racing yachts have enjoyed more relaxed sailing, spending time cruising on our lake. Many of Cruising Division held its usual New Year's Eve on the water watching the fireworks.

See you 'round the Club.

GEOFF EDMAN, COMMODORE
Email: commodore@lmyc.com.au

SETTING SAIL

SUMMER SAILING



The 2024/25 Sailing Season is now in full swing and we are in the 2nd half of the season. We have had a great turnout on Wednesdays, Fridays Twilights and Saturdays. The spring and summer weather, as always, throws up a bit of everything but the racing has been very competitive.

Congratulations to the following boats for the series that completed before the Christmas break:

Saturday Spring Series

Division 1

- 1st Place** - 'Willpower' (Simon Frendo)
2nd Place - 'Dirty Deed' (Ian Humphris)
3rd Place - 'Anarchic' (Paul Hannan)

Division 2

- 1st Place** - 'Young N Old' (Glen Picasso)
2nd Place - 'Mirage' (David Kelly)
3rd Place - 'Echo Beach' (Phillip Matthews)

Wednesday Summer Series 1

Division 1

- 1st Place** - 'Morticia' (Geoff Gardney/John Cairns)
2nd Place - 'Dreadnaught' (Ed Hillier)
3rd Place - 'Squid4Woodsy' (Steve Liddell)

Division 2

- 1st Place** - 'Lucille' (Stephen Manhood)
2nd Place - 'The Apple' (Warren Hodgkins)
3rd Place - 'Sojourn' (Bruce Graham)

Just a reminder about this season's program-

- **Offshore Racing** - We will have a 5-race offshore series in conjunction with NCYC. The next race will be on March 1st & 2nd with the final race on March 30th. Sweepstake races are scheduled at LMYC on the Offshore weekends.
 - **Interclub Racing** - The RKR Series is also in full swing with half of the series completed.
 - **Sprint Racing** - The series kicked off on 12th October. This has provided a great opportunity for boats to hone racing and regatta skills.
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- **Australia Day Regatta** - The Annual WASC Australia Day Regatta will be on Sunday 26th January, 2025. This will be the first Lakefest Race.
- **Lakefest** - Lakefest will again be on in February 2025 with events across all yacht clubs in Lake Macquarie.
- **Heaven Can Wait** - Will be held Saturday 15th February, 2025.
- **SheSails** - The SheSails Series kicked off at LMYC on Sunday 12th January with 20 boats and over 120 sailors. We had eight all-female crews, and every entrant had at least 50% female crew. Well done to Eleanor Cunningham and Antonia Patterson for their leadership of this initiative. A big thanks to the boat owners that have supported this initiative. We could not do this without your support. The next race will be hosted by WASC on Sunday 23rd February, and then RMYC Toronto on Sunday 16th March.

Our LMYC Discover Sailing Centre is now fully accredited with Australian Sailing and we are delivering a variety of Learn to Sail courses, from our Friday Twilight Sailing Experiences through to our Start Racing Keelboat courses and our Ladies' Learn To Sail Program. Courses and additional information can be found online on our website at: <https://www.lmyc.com.au/sc/>

STEVEN FORD, REAR COMMODORE
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'SIRIUS' BUSINESS!

LMYC SAILING IN DECEMBER & JANUARY

Throughout the months of December & January, we have had a lot of awesome racing and sailing at LMYC. Whist being out on the water, I have been able to take a few photos of our members. It's wonderful to be able to share our photos that have now been appearing on the TVs in our Clubhouse. As they say, "a picture is worth a thousand words", so here are a few select photo's taken recently that truly encompass what our sport of Sailing is about at LMYC:



View of the fleet coming from Marks Point on 14th December 2024 for the LMYC Combined Windward Leeward Series



View of the start line on 14th December 2024 for the LMYC Combined Windward Leeward Series



One of our youngest members, Angus Easey, onboard IGNITION in the Friday Twilight Series (RHS @ the stern being joeyed by dad Luke)



View of the fleet going to "Albert" from the birds nest on top of the new LMYC Mast Crane in the Wednesday Summer Series 11th December 2024.



Jnr Zoe Frankiwicz (RHS stern seat) keeping an eye on her Skipper, Sarah Petherbridge onboard 'Pentangle' enjoying the SheSails Regatta 12th January 2025 - photo courtesy of Marg's Yacht Photos.



LMYC Discover Sailing Centre ladies onboard 'Piccolo' and 'The Shed' in the SheSails Regatta 12th January 2025 - photo courtesy of Marg's Yacht Photos.



For those of you that may have missed the episode, Angela Davis from NBN was also down at LMYC covering our SheSails Regatta. The link to view this on NBN can be found at:

<https://www.nbnnews.com.au/2025/01/12/hundreds-of-women-set-sail-on-lake-macquarie/>

I would also like to thank all our members who are donating their Yachts with skeleton crews for our two upcoming events being:

- Institute of Chartered Accountants Sailing Day – Thursday 13th February 2025
- 2025 Emergency Services Social Day – Sunday 23rd March 2025

If you would like any further information about these events, please do not hesitate to see us in the Sailing Office.

Our LMYC Discover Sailing Centre is going from strength to strength, and has now introduced thirty six (36) new sailing members to LMYC. Our two Farr25 yachts are being LMYC branded in the coming weeks with new graphic designs and their new names: 'Rival' and 'Piccolo'.

February 2025 is scheduled to be a busy month on the water, so please keep an eye out for the camera and we will shoot your pearly whites.

See you on the water!

SIMON TURPIN, SAILING MANAGER
Email: sm@lmyc.com.au

2025 LakeMac *Emergency Services Social Day*

Sunday 23rd March 2025



\$40.00
per person

Ticket includes:

- Race entry fee
- LMYC Membership
- 2x Drink Vouchers
- Charity Donation

Scan for more info
and to register:



REGATTA REPORT

LAKE MACQUARIE SHESAILS REGATTA 2025

TRI-SERIES RACE 1

The first of three races in the Lake Macquarie SheSails Regatta was held on Sunday 12th January, hosted by LMYC. As crews started arriving for registration and briefing, it was lovely to see friends catching up with each other.

A total of 20 boats participated in the race and it was fantastic that, for the first time, all boats had at least 50% female crew including a female helm. In addition, there were 8 all-female crews, a record number for this regatta.

Boats and crew came from Wangi, Toronto, Croudace Bay, Newcastle and RANSA, as well as many from LMYC. There were 122 sailors competing with 93 (76.2%) being female. All levels of experience were represented, from national champions and ocean racers, to new sailors from our Discover Sailing Centre.

The race was sailed in a strong 17 knot ENE with gusts up to 25 knots, providing challenging conditions for all competitors. It was very pleasing that all boats finished, and there was a lot of laughter and chatter at the presentation after the race.

The race was won by '*Konan The Bavarian*' from Croudace Bay, skippered by Jo Gomboso, who also took out the prize for the best performed all-female crew.

'*Dreamweaver*', skippered by Sue Vila, from Wangi was second, '*Challenge*', skippered by Vicki Gorman, from Toronto was third, while '*Equinox*', skippered by Eleanor Cunningham, was the best placed LMYC boat, coming in fifth place.

Many thanks must go to our Race Officers, Ross & Peter, and our Sailing Manager, Simon, for ensuring that the SheSails Regatta got off to a great start. We look forward to the second race at Wangi on 23rd February and the final race at Toronto on 16th March.

Full Race Results can be found at:

<https://www.lmycraceresults.com.au/results/2024/tyshesails/>

REGATTA REPORT

**LAKE MACQUARIE SHESAILS REGATTA 2025
TRI-SERIES RACE 1**



HISTORY LOCKER

HOBART TO SWANSEA

BY RAY KIELY

In 1980 we sailed in the Sydney Hobart Yacht Race in 'Legend' a 30' loa IOR design of big headsails and small mains. It was a Currawong design by Melbourne Engineer, Prof. Peter Joubert.

They were a delight to sail to windward but in a bit of a breeze they ran like a headless chook and Chinese gybes and uncontrollable rolling were common. Nevertheless, in the right conditions they could sail to their handicap and apart from our modest successes in other races, sister ships 'Granny Smith' and 'Zeus 11' won a third and a first respectfully in Sydney-Hobarts. We reached Hobart just after lunch on New Year's Eve and not far from the finish we passed a miserable hulk anchored in the river. We found out later it was the 'James Craig'

After a few days of sustained partying, we departed Hobart at midnight for Triabunna via the Dunalley Canal, a passage that for us would take about 12 to 14 hours. In Hobart one of the racing crew departed to be replaced by two wives making a compliment of 7 in a 30 footer. There was no sign of 'James Craig' in the Derwent.

Our reason for going to Triabunna was to compete in the Crayfish Derby, a fun race put on for yachts returning home from Hobart. The Entry Fee for this race was to take a local or locals. Our Fee was Benny and her scrawny boyfriend. My wife was immediately envious of Benny's skin, like that of an English beauty but with a gentle tan. Benny was at university and worked part time on a cray boat. I mentioned earlier the big headsails we carried and whilst having the boat built, I upgraded the primary winches to help sheet home these big sails.

We would sail this race with a crew of 9. Benny elected to trim the genoa and with a yell of 'get out of the way' she would snap the sail home, and we made some very smart tacks.

For us the race settled down to a tussle with 'Longnose', an Adams 13. All things being equal 'Longnose' should beat us on all points and as expected she got away off the wind, but we would peg her back going to windward.

The lead changed often but we managed to be in front at the finish and expected a podium result. We were awarded 3rd. place but thought we was robbed! (Still do) The prize presentation was the best I have ever been to and over the years I have been to a few. Our prize was a dozen crayfish which Benny opened with ease. It was great party on the wharf that night.

We left the following day planning to go to Wineglass Bay via the Schouten Passage where we anchored and fished for a while. The fish were committing suicide.



'Legend' running down the Tasmanian Coast in ideal conditions. Maria Island in the background. Photo: Richard Bennett



Wineglass Bay

Photo: Bronni Hadden (Granddaughter)

I had heard a lot about the beauty of Wineglass Bay and looked forward to arriving. I was not disappointed and decided to stay a few days.

Next day the young ones in the crew decided to go ashore and not having a dinghy they stripped off, put their clothes into a plastic bucket and swam ashore pushing the bucket. Brass monkeys would have been in trouble.

They walked to the nearest settlement but were driven back by a kind local.

We left Wineglass Bay after a few days, and mid-afternoon the weather forecast promised 40knts. of Northeast wind in Bass Strait, no place for a little boat so we turned tail and ran back to Wineglass arriving there about midnight. How our navigator found the opening I will never know as it was a dark night with not even a streetlight to guide us. We anchored, tucked up in the corner of the bay, at the left-hand end of the beach.

Next morning revealed two cray boats about 50 metres to the west of us. They had anchored fairly close in facing out with a line from the stern made fast to small trees on the shore. Through-out the early morning the wind increased and a forecast from Melbourne Radio advised of gusts to 55knts. With this information I ran a second anchor out, a plough with 6 metres of chain and plenty of rope. This was the first time this anchor had been out of the locker, and we gave them both plenty of scope with an angle of about 50° between them.

Meanwhile our neighbours continued to party out of view behind a rise at the back of the beach. Just after lunch the inevitable happened with the boat nearest to us dragging back on to the beach, but still facing the same way. It would be some time before the skipper discovered he had a problem and having done so he stripped off and climbed aboard. He poked around for a while, but whatever he was doing didn't work and he returned to the party. Shortly after a very large steel trawler arrived and the skipper returned, stripped and set about making fast a towline to the mooring post, waved his arm and the trawler took the strain and gently increasing the power and then, a sickening, tearing, rendering sound as the mooring post and part of the foredeck disappeared over the bow.

Not to worry, the towline was retrieved and this time made fast to the tabernacle, a sturdy timber structure which supported the mast and allowed it to be lowered so the boat might pass under bridges. Again, a wave of the arm and the strain taken and the power gently increased. And then a more sickening and louder tearing sound as the mast, rigging and more of the deck joined the mooring post over the bow.

Undaunted the towline was again retrieved and this time made fast around the wheelhouse, again a wave, again the strain was taken and again the power increased. You could not make this up and you probably guessed the result! The wheelhouse, steering, engine controls, radio and more of the deck all joined the mooring post and tabernacle over the side. The trawler retrieved the towline and moving out into the middle of the bay, dropped anchor. The skipper of the cray boat shrugged his shoulders, picked up his clothes and re-joined the party.



A typical Tasmanian crayfishing Boat.

We sat in the cockpit absolutely entranced; we didn't know whether to laugh or cry, but it certainly was a pantomime. The following morning, we moved out, first picking up the plough which was well dug into the sandy bottom but visible in the very clear water, then moving to the Danforth, also known as a sand anchor. There was no sign of this anchor as it was completely buried as was some of the chain with it.



Drying sails at Eden

We called into Bicheno, had a look at St. Helens and then crossed the Strait and arrived off Eden early on a beautiful sunny morn and once inside caught up with 'James Craig'. Here we lost our two youngest crew members, just leaving the three old blokes. We stayed a couple of days in Eden showering and enjoying good meals at the Fisherman's Club and a nearby restaurant. Departing Eden and sailing up the coast the wind was light and variable, and we motor-sailed a lot making Kiama our next port. I decided to refuel here but the attendant was off playing golf. No problem said a local and a little later the attendant arrived. He asked me how much I needed, and I told him to fill it up, which he did. It took \$5 worth. I was embarrassed but he was very understanding.

My eldest son (he who left us at Eden) was at uni. and had a girlfriend also at uni. Her parents lived at Kiama, and I gave them a ring.

We had not previously met, but they came down, picked us up and took us home where we showered and had a lovely meal, and then returned us to the boat. The romance didn't last, perhaps their opinions differed too much as she became a copper and he a solicitor.

We left immediately after returning to the boat as there was the first sign of a southerly, but it soon petered out and we motor-sailed through the night and off Botany Bay picked up a light Nor'East breeze albeit on the nose, but we could lay our course on Starboard without tacking.

A mile or so past North Head we passed Alan Dorman and Russell Cummings in Alan's Adams 8 'Madadam' sailing to the Harbour where they would compete in the State Titles, which they were good enough to win.

Throughout the afternoon the breeze held true, and we continued an easy sail north. A few nights back we had enjoyed a full moon, so tonight we could expect an almost full moon. As it rose it cast a sliver of soft golden beam across the dark water, and it became our rhumbline. Magic sailing up the Moonbeam all the way to Swansea, an experience never to be forgotten. It would not be an optimum tide to cross the bar but the conditions were good even though we didn't have a depth sounder, and anyway the fo'c'sle gang were anxious to get in, understandable after 28 days away. It was just after midnight.

The coal seam was no problem, and we picked up the cross over leads (There were no lateral marks in the channel then) but halfway over we hit bottom and we hit hard leaning well over. We were stuck. The noise was quite terrifying as the incoming waves, albeit small picked us up then allowing us to drop and slide along the sawtooth bottom with the wire halliards slashing inside and outside the aluminium mast. What to do? A passing runabout solved the problem when he agreed to run an anchor out to seaward.

The din continued unabated for about an hour then slowly easing. Each wave would push us a little further in until about 3 o'clock the anchor started to take the strain, and we slowly turned to face out to sea. At 5 we floated, picked up the anchor and went home.

Ray Kieley

CELEBRATE *Australia* DAY AT LMYC
Sunday 26th January



With live music by
Sound of Sunday
from **1:30pm** &
Crusoe's on the Lake
Menu Specials.



IT'S THE PLACE TO BE

WHAT'S ON @ LMYC

BROUGHT TO YOU BY **BECKELS** vineyard

SUNDAY 9TH FEBRUARY

LAKE LIFE

LIVE MUSIC 12:30PM
DJ 4:30PM

FOOD SPECIALS | **FREE ENTRY** | DRINK SPECIALS

LAKE MACQUARIE YACHT CLUB
ADA STREET, BELMONT

LIVE @ LMYC

JANUARY 2025 Fridays 6:30pm - 9:30pm
Sundays 1:30pm - 5:00pm

FRI 3RD BERNIE	SUN 5TH ZAILYA	FRI 10TH KELLY HOPE	SUN 12TH JOE MOORE	
FRI 17TH EMILY A SMITH	SUN 19TH JAMES NALDO	FRI 24TH NIAMH WATSON	SUN 26TH SOUND OF SUNDAY	FRI 31ST KYLIE JANE

THANK YOU TO OUR 2024 - 2025 SAILING SEASON SPONSORS

