

# FORECAST

Newsletter from Lake Macquarie Yacht Club



Photo credit: Peter Mayo

## From the Commodore - Geoff Edman

### Lakefest

It had been a busy month for yachts and our sailors competing in Lakefest events. Following on from the LMYC She Sails heat reported on and held 14 January, WASC held the Australia Day regatta which had yachts entered from seven different yacht and sailing clubs on Lake Macquarie with five from LMYC.

With severe Weather condition warnings in place on Australia Day, WASC made the decision to delay the Australia Day Regatta to the Sunday which provided much better conditions perfect for the race. The usual after party at Wangi was held for all who attended. The Australia Day results can be viewed [here](#)

RMYC Toronto held a very successful Heaven Can Wait regatta on 3 February. There were 63 entries, from 12 different yacht Clubs, including 6 yachts from Sydney now able to get into the lake and raised \$85,000 for Cancer Council and Marine Rescue Lake Macquarie. A fantastic effort. For all the results click [here](#)

HCW was sandwiched between the 2 day ASAHI LMYC Lakefest regatta being a two Windward/Leeward races on day 1 and one of the RKR interclub races on day two. Congratulations to Ian Humphries and crew of Dirty Deeds first Div 1, Dale Sharp and crew of So Farr winning Div 2, Geoff Gardner and crew on Mortica 1 st Div 3 and David Kelty and the Mirage crew winning div4. For full results click [here](#)

Weather impacted both combined Twilight races this year, but both were still held. WASC on Friday 9 th February and LMYC held on 23 rd February. We invited Belmont 16s juniors to join us for our event. See report from Club Captain Eleanor in this Forecast.

Also, under the Lakefest umbrella, LMYC hosted the Adams 10 Australian regatta over the weekend of 9th through 11th February. All reports are that the competitors were very happy with the event. Congratulations to LMYC entrants with Backchat, skippered by Tom Braidwood winning the regatta. Backchat certainly dominated the regatta having secured the championship without having to race the final heat. For full results click [here](#)

### **LMYC members representing LMYC over the Christmas break.**

Apologies for missing a few of our members who represented LMYC. In addition to those reported in the last Forecast and on Facebook, the following LMYC members competed. Geoffrey Meadly crewed on Flying Fifteen Split Enz in the Australian championship. Sydney to Hobart race: Glen Coulam and Trent Butler crewed on She's The Culprit. Mathew Jenson, Anthony Gango, Louis Gango and Trevor Smith crewed on NCYC entrant Frantic.

Geoff Edman  
Commodore  
Email Commodore@lmyc.com.au

## **Youths from Belmont 16s join LMYC Twilight race - Friday 23 February**

An invitation was extended by LMYC to young sailors from Belmont 16's to come along & experience yacht racing in our Friday twilight race on 23rd February. This event was our last Lakefest race.

We had about 12-15 youths & a few parents join us on a number of LMYC yachts.

A brief thunder storm made for a dramatic start to the race, but once it passed through we had milder conditions for the remainder of the race.

There were lightning strikes out at sea & to the north, rain showers & then a big rainbow to the north east. This made for some stunning photo backgrounds!

There were plenty of wet, happy faces back in the club after the race where complimentary pizza & finger food was enjoyed by all.

Many thanks to all of the boat owners who offered to have the visiting sailors onboard.

Eleanor Cunningham  
Club Captain & SheSails Representative  
LMYC



Photo credit: Chris Munson - Stampede



## SETTING SAIL

An update from the sailing committee  
By Steven Ford, Rear Commodore

The last month has been jampacked with Lakefest, The Wangi Australia Day Race, the annual Heaven Can Wait Regatta, The She Sails Tri Series and the Adams 10s Nationals.

Racing will finish at the end of March as Easter is relatively early this year. In April there will be Sailfest Newcastle and Sail Port Stephens. With Swansea Channel dredging completed this is a great opportunity for LMYC boats to venture north for the first time in many years.

At the recent Sailing Committee meeting

- We have received a request from the Dragon Association for a regatta in October 2024.
- The SLMASC Middle Channel Mark (south side of Pulbah Island) has been painted in LMYC colours and will be used by LMYC instead of the laid mark for Sunken Rock on Pulbah courses. The amendment to the SIs has been made.
- With the end of the season not far away, we will again survey our skippers and crew to assist in the planning for next season. We will send out the survey in early April and then have a follow up meeting in early May.

In recent weeks there have been several incidents on the start line. The incidents have occurred mainly at the boat end of the start where the windward boat tries to barge where there is limited room. I have attached a [link](#) that explains this rule. We ask skippers to be aware of the rules and their responsibilities and do not put their fellow competitors at risk by barging at the line.

With waterways becoming busier over summer, skippers are reminded that under the Aquatic Licence issued by Roads and Maritime Services to LMYC, competitors in LMYC events are not to sail within 30 metres of moored or anchored vessels. All accidents involving serious damage or personal injury are to be reported to RMS. Failure to do so may cause the Club's Aquatic License to be revoked.



Photo credit: Peter Mayo

## The Innamincka crew with Natalie & Dale on board win J24 National Championships

By Jack Buchan

Lake Macquarie Yacht Club is thrilled to share the commendable performance of its members, Natalie Butterworth and Dale Sharp, at the J24 National Championship hosted by the Royal Australian Naval Sailing Association (RANSA) in January on Sydney Harbour.

Natalie and Dale serve as regular regatta crew members on the J24 **Innamincka**, owned by John Crawford from Middle Harbour. The five-member team faced a challenging competition spanning four days, with a total of twelve races conducted, three races each day.

The competition saw varying wind conditions, with the first two days experiencing 18-22 knots Southeasterly winds and the following two days featuring Northeasterly winds at 14-16 knots. The location on Sydney Harbour added complexity due to significant wake and wash from other vessel traffic, including ferries, powerboats, and cruise ships.

Natalie and Dale's performance in the twelve races was noteworthy, with scores of 2nd, 1st, 2nd, 5th, 1st, 3rd, 3rd, 1st, 1st, 2nd, 3rd, and 4th. The starting line, less than 100 meters long, posed challenges, resulting in Innamincka being pushed over the start line early and individually recalled in two races.

The competition featured three youth crews (under 24) and two all-female crews. Nat, Dale, and the **Innamincka** team were awarded first place overall for the J24 National Championship, while multiple National Champion Sean Kirkjian, skippering J24 SailPac, secured second position overall, and Simon Grain's J24 "Convicts Revenge" claimed the third spot.

A notable incident occurred on the third day when Innamincka, on port tack, faced a challenge from Ace on starboard tack. Despite some doubt about the legitimacy of the protest, Innamincka chose to do a penalty turn to exonerate themselves and went on to win the race.

The outstanding performance of the Innamincka team has earned them the opportunity to represent Australia at the World Championship in Seattle in September.

We extend our congratulations to Natalie Butterworth, Dale Sharp, and the entire Innamincka team, and look forward to following their journey as they proudly represent Australia at the upcoming World Championship.



Photo credit: Marg Yacht Photos



## A WIN FOR LOCALS AT ADAMS 10 NATIONAL CHAMPIONSHIPS HELD JANUARY 2024 @LMYC

Congratulations to Tom Braidwood and crew of Backchat, 1st place overall (L) and Dave Young and crew of Tenacity, 4th place and best placed Corinthian team



Read more about the event online in Afloat  
[www.afloat.com.au/2024/02/20/adams-10-2024-national-championships](http://www.afloat.com.au/2024/02/20/adams-10-2024-national-championships)



Photos; Beau Outtridge/Adams 10 Facebook page

## The Westcoaster

### • Melbourne to Hobart Yacht Race

By Michael Graham

What follows is a short rendition of Santana's recent voyage to compete on behalf of our club in the Melbourne to Hobart (M2H) 'West Coaster'. Our first ever entrant in this race which has been running for 50 years.

I had long been intrigued by the Western Coast of Tasmania. Some of my relatives settled there in the 1800's from Scotland to build a railway line between Zeehan and Strahan. That railway way still exists. My mother Fay once said to me that on the West Coast it rains for half the year and the water falls out of the trees for the other half. I now believe her!



Pic supplied  
- 50 knots + off Maatsuyker island

It has also been said that ocean racing is a bit like childbirth, you all forget the pain after a while and there is an urge to 'do it again' which comes over you and the next thing you know you're off again. Since taking the stewardship of Santana we have raced to Noumea in 2016 (starting in a gale), Sydney to Hobart in 2019 and recently from Melbourne to Hobart in December 2023.

Santana is a Swan 43 built in Finland in 1986 and sailed out on her own hull to Melbourne in 1988 via the Red Sea (where they picked up a 10 year old stowaway in Yemen-no kidding). In 2015 I found Santana in a very sad state on the Lake and after a lot of help from family and friends (and a bit of money) we have her back, almost, to her original beauty. She displaces 12.5 tonnes and is a brilliant yacht.

The M2H took three phases, delivery to Melbourne, the race itself and the delivery back to the Lake. The race was conducted by the Royal Ocean Yacht Club of Victoria. These people are extremely helpful and professional. If an issue arose (and they did) their attitude was 'what can we do to fix it?' (and they did).

Four of us delivered Santana from the Lake to Melbourne. We left on 16th December and stopped twice, once briefly at Pittwater to avoid a short lived southerly and again in Eden for two days as another front was coming through. Making it to Lakes Entrance was a bit sketchy so Eden it was. (By the way, we recommend the beautifully renovated Australasia hotel and the unrenovated Great Southern Ocean Hotel).

A weather window appeared and we decided to punch down past green Cape to the base of Victoria and reach across to Port Phillip Bay. We 'hove to' as we approached The Rip to wait for the flood tide before heading into Queenscliff Cruising Yacht Club. We were able to moor right out the front and were made extremely welcome by the club's chief bottle washer Sam and other club members. I recommend this club very highly. It has wonderful amenities including ping pong table, a piano, industrial sized kitchen, a Bar and no TV. Our kind of place. We arrived late on 22nd of December.

Whilst in Melbourne I contacted the original owner (now in his late 80's) Leo and with the help of his friends he was driven down to Queenscliff to see his old yacht. It was really quite emotional as he had sold her to someone in Adelaide in the mid 1990's and did not know what had become of her. Both he and Maria (His wife) loved the yacht and were taken by her recent history. They still had photos and memorabilia in their home when I visited. They followed us on the race tracker and very helpfully arranged for us to be driven to Sandringham yacht Club on 23rd for the briefing.

We were told the race would be 'challenging'. I recall hearing those exact same words in 1998 at the CYCA before that Hobart race. Dave Hill stayed with the yacht while the rest of us flew back to Newcastle for Christmas and returned on 26th to get ready for the start the following day. Mr Hill made some brand new friends at the club in the interim.

We re-provisioned on the afternoon of the 26th in Geelong and set out at midday on 27th. On board we had Dave Leask, Steve Chapman, Dave Hill, Jon Lattimore, Michael McDonald, Darren Perplexion, Jessie Morrow and Todd Cherry and yours truly.

The race started at 1pm in Port Phillip Bay and we sailed straight into a sea fog. A thick one. After exiting Port Phillip Bay, the breeze died away and we attempted a headsail change only to find that a grub screw had loosened in the forestay foil and we were unable to get the #2 headsail down and in attempting to do so the track and sail parted company. After various discussion we decided to partially furl the headsail and make for King Island, seek shelter behind 'Grassy' and send some poor sod up the mast to fix it, however it seemed to be holding, so on we just went ..and went.

By this time the fleet had 'gapped' us however once established that gap barely grew during the race. The forecast was for 30-35 knots and as we crossed Bass Strait, we got that however as we passed King Island and approached Tasmania it started to build (and build). The swell comes all the way from Cape Horn/Antartica and you can see the fronts as they arrive on the horizon. They are low to the horizon and sort of shapeless menacing grey and you can see the rain falling out of them as they approach bringing plenty of wind.

I had the benefit of having eight 'steerers' on board so as the weather continued to get heavier we were able to rotate the helm frequently. The wind was mostly in the S/S/W. We took a reef into the main and furled the headsail a bit smaller as the wind increased. As we went further south we took in another reef and the wind climbed up to about 50 knots as we rounded South West Cape and Maatsuyker Island. The biggest blast we got was 66 knots off South East Cape with the wind off the starboard quarter. Another competitor had their helmsman washed out of the boat at about this time however he was harnessed and recovered.

The weather abated a little as we crossed Storm Bay but not by much. Gybing was not really an option so we 'grannied' around and went down past the Iron Pot where eventually the wind then all but stopped. However, knowing how fickle old Hughey can be, we put up a spinnaker and sure as eggs the breeze clicked around onto the nose and started to blow, enough to get us over the finish line and into Hobart.



Pic supplied - First. night Hilly at the helm

Those of you who know me and have sailed an ocean race with me will be aware of a tradition that I have started over 20 years ago – roasted lamb shanks at the finish – followed by a few glasses of a good (?) red. I am pleased to report the tradition lives on.

The prize giving was held on the dock, the silverware in the sun and some excellent camaraderie between competitors. We were awarded the Rookie prize so I made a small speech and later we were off to the Quiet Little Drink where Hilly (and the band) led a beautiful and heart rendering rendition of 'Sweet Caroline' to the assembled. Over the next couple of days we resorted to a number of excellent restaurants with many family members who flew down to join us.

'Time to go – time to go' some new recruits flew in and other crew either flew back or stayed on for a holiday in lovely Tasmania. We departed on the 3rd of January. The BOM forecast says – southerly for 2 ½ days bending east and then into the north, so go 90 miles to sea and go left – nothing to it!! Reality?? One day of southerly, 3 days of northerly and into Batemans Bay where, even behind a good high northern shoreline, we could not hold our anchor and had to put out two to make her fast. The next day we couldn't go ashore so we spent the whole day cleaning and repairing a bilge pump. Two engineers, a tiler and a barrister together with some light refreshment-and nothing else to do; a wonderful combination.

Another southerly arrived two days later and we are off to Ulladulla for reprovisioning (we almost ran out of relaxants – phew) and off again, the southerly died off Point Perpendicular and we start to motor and motor...and motor, eventually arriving back to Swansea on the 10th of January, through the bridge and down the channel on high tide. In all we were at sea for three weeks, three days, three hours and (according to Hilly) 3 minutes. In all we travelled over 2,000nms.

Naturally I would like to acknowledge and thank all of the people that helped, not just the crew. An exercise like this takes time from families and certain sacrifices were made. Thank you to Hilly for being there for the whole duration and to Chapo for getting us around Cape Sorell and Point Hibbs. That was a bit close. Onshore support was vital so thanks to McDonald for feeding us weather updates on the return and to David Brown for his pre-race prep.

Since sailing down the western and southern coast of Tasmania I have gained enormous respect for my relatives who lived there all of those years ago. They must have been a truly tough lot!

Michael Graham  
Skipper  
SANTANA M236  
15th February 2024



Pic from Ocean Racing Club of Victoria Inc FB page  
• Shanks anyone?

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## 23-24 RESULTS

### SATURDAY RACING

#### ANNUAL POINTSCORE

##### Division 1

1. Dirty Deeds - Ian Humphris
2. Roadrunner - Paul Heyes
3. Squid4Woodsy - Steve Liddell

##### Division 2

1. Beat to Quarters - Eddie O'Donnell
2. Pogue Mohone - Scott Hamilton
3. Echo Beach - Philip Matthews

##### Division 3

1. Morticia - Geoff Gardner
2. Ross Street - Noel Jenkins
3. Excessive - David Nichols

##### Division 4

1. Wedgewood - Roger Geary
2. Young n Old - Glen Picasso
3. Mirage - David Kelty



#### SUMMER SERIES

##### Division 1

1. Dirty Deeds - Ian Humphris
2. Ignition - Ian Bowers
3. Squid4Woodsy - Steve Liddell

##### Division 2

1. Echo Beach - Philip Matthews
2. Beat to Quarters - Eddie O'Donnell
3. So Farr - Dale Sharp

##### Division 3

1. Morticia - Geoff Gardner
2. Ross Street - Noel Jenkins
3. Excessive - David Nichols

##### Division 4

1. Mirage - David Kelly
2. Even Keel - Peter Shaddock
3. Young n Old - Glen Picasso

#### HILLIERS ADVISORS LADY SKIPPERS

Up to Race 5 - 16 February

1. Ignition - Lateisha Bower
2. Pentangle - Sarah Petherbridge
3. Flying Colours - Ingrid Souter



Photo credit: Peter Mayo - Accountants Day

#### WEDNESDAY POINTSCORE - SUMMER 2

##### Division 1

1. Dee One - Chris Wilson
2. Excess - Bruce Dobinson
3. Excessive - David Nichols

##### Division 2

1. Carpe Diem - Jeffrey Payne
2. Mirage - David Kelty
3. The Apple - Warren Hodgkins

*Congratulations!*

## Wedding Industry Award Winner 2024

The club has been voted Best Waterfront Wedding Venue in the Hunter for second year in a row.

Congratulations to the team at LMYC and Crusoes on the Lake.



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LAKE MACQUARIE YACHT CLUB

# EVERYTHING THAT GLITTERS IS GOLD

## COMMODORE'S CHARITY BALL

# 13/04/24

DOORS OPEN AT 6PM  
DRESS CODE - GLAMOUR

TICKET PRICE INCLUDES

- Champagne on Arrival
- Canapes & Two Course Meal
- Live Music by Misbehave

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