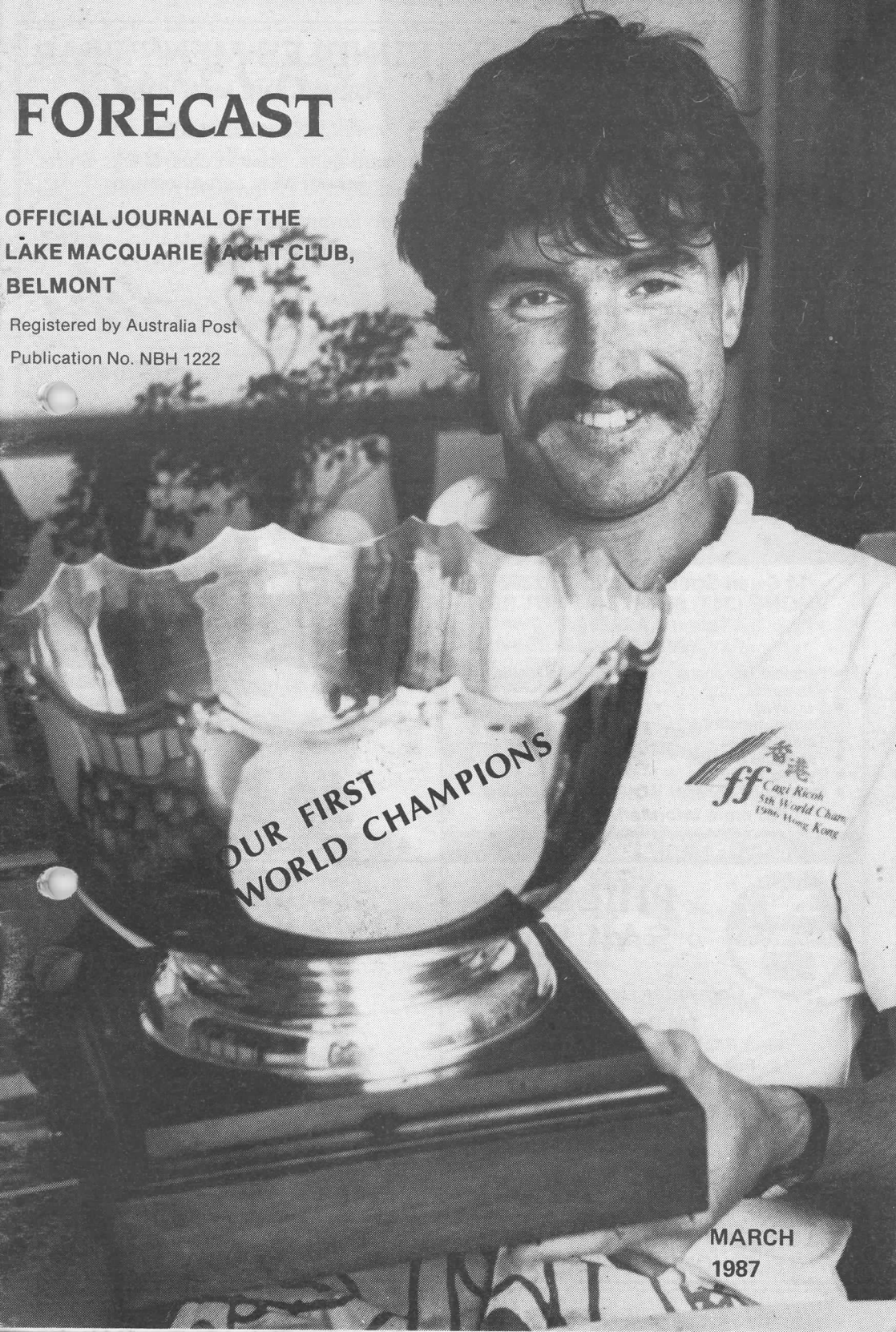


FORECAST

OFFICIAL JOURNAL OF THE
LAKE MACQUARIE YACHT CLUB,
BELMONT

Registered by Australia Post

Publication No. NBH 1222



MARCH
1987

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FORECAST

The Official Journal of the
Lake Macquarie Yacht Club
P.O. Box 25, Belmont. N.S.W., 2280

Editor: Tony Mowbray
Phone: 69 6511 (Work)
45 4513 (Club)

Board of Directors:

Commodore: Albert Mitchell
Vice Commodore: Michael Barnett
Rear Commodore: Gordon Dick
Club Captain: Robert Torr
Hon. Treasurer: Christopher Lake
Committee: Alex Donne
Noel Jenkins
Colin May
Jack Morgan
Tony Mowbray
Keith Sharpe

Sailing Committee:

Rear Commodore: Gordon Dick
Committee: Alex Donne
Noel Jenkins
Jack Morgan
Tom Phillips
Keith Sharpe
Wayne Sharrock

Sailing Secretary:

Protests: Alister Leask

Safety Inspectors:

Russell Marks
Tom Phillips
Alex Donne
Gordon Dick (Class)

Administration:

Tracey Torr
Ph: 45 4513 - Club

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Cover:

A happy Glen Coultton holding the
World Flying Fifteen Cup.

THE COMMODORE REPORTS

The festive season has come to a close and once again LMYC Yachtsmen have represented their club well with some outstanding results. Glen Coulton and Grant Schultz took out 1st place in the world flying 15's championship in Hong Kong, and in Perth they came second in the Australian Championships in a borrowed boat. In the Diamonds David Green and his crew won the Australian Championships in Perth. Kel Worth once again won the State Championship in Tritons at Middle Harbour and just going to press Don Laverick won the State Championship in the Adams 10's on Belmont Bay so you can see there has been some great achievements for the club. Oh I nearly forgot Joe Abrahams in STYX won the Arbitrary Division in the Coffs Harbour race finishing very close behind the Maxi Yacht Apollo.

The Marathon Race was held over Anniversary Weekender and despite a lot of work put in by John Moore and others, it was not a success as far as the number of yachts competing in the event. Has anyone got any ideas of what can be done?

As you are aware the renovations have begun in the club and I must apologize for any inconvenience that it may have caused you. The work has caused some problems, particularly in relation to our toilet facilities. Please bear with us for I know that when all works are completed it will be more of a pleasure for you and your family to attend your club

Financially the club is in a sound position with the renovations costing some \$230,000 plus and will be paid for without borrowing.

Bar trading is up but profits are just marginally up, so please use your club and everyone will benefit from it. In my mind it is the best family club in Australia. What do you think?

As we go to press it is with regret that we bid farewell to Michael Polkinghorne. We wish Mike all the best for the future.

Regards,
A. Mitchell
Commodore

FROM THE B The Rear Com

I hope Christmas and you and that you are after the holidays.

A number of our member results over the holi

David Green in Renega Championship after tr the South Perth Yacht tops off his win in t more recently the Eas and the Lake Macquari

In the Flying Fifteen LMYC'S first World Ch December, was "unluck former World Champion sailing on his home w Bay Yacht Club on the

Our Sydney/Hobart Rep credible performances The results are print

AT the same time LMYC ing in the Sydney-Cof Tobacco Road finished in the Arbitrary Divis

More recently Don Lav victory in the ADams our club and Darren a Flying Fifteen Titles Australia Dav weekend

Congratulations to th

The Marathon has been the number of entries

RE REPORTS

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pret that we bid farewell to
ke all the best for the future.

FROM THE BOSUN'S CHAIR

The Rear Commodore's Report

I hope Christmas and the New Year was kind to
you and that you are enjoying the sailing again
after the holidays.

A number of our members have achieved excellent
results over the holiday period.

David Green in Renegade won the Diamond National
Championship after trailing the boat to sail at
the South Perth Yacht Club on the Swan River. This
tops off his win in the N.S.W Championships and
more recently the East Coast Diamond Championships
and the Lake Macquarie Championships.

In the Flying Fifteens, Glenn Coulton who became
LMYC'S first World Champion in Hong Kong in
December, was "unlucky" to finish second to the
former World Champion, Graham Lillingston who was
sailing on his home water at the Royal Freshwater
Bay Yacht Club on the Swan River at Perth.

Our Sydney/Hobart Representatives are back after
credible performances in the blue water classic
The results are printed elsewhere in the magazine

AT the same time LMYC had representatives compet-
ing in the Sydney-Coffs Harbour race in which
Tobacco Road finished 1st and Styx finished second
in the Arbitrary Division.

More recently Don Laverick sailed Tenacious to
victory in the ADams 10's N.S.W. Titles hosted by
our club and Darren and Col Andrews won the N S W
FLying Fifteen Titles at Port Hacking over the
Australia Dav weekend.

Congratulations to these new LMYC Champions.

The Marathon has been run and won and even though
the number of entries was down on last years'

those who did take part had a blinder of a weekend (again).

Thanks to J M. for his efforts in organising the on shore activities.

The spinnaker division was won by "RUNAMUK" Graham Hall from "ALI BABA" Albert Mitchell and "ODIN" sailed by Brad Snape.

The Non Spinnaker division was won by "AMEABUL" Michael Graham from "RAZOR SHARPE" Keith Sharpe and "SHEERALEE" Les Anderson

See you at the club.

GORDON DICK
REAR COMMODORE

Notes from the Rear Commodore

Boat Owners Please Note

Boat owners are required to notify the Sailing Committee of any change in equipment prior to their competing in a pointscore race.

This applies not only to new or altered sails but also to rig changes and even a change in the type of propellor installed in the boat. Similarly owners are required to notify the Sailing Secretary of any change in helmsman for a particular event.

Re; Courtesy

It is generally accepted that boats not racing should keep clear of those that are, therefore, if you want to race then obtain a safety certificate, get your entry in and enjoy the race as a bonafide entrant.

It will certainly avoid a heap of abuse.

GORDON DICK

A Happy New Year to everyone
grind on with increasing
everyone Hopefully everyone
by the end of February

The dinghy racks and p
reallocated. Please en
number and yacht name
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The limited glass stor
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The marathon weekend w
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1988.

Keith Sharpe had an un
way back from the Sail
apparently moved 20ft
between Keith and the
tree revealed no damag
seen Keith's face!

Ted Morgan, apparently
the weekend, notified h
to take a short nap aft

CLUB REPORT

A Happy New Year to everyone. The renovations grind on with increasing inconvenience to everyone. Hopefully everything will be finished by the end of February.

The dinghy racks and pontoon positions are being reallocated. Please ensure that your yachts sail number and yacht name are clearly painted on the transom of your dinghy. Unidentified dinghies will be removed from the pontoons and racks.

The limited glass storage facilities make it very difficult to maintain a supply of clean glasses to members and guests during busy times. It would be greatly appreciated if empty glasses could be returned to the bar. Leaving piles of empty glasses on tables results in excessive breakage (glass replacement costs the club in excess of \$3000 per annum) and the cost of labour to collect glasses especially on public holidays nullifies bar profit. Please help by returning your glass and any other glass close by to the bar each time you order a drink.

The marathon weekend was thoroughly enjoyed by those present. It is a pity that so few attended. The cost of this weekend demands patronage to make it viable. Obviously the format needs to be changed if members won't attend. If you have any ideas let us know so that plans can be made for 1988.

Keith Sharpe had an unfortunate incident on his way back from the Sailors Sick Parade. A large tree apparently moved 20ft westward causing a collision between Keith and the tree. An inspection of the tree revealed no damage - but you should have seen Keith's face!

Ted Morgan, apparently tired from the arduous of the weekend, notified his crew that he was going to take a short nap after rounding Bonnells Bay

mark on the last race. The crew were told that the next mark was Crangan Bay. Unfortunately while Ted was in deep sleep the crew took a wrong turn and ended up at Morriset. Captain Morgan was not impressed.

Over the holiday period there have been numerous reports of theft from members yachts both on the marina and on swing moorings. The police at Belmont have asked that all incidents be reported as it will help them to obtain increased patrols of the Belmont Bay area.

Membership renewals are due March 1st 1987. There will not be an increase on the 1986 fees

ORDINARY MEMBERSHIP	\$50.00
NON SAILING MEMBERSHIP	\$20 00
FAMILY MEMBERSHIP	\$65 00
SENIOR MEMBERSHIP	\$20.00
JUNIOR MEMBERSHIP	\$15.00

Dinghy rack fees are also payable March 1st. Cost \$50.00 per annum.

FROM THE ED

Well here we are again anot

In this edition you will fi
on the success that some of
at a variety of regattas.

The achievement that stands
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by Glen Coulton with Grant

The dedication shown by the
success is to be admired.

Think about it!!!
L.M Y.C.'s first world cham

As a member of the Board of
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You will see in this edition
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name into the hat.

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Good Reading,
TONY MOWBRAY



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FROM THE EDITOR'S DESK

Well here we are again another edition of Forecast

In this edition you will find some fairly comprehensive reports on the success that some of our club members have had recently at a variety of regattas.

The achievement that stands head and shoulders above the rest is the winning of the World Flying Fifteen championship by Glen Coulton with Grant Schultz as crew.

The dedication shown by these two to reach the pinnacle of success is to be admired.

Think about it!!!
L.M Y.C.'s first world champions, CONGRATULATIONS.

As a member of the Board of Directors, I, from time to time have my ear bent about "the way things should be " or "why hasn't this been done?" etc. If you have a point to make then why not make it in the form of a Letter to the Editor.

You will see in this edition that nominations have been called for office bearers for 1987/88. If you feel you have time available and the ability to contribute on a regular basis to the running of the club then why not throw your name into the hat.

I'm told that B B. enjoyed herself at the Club Picnic

Good Reading,
TONY MOWBRAY



The race committee regrets to inform you that you have been disqualified for hitting the #2 buoy!

MARATHON WEEKEND FOR 1987 AND THE FUTURE?

Following is a brief report on the Lake Marathon for 1987 and the success that it was not.

John Moore and others have put a lot of effort into organising the Marathon in recent years only to see interest fall by the wayside

John has outlined his views on how the marathon could be re-vamped and re-vitalised

The Sailing Committee are very interested to hear from any member in writing if you have any suggestions or comments to make

TONY MOWBRAY
EDITOR

The Marathon organisers presented to some club members, crews and their families a superb weekend of sailing, entertainment and good yachting company. It was most disappointing at the lack of support by a lot of yacht owners and their crews but the small group of 100 old club faithfuls let their hair down and had a hell of a weekend. The one point that made my blood boil were the free loaders who took advantage of their fellow members and refused to pay when asked to contribute towards the cost of entertainment, tent hire, bar-b-que hire, refuse disposal or beer and refreshments.

In my opinion the new concept of the marathon has the right ingredients, the venue is O.K, BUT THE TIMING ON THE RACE CALENDAR IS NOW WRONG FOR THESE REASONS:

1. That more club yachts now compete in major ocean races over Christmas/New Year and on their return crews are obliged to spend some time with their families.
2. That the January long weekend is a popular weekend for fleet championship racing, taking yachts and crews away from the marathon.
3. That members and crews are away enjoying Annual Holidays.

4. It may be that a 3 day just not on these days for

NEW SUGGESTIONS THAT MIGHT

1. The marathon to be cond in November or early Decem
2. The revised marathon da
 - a. Christmas Marathon
 - b. Club get together ov
 - c. Family camping out n
3. The 2 days of the marat the option of dropping 2 r score.
4. The marathon be sailed courses of suitable length
5. That a ferry be hired f sailing members to follow well as transport followers
6. Entertainment be of sim
 - a. Bush dancing or rock
 - b. Sailors Mixed Sick Pa a.m.)
 - c. Official results and L.M.Y.C. (Sun p.m)
7. Catering for Saturday n in caterers separate small facilities be available.
8. Liquid refreshments be s
9. Entertainment be staged as overnight sleeping quar

These are a few suggestions event that has been with th doubt there will be those v constructive criticism as w the L.M.Y.C. Marathon back highlight of the year.

JOHN MOORE

R 1987 AND THE FUTURE?

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ing yachts and crews away

away enjoying Annual Holidays.

4. It may be that a 3 day stint away from the family is
just not on these days for a lot of husbands.

NEW SUGGESTIONS THAT MIGHT BE WORTH CONSIDERING

1. The marathon to be conducted over a 2 day weekend late
in November or early December each year.
2. The revised marathon date could act as a multi celebration
 - a. Christmas Marathon
 - b. Club get together overnight prior to major ocean events
 - c. Family camping out nights
3. The 2 days of the marathon become point score events with
the option of dropping 2 races in the 1st half yearly point
score.
4. The marathon be sailed in fleet divisions on adjusted
courses of suitable lengths to suit each division.
5. That a ferry be hired for the families of crews and non
sailing members to follow both Saturday and Sunday races as
well as transport followers to Rathmines.
6. Entertainment be of similar program.
 - a. Bush dancing or rock and roll (Sat. night)
 - b. Sailors Mixed Sick Parade, Rathmines Bowling Club (Sun
a.m.)
 - c. Official results and presentation of trophies at
L.M.Y.C. (Sun p.m)
7. Catering for Saturday night be of Roving Roast concept
in caterers separate small tent or individual Bar-B-Que
facilities be available.
8. Liquid refreshments be served from a separate small tent.
9. Entertainment be staged in large marquee and later used
as overnight sleeping quarters.

These are a few suggestions that might rescue a traditional
event that has been with the L.M.Y.C. for many years, no
doubt there will be those who will criticise, however your
constructive criticism as well as your support could well put
the L.M.Y.C. Marathon back on the Sailing Calendar as the
highlight of the year.

JOHN MOORE

GLEN COULTON AND GRANT SCHULTZ L.M.Y.C.'s FIRST WORLD CHAMPIONS

After the final heat of the 1986 Australian Flying Fifteen Nationals, held at LMYC was complete, the team to compete in the 5th Flying Fifteen World Championships to be held in Hong Kong in November/December 1986 was selected. Included in the team were three LMYC members, Glen Coulton, Chris Villa and Noel Davies who had finished 3rd, 4th and eleventh in the series.

During March 1986 it was decided that as three boats had qualified this would give us a good chance to spend the next several months evaluating spars and sails and as it turned out hull shapes. After discussion with the Toronto 505 Fleet who had sailed previous titles in Hong Kong we decided we needed to be sailing in Stockton Bight to try and gain as much experience in these lumpy conditions as we could.

After a couple of months, during which, Noel and Glen purchased new Shandibank Hulls, and Chris decided that his Mark 11 Shand was still competitive we started to spend our Saturdays off the Coast trying to get the fifteens into the fast mode. As it turned out the Shandibanks were faster in the sloppy conditions so Chris sold his boat and purchased a Shandibank.

Over the last weekend in August the boats that had qualified from Victoria and Queensland to sail in the worlds travelled to Newcastle for an impromptu series off the coast. As it turned out the lake boats were fast ("we hope") with Glen and Grant having the edge.

A big thanks must go to Newcastle's Pilot Station who stored the boats and kept a watchful eye for those months that we were based in town. Come September we relocated back to the LMYC to spend our last four weeks getting some "match" practice against the other fifteens.

On 1st October our co shipped free of charge Shipping Line to Hong and after a week of the fifteens upside down, boats and assorted to saw the boats leave f October due to arrive October.

On Saturday 15th November wishers bade the team International en route. The full LMYC Team consisted of:
Instant Replay
Hot 'Ta' Trot
Saturday Matinee
Team Manager & Organiser

After our arrival in Aberdeen we spent Sunday getting the boats in one way or the other. The contents of our containers were destuffed before our departure keeping (but no one saw)

During the next four days we worked on the boats, but as for the course it was out of the question. A four hour tow from RHKYC to Aberdeen then a further area.

On Friday 21st November we sailed for Hong Kong Nationals (77 entries) with a day of ten hours spent on the water in breeze and sloppy seas. We sailed heats 3 & 4 and Sunday in similar conditions. Last night's results as follows:
Instant Replay 4th
Hot 'Ta' Trot 7th
Saturday Matinee 45th

After two lay days the

D GRANT SCHULTZ ORLD CHAMPIONS

The 1986 Australian Flying
t LMYC was complete, the
h Flying Fifteen World
in Hong Kong in
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members, Glen Coulton,
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based in town. Come
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ng some "match" practice
s.

On 1st October our container arrived (supplied and shipped free of charge by the Hong Kong Islands Shipping Line to Hong Kong and return) at the LMYC and after a week of taking keels off, turning the fifteens upside down, stacking the container with boats and assorted tools and clothing we finally saw the boats leave for Hong Kong on the 7th October due to arrive in Hong Kong on 31st October.

On Saturday 15th November a small group of well wishers bade the team farewell from Pelican International en route to Sydney/Hong Kong. The full LMYC Team consisting of:-

Instant Replay	Glen Coulton/Grant Schultz
Hot 'Ta' Trot	Chris Villa/Mark Holmes
Saturday Matinee	Noel Davies/Brian Allen
Team Manager & Organiser	Vicki Villa

After our arrival in Hong Kong (in pouring rain) we spent Sunday getting familiar with the locals in one way or the other and trying to locate the contents of our containers which had been destuffed before our arrival and stored for safe keeping (but no one seemed to know where).

During the next four days time was spent readying the boats, but as for some sailing practice on the course it was out of the question as it was a two hour tow from RHKYC to our sailing base at Aberdeen then a further 1½ hours tow to the course area.

On Friday 21st November heats 1 & 2 of the Hong Kong Nationals (77 entrants) were sailed (a total of ten hours spent on the water) in 0-5 knts of breeze and sloppy seas followed on Saturday by heats 3 & 4 and Sunday heats 5 & 6 all sailed in similar conditions. Lake boats fared pretty well with results as follows:-

Instant Replay	4th overall - (best place 1st)
Hot 'Ta' Trot	7th overall - (best place 2nd)
Saturday Matinee	45th overall - (best place 20th)

After two lay days the event we had been waiting

for began with heat 1 on Wednesday 26/11/86 The total entry had now been trimmed to 65 entries from eight countries with the poms having a contingent of 24 boats

Conditions for heat 1 were light and flukey as was to be the case for the following six heats In a fairly even start the fleet spread from one side of the beat to the other and at the top mark the boats that had gone left were at the front of the pack The best placed lake boat, Glen, had worked the shifts up the middle and rounded in 15th place From here to the finish, using far superior downhill speed, he was able to pull up and finish 3rd behind Phil Morrison (UK) and Dick Skipworth (UK).

Heat 2 saw Phil Morrison (winner of heat 1) being disqualified for a premature start and Glen once again coming from the teens to finish second behind Steve Birbeck (UK). Past world champion Graeme Lillington (Aust) was finding conditions difficult at this stage only being able to place 18th and 8th.

Heat 3 was to be by far the most farcical race of the series. After waiting an hour for a breeze to fill in, the race finally began in a light northerly at one end of the start line, no breeze at the centre and ten knots at the other end. As a result, at the first mark the lead boats were up to 1½ kms in front of the tailenders after a 45° shift had appeared from the right half way up the beat. To add to the confusion half the fleet rounded the weather mark to starboard and half the fleet to port. With both sections of the fleet sailing opposite courses the race was quite a spectacle to watch. At the finish the race committee finished all yachts no matter which way they had sailed with Phil Morrison (UK) winning the starboard course and Peter Gale winning the port course. To cut a long story short the race committee protested all boats that had sailed a port course and they were all subsequently disqualified including the three lake boats. This

left Morrison with a c
three heats.

Heat 4 saw Peter Gale
Morrison sixth and Glen
Heat 5 was won by Peter
Phil Morrison third

After five heats the ov
Morrison (UK) 1st with
Coulton 3rd and that wa
to be fought out over
other minor placed comp
their boats so to speak

Heat 6 saw a close cont
boats which resulted in
followed by Lockeiar
Gale was to finish fift
eighth This left the s
7 with Glen needing a w
third providing that Ga
Morrison finished worse

Heat 7 got under way in
three lead boats gettin
favoured left side of t
first beat Morrison had
which resulted in a 720
arrived at the first ma
in the top five and Gle
five legs Morrison and
2nd places whilst Glen
the top of the third be
Morrison third and Glen
the two reaches Glen on
downhill speed to pick
mark and to lead at the
finish Glen had won the
Morrison and Gale both
last beat to finish 7th

Finally the New World F
been decided and Glen C
had that honour and had
final points stood at;-

- i) Glen Coulton/Gran
- ii) Phil Morrison/Nig
- iii) Peter Gale/Mark R

The remaining lake boat
championship with Chris
Noel Davies/Brian Allen

Wednesday 26/11/86 The
trimmed to 65 entries
the poms having a

light and flukey as was
following six heats In a
spread from one side
and at the top mark the
were at the front of the
boat, Glen, had worked
and rounded in 15th
finish, using far superior
to pull up and finish
UK) and Dick Skipworth

winner of heat 1) being
start and Glen once
to finish second
Past world champion
was finding conditions
being able to place

the most farcical race of
an hour for a breeze to
began in a light
the start line, no breeze
ts at the other end. As a
the lead boats were up
tailenders after a 45°
the right half way up the
sion half the fleet
to starboard and half the
sections of the fleet
the race was quite a
the finish the race
chts no matter which way
Morrison (UK) winning
Peter Gale winning the
g story short the race
boats that had sailed a
all subsequently
the three lake boats. This

left Morrison with a comfortable position after
three heats.

Heat 4 saw Peter Gale (Aust) first with Phil
Morrison sixth and Glen fifth

Heat 5 was won by Peter Gale with Glen second and
Phil Morrison third

After five heats the overall standings had Phil
Morrison (UK) 1st with Peter Gale 2nd and Glen
Coulton 3rd and that was how the championship was
to be fought out over the final two heats as the
other minor placed competitors had already sunk
their boats so to speak

Heat 6 saw a close contest between the three lead
boats which resulted in Greg Wells (UK) winning
followed by Lockeiear (HK) and DeSpeville (HK)
Gale was to finish fifth, Morrison sixth and Glen
eighth. This left the series to be decided in heat
7 with Glen needing a win with Morrison worse than
third providing that Gale didn't win and Glen and
Morrison finished worse than fourth.

Heat 7 got under way in 5 knts again with all
three lead boats getting away well and picking the
favoured left side of the course. Halfway up the
first beat Morrison had Glen port and starboard
which resulted in a 720 penalty. As the fleet
arrived at the first mark Morrison and Gale were
in the top five and Glen fifteenth. For the next
five legs Morrison and Gale were vying for 1st and
2nd places whilst Glen was trying to catch up. By
the top of the third beat Gale was leading with
Morrison third and Glen eleventh. Down the final
the two reaches Glen once again showed superior
downhill speed to pick up to fifth at the wing
mark and to lead at the leeward mark. By the
finish Glen had won the race by 1½ minutes with
Morrison and Gale both sailing for Flyers up the
last beat to finish 7th and 9th respectively.

Finally the New World Flying Fifteen Champions had
been decided and Glen Coulton and Grant Schultz
had that honour and had won it the hardway. The
final points stood at;-

- i) Glen Coulton/Grant Schultz 1st
- ii) Phil Morrison/Nigel Appleton 2nd
- iii) Peter Gale/Mark Remington 3rd

The remaining lake boats did finish the
championship with Chris Villa/Mark Holmes 18th and
Noel Davies/Brian Allen 48th.

ADAMS TENS — TENACIOUS WINS TITLE

Don Laverick and his crew sailed "Tenacious" to a very exciting win in the Adams Ten State Championship sailed on Lake Macquarie on Australia Day Weekend. Don won two of the first four heats to set up a sail off grand final with a very fast and consistent "Red Alert" sailed by Jamie McFail. Down the first spinnaker run in the final heat Dilema led from Red Alert with Tenacious third, at the wing mark Red Alert hit the buoy which allowed the leaders to clear out. Dilema won the final heat with Tenacious second and Happy Days third. The total series was a complete success on and off the water, with fine weather, fine winds, fine courses and a few fine headaches caused by that brown fluid

Finally I would like to express my sincere thanks to all the people who helped make the weekend the success it was.

Final Placings

1st Tenacious LMYC
2nd Red Alert RPAYC
3rd Dilema MHYC

Other LMYC Tens Placing

7th Happy Days
13th Formula Ten
15th Lytton
16th Rage
20th Torrific
23rd Gone With The Wind

NOEL JENKINS

QUESTION:

WHEN IS AN OUTBOARD MOTOR NOT AN OUTBOARD?

ANSWER: WHEN ITS MOUNTED INBOARD

DIAMOND

Welcome to 1987 and the 2nd date it has been a benefit Renegade. The simplest way regatta David didn't win w in April 1986. Since then Regatta (4 - 1sts), State Title at Perth (3 - 1sts) Championship held over the

There can only be one just keelboat to Perth and back Dave has become the first Sandgroper on their home stronghold of the Diamond breezes and the flat water capabilities of the Diamond included 15 fibreglass boat competing sailmakers.

As the only N.S.W. represe and flat sails and was abl including one notable bree masts tumbled and boats fi the first boat to fly a sp 1st on one run.

Dave's only blemish was a could have spoilt his seri and racing resumed it emer was a Flying Fifteen steer Gordon Dick on his way to the two met again back at the abuse before he got th small price according to D

Series results: 1. Renegad
 G. Torpey : 1st (Inv race)

2. Look AI

3.

TENACIOUS WINS TITLE

sailed "Tenacious" to a Adams Ten State Championship on Australia Day the first four heats to final with a very fast and sailed by Jamie McFail. run in the final heat with Tenacious third, at it the buoy which allowed Dilema won the final and Happy Days third. complete success on and off her, fine winds, fine adaches caused by that

xpress my sincere thanks lped make the weekend the

DIAMOND FACETS

Welcome to 1987 and the 2nd half of the sailing year. To this date it has been a benefit year for David Green and crew in Renegade. The simplest way to appraise it is that the last regatta David didn't win was the Port Jackson Championship in April 1986. Since then Dave has won the Port Hacking Regatta (4 - 1sts), State Title at Middle Harbour, National Title at Perth (3 - 1sts) and now the Lake Macquarie Diamond Championship held over the Australia Day weekend (5 - 1sts).

There can only be one justification for trailing a 30' keelboat to Perth and back and by winning the National Title Dave has become the first Eastern State boat to beat the Sandgroppers on their home water. W.A. has always been a stronghold of the Diamond class, the consistently strong breezes and the flat water suiting the short rig and planning capabilities of the Diamond. The fleet of 25 for the Nationals included 15 fibreglass boats, some very big crews and competing sailmakers.

As the only N.S.W. representative Dave had a "light" crew and flat sails and was able to win in all conditions including one notable breeze gusting over 40 knots where masts tumbled and boats filled to the gunwales. Renegade was the first boat to fly a spinnaker and sailed from 10th to 1st on one run.

Dave's only blemish was a port and starboard incident which could have spoilt his series somewhat. When the air cleared and racing resumed it emerged that the starboard tack boat was a Flying Fifteen steered by our very own Rear Commodore Gordon Dick on his way to 6th in the National Titles. When the two met again back at the lake Dave had to weather the abuse before he got the congratulatory handshake, a small price according to Dave.

Series results: 1. Renegade (D. Green, G. Johnson, R. Moore, G. Torpey : 1st (Inv race) 7,1,1,1,3,3,2, 14.4 pts.

2. Look Aloft (W.A.) 21.7 pts.

3. (W.A.) 24 pts.

OR NOT AN OUTBOARD?

ANSWER: WHEN ITS MOUNTED INBOA

The Australia Day weekend was the date for the Lake Macquarie Diamond Championship, sailed in conjunction with the Adams 10 State Title. The regatta constituted the third leg of the inaugural East Coast Championship (Port Hacking and Middle Harbour hosting the first two). Unfortunately the Port Hacking fleet failed to support the event and their absence meant it became essentially a local fleet championship.

Placings:- 1st Renegade D. Green, 0 pts.
2nd Mistress Kate D. McKenzie
3rd Wy-Ar-Gine D. Nichols

East Coast Championship:- 1st Renegade, D. Green
2nd Wy-Ar-Gine, D. Nichols
3rd Challenger, J. Bookes

We wish to acknowledge the help of Lees Marine in the selection and provision of trophies for these events.

A bonus for our fleet was the arrival of "BOUNTY" (Don Turner) from Middle Harbour.

A departure date has not been set and we welcome Don and his sociable crew to the Lake fleet and look forward to some good competition from them.

Fleet racing continues (Olympic courses Feb 7, March 7, April 11) until Easter when we will again be conducting a match-racing regatta. Last years event was well run by John and Erica Nichols and was greatly enjoyed by all competitors. 10 boats competed requiring 45 races to match each boat against all others. Depending on the number of entries we will repeat this formula or perhaps sail 3 boats to a heat. For members outside the class there may be boats to charter.

Following this event and prior to Presentation Night will be the social event of the season the Annual Diamond Dinner Dance. These have proved to be huge occasions for the last 2 years and this year promises to repeat the dose.

Friday May 1 is the projected date for this revolutionary event so for a night of non-stop wining, dining and dancing get your tickets early as we have a **200 seat limit**. The

Diamond Association has long will reveal a disproportionate as we enjoy ourselves from clubs coffers at the same

Any members who enjoy using relaxed outside seating ma Association for the provis and Steve Liddell) and Eng involved in relocating the upon many a conversation in

Here's to a successful 1986 hoped you have half as much of the Diamond Association

Discussions have recently been keen to build a mould for Any interest expressed will getting glass boats to the

Results of the 1st half-year

1st Renegade	D. Green
2nd Challenger	J. Bookes
3rd Wy-Ar-Gine	D. Nichols

ALEX DONNE

SYDNEY ON BOARD

The Sydney - Hobart from Lake Macquarie the for one of Australia's lotteries.

"POLARIS" skippered by skippered by Dennis Po skippered by Peter Run Warwick Miller and our up the local contingent

The crew on "Groundsfo competent group of sail with this race specific middle of 1986.

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 in conjunction with the Adams
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 ave a 200 seat limit. The

Diamond Association has long supported LMYC and any head count
 will reveal a disproportionate number of our members so join
 us as we enjoy ourselves flat-out and attempt to fill the
 clubs coffers at the same time.

Any members who enjoy using the barbeque facilities and
 relaxed outside seating may care to thank the Diamond
 Association for the provision of labour, materials (Bob
 and Steve Liddell) and Engineering (Morton Brothers)
 involved in relocating the compressor which has intruded
 upon many a conversation in this area in recent times

Here's to a successful 1987 for all members and it's to be
 hoped you have half as much fun and fellowship as the members
 of the Diamond Association.

Discussions have recently been held with a local boatbuilder
 keen to build a mould for the production of fibreglass boats
 Any interest expressed will help in making this a reality and
 getting glass boats to the water.

Results of the 1st half-year point score:

1st Renegade	D. Green
2nd Challenger	J. Bookes
3rd Wy-Ar-Gine	D. Nichols

ALEX DONNE

SYDNEY — HOBART 1986
ON BOARD "GROUNDSFOR"

The Sydney - Hobart for 1986 saw five entrants
 from Lake Macquarie throw their name into the hat
 for one of Australia's better known ocean racing
 lotteries.

"POLARIS" skippered by Les Savage, "CHRISTA -FARR"
 skippered by Dennis Pomfrett, "NEWCASTLE FLYER"
 skippered by Peter Rundle, "SPIRIT" skippered by
 Warwick Miller and ourselves on "GROUNDSFOR" made
 up the local contingent.

The crew on "Groundsfor" consisted of a very
 competent group of sailors who were assembled,
 with this race specifically in mind, back in the
 middle of 1986.

The crew was;-

BRAD HINES - Co-owner, Skipper
 NEVILLE HINES - Co-owner, Navigator
 TONY MOWBRAY - Sailing Master
 BRAD SNAPE - Bow
 SCOTT RUTHERFORD - Mast
 CARL WILSON - Halyards/Trimmer
 TERRY CARRUTHERS - Mainsheet
 CLYDE FREEMAN - Trimmer
 RICK GOSPER - Trimmer

The first afternoon/evening saw us enjoying sunning conditions until approximately 2200 hrs when a S.W front passed through with average breeze strength of around 30 knots. The breeze stayed on "The Nose" for the next 54 hrs with maximum wind gusts of around 40+ knots crossing Bass Strait.

One of the entrants in the race was abandoned at this stage (AMAROO), "WILD OATS" lost a crewman over the side but safely recovered him after spending some 15 mins in the water, and on "GROUNDSFOR" Brad Hines fractured his right forearm (now answers to either "Lefty" or "Wingy")

The rest of the race down the East Coast of Tasmania saw us with reaching and running conditions which culminated in a beaut kite run to Tasman Island on the last morning

The 28 mile stretch from Tasman Island to the mouth of the Derwent River was up to its usual tricks Anything from 0 - 30 knots and any direction of the compass in the space of five minutes

The way in which each and every one of our crew went about their job was beautiful to watch and their companionship and friendship made it an absolute pleasure to sail with them. THANKS FELLAS!

RESULTS OF LOCAL BOATS

<u>BOAT</u>	<u>OVERALL HANDICAP</u>
Groundsfor	28th
Polaris	44th
Christa-Farr	46th
Newcastle Flyer	49th
Spirit	72nd

*Approximate number of starters = 125

CRUISING

The February meeting was the L.M.Y.C Cruising Division. Our members have enjoyed our informative feature and attended Lake events.

Our organised ocean sailing was cancelled. Most owners still plan to cruise as time and tide wait for no man. We are active on the ocean and to organise. Over Christmas boats sailed to Lord Howe. Some went to Broken Bay, Sydney. One or two made it to Broughton. Some made use of our crew list.

From a strong start our Division is a success. Each meeting we have grown. Large and small boats, builders and many who have joined to plunge.

All of the Lake Sailing Division and quite a few introduced to LMVC through

After one year I'm proud of our Division is a success. As there to become more on and off the water. In the same rate this will be helped.

GRAEME PENNEY
 PH: 525512

, Skipper
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with them. THANKS FELLAS!

ALL HANDICAP

rters = 125

TONY MOWBRAY

CRUISING DIVISION REPORT

The February meeting was the first anniversary of the L.M.Y.C Cruising Division. Throughout the year our members have enjoyed many very entertaining and informative feature nights as well as some well attended Lake events.

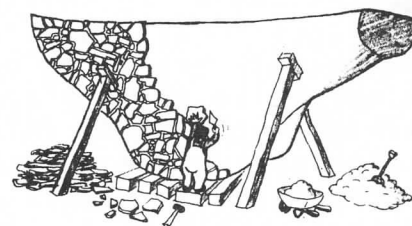
Our organised ocean sails have not been well attended. Most owners still prefer to do their own thing and cruise as time and weather suits. Our members are active on the ocean swell, just a little hard to organise. Over Christmas we were fanned out. Two boats sailed to Lord Howe Is., a number of boats went to Broken Bay, Sydney and Port Hacking and one or two made it to Broughton Is. Many Skippers have made use of our crew list.

From a strong start our membership has grown steadily. Each meeting we have greeted boat owners with large and small boats, builders of their own yachts and many who have joined to try before they take the plunge.

All of the Lake Sailing clubs are represented in our division and quite a few new members have been introduced to LMYC through us.

After one year I'm proud to say that the Cruising Division is a success. I am hopeful that the interest is there to become more active and stronger both on and off the water. If we continue to grow at the same rate this will be certain. Thanks to all who have helped.

GRAEME PENNEY
PH: 525512



FROM THE PROTEST CHAIRMAN

In our sport of sail boat racing, once on the course, between the starting and finishing lines, there is, unlike most other competitive sports, no umpire, no judge, and no referee.

It falls to the individual yachtsman;-

a) To make himself thoroughly conversant with the rules commonly referred to as the right of way rules (rights and obligations when yachts meet), and those classed as obligation of helmsman and crew in handling a yacht.

b) To sail his boat within the confines of those rules.

c) To exercise his right to protest another boat which in his belief has failed to fulfil her obligation under any of those rules.

On the other hand it needs to be emphasised that when a yacht has infringed a racing rule or sailing instruction she is under an obligation to retire promptly, or since there is provision for such in LMYC sailing instructions, to take an alternative penalty by making two full 360° turns.

Unfortunately, many helmsmen are reluctant either to retire, or to accept the alternative penalty, but prefer to let the yacht infringed against, or yacht observing the infringement, go through with the procedure of protesting, in the hope that the protest may be refused by the protest committee on procedural grounds, or that the protest may be dismissed by the committee on the grounds of insufficient evidence.

Whilst I personally lament what seems to me to be the more sporting and gentlemanly behaviour of acknowledging an infringement, I am well aware that, in regatta sailing in particular, it has become acceptable practice, particularly where no alternative penalty applies, not to retire in acknowledgement of infringement, but to make the other party take the issue to a protest committee, where there is always the possibility of escaping disqualification.

It is accordingly of p
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a) See to it that no
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b) See to it that ne
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With reference to the
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Rule 68.2(b) requires
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Committee would find t
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Rule 68.4, the informati

EST CHAIRMAN

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yachtsman;-
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It is accordingly of paramount importance that a yacht wishing to protest another should, if she wants to win the protest:

a) See to it that no procedural loopholes have been left, so that at least the protest will be heard.

b) See to it that necessary evidence is methodically collected at the time of the incident, and preferably that there is another yacht in the vicinity who can be called on to corroborate the evidence.

With reference to the first part; your protest committee has had to refuse numerous protests over the years for failure to comply with the requirements of rule 68. Of these requirements the most frequent failure is with 68.2(b) and 68.4.

Rule 68.2(b) requires the protest flag to be displayed at the first reasonable opportunity after the incident. If a couple of minutes has elapsed, the protest committee will give the protestor the opportunity of justifying the delay - if there was a potentially dangerous situation requiring the attention of all crew hands at their stations, a situation where priority had to be given to boat handling to save damage to boat or injury to crew, the Committee would no doubt accept this as justification for delay. But, if the delay was so that the boat could take tactical advantage of a situation (for example in a recent incident occurring as two boats approached a windward mark in light to moderate winds, with no other boats in the vicinity, the helmsman elected to tack around the mark, bear away, raise and set a spinnaker, and then hoist a protest flag) - the Committee would find that the flag was not displayed at the first reasonable opportunity, and the protest be refused, - or if as also happened recently, a visitor was taken along for the ride, and he was sent below to find the flag because the rest of the crew was busy, and he, not knowing where the locker was where the flag was kept etc. etc. --- protest refused.

Rule 68.4, the informing rule, states that when an

alternative penalty is prescribed (and one is in LMYC Sailing Instructions and Courses 1986-1987 - commonly called the White Book) the protesting yacht shall hail the other yacht immediately. Consequently if the protesting yacht cannot convince the committee that she did so, the protest would be refused.

It is obviously not sufficient to fly a flag, and then to inform the other party of your intention back on the jetty

Neither is it enough to say such things which are commonly heard in other places, such as references to validity of parentage, or vulgar suggestions as to unnatural acts which might be committed upon the person of the other helmsman, or even more crudely suggestions as to what the other helmsman might attempt to inflict upon his own person with his boat. Such hails merely indicate a general dissatisfaction with the current state of affairs, but not an intention to protest

At the same time I would not regard the request to "do your 720°" as informing the intent to protest - this could be construed as an attempt at gamesmanship, and a yacht defending a protest lodged after such a hail can rightly say "I was not informed" (in the terms of rule 68.4). So the proper hail has to be "I am protesting you Collide-a-lot" - or - "Hey Collide-a-lot protest", and it's a good idea to try to catch the eye of the helmsman of the protested yacht as you hail: perhaps you can even have the opportunity of drawing his attention to the protest flag which your crew is in the process of breaking out on your shroud or backstay, where it has been furled and tied with a piece of wool for just this occasion.

Because the protest is an integral part of sailboat racing and because LMYC has an experienced competent and thorough protest committee, all yachtsmen competing in club pointscore and regatta events should be encouraged to make use of the protest facility. For this reason I propose to write a further article on the philosophy of protesting, how to improve your chances of winning protests, and on the joys and sorrows of a protest committee.

ALASTAIR LEASK

TIDBITS FROM T

(Brickbats a

- 1) Payment of Y.A. Fees. D so, you had better pay you
- 2) The revised articles of Printing and distribution
- 3) Resolved that members s the same.
- 4) Are you parking incorre end up with a "HARD TO GET screen.
- 5) The board is most appre (Tubular Handrail), Morton effort and initiative in r side of the club near the
- 6) Alcohol consumed on L.M from L.M.Y.C. Recently a f area at the side of club w was consumed that had been to buy it elsewhere, then
- 7) Are you one of "Those" the wharf on race days or boats wish to use the whar 10 mins. You will be asked



described (and one is in
and Courses 1986-1987 -
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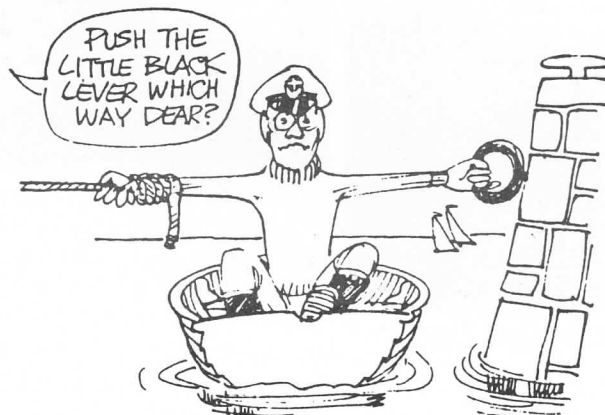
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TIDBITS FROM THE BOARDROOM

(Brickbats and Bouquets)

- 1) Payment of Y.A. Fees. Do you value your "M" number? If so, you had better pay your Y A. Fees.
- 2) The revised articles of Association are now complete. Printing and distribution will take place shortly.
- 3) Resolved that members subscriptions for 1987-88 remain the same.
- 4) Are you parking incorrectly? Well shortly you'll probably end up with a "HARD TO GET OFF" big sticker on your wind-screen.
- 5) The board is most appreciative of Bob & Steve Liddell (Tubular Handrail), Morton Engineering and The Diamond Fleet effort and initiative in relocating the compressor at the side of the club near the Bar-B-Que.
- 6) Alcohol consumed on L.M.Y.C. premises must be purchased from L.M.Y.C. Recently a function was held on the grassed area at the side of club whereby large amounts of liquor was consumed that had been purchased elsewhere. If you want to buy it elsewhere, then drink it elsewhere!
- 7) Are you one of "Those" who moor their boat side on to the wharf on race days or during periods where a lot of boats wish to use the wharf to pick up or drop off for 10 mins. You will be asked to consider others in the future



IMPORTANT NOTICE TO ALL MEMBERS

The Annual General Meeting of L.M.Y.C. this year will be at 7.30 p m on Tuesday 19th May.

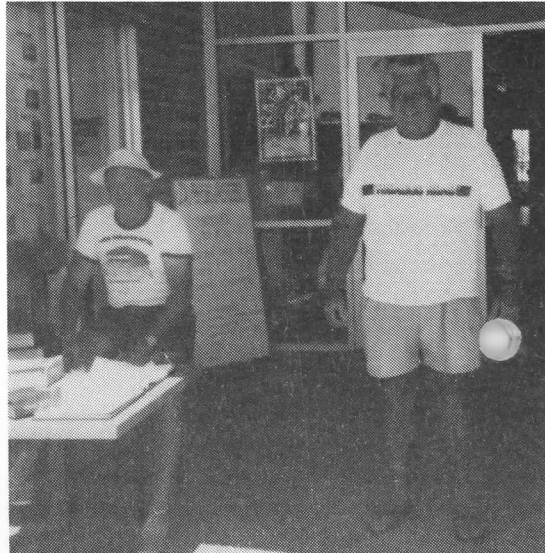
Under article 52 of the Lake Macquarie Yacht Clubs Articles of Association, nominations for the following flag officers and committee positions are called.

- 1) Commodore.
- 2) Vice-Commodore.
- 3) Rear-Commodore.
- 4) Treasurer.
- 5) Club Captain.
- 6) Seven Committee

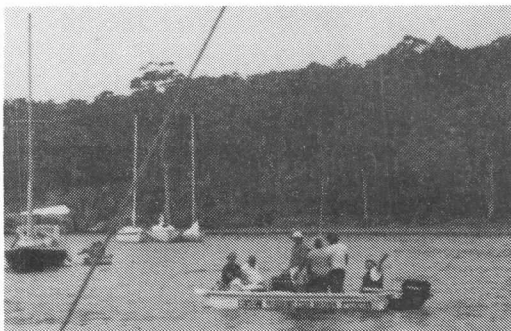
Nomination forms are available at the Lake Macquarie Yacht Club during normal office hours.

Nominations must be lodged with the returning officer at the Lake Macquarie Yacht Club no later than 5.00p.m on Sunday 19th April 1987.

TRACEY O'CONNOR
RETURNING OFFICER



G'Day..... &!



A happy day at the Club Picnic

WHAT WOULD YOU RE

Right now fees are due for

What are the major options

1) ORDINARY MEMBERS e
plus have full voting

2) NON-SAILING MEMBER

This class of member
our amenities but can

Do you or do you know some
regular basis to socialise

Have a look at what we off
Surroundings, Good Beer w
join our club?

BOATOW

re BOAT IN

Warrenson Insurance S
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Warrensoms Insurance
into voluntary liquid

Boat insurance renewa

Russell Cummings Mari
Lake Macquarie Yacht
Phone 458776 (B) 497

Agent for Marine Hull

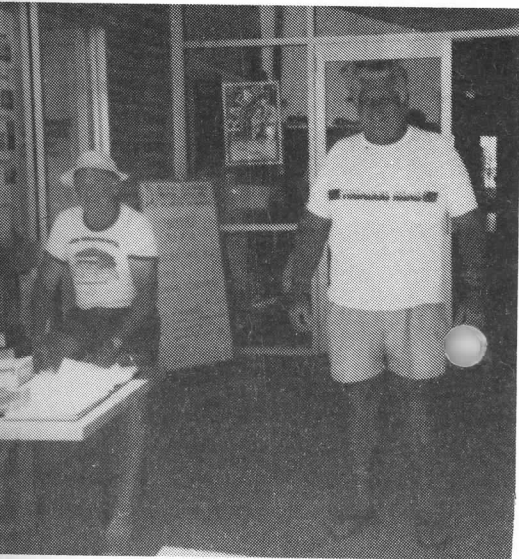
ALL MEMBERS

L.M.Y.C. this year will be at

Macquarie Yacht Clubs Articles
or the following flag officers
called.

at the Lake Macquarie Yacht
clubs.

with the returning officer at
no later than 5.00p.m on



G'Day..... &

WHAT WOULD YOU RECEIVE AS A MEMBER OF L.M.Y.C.

Right now fees are due for 1987/88

What are the major options;-

1) ORDINARY MEMBERS enjoy all the privileges of the club
plus have full voting rights

2) NON-SAILING MEMBER is not really suitably named
This class of member can go sailing, can enjoy all of
our amenities but cannot vote

Do you or do you know someone who comes to the club on a
regular basis to socialise and/or sail and is not a member.

Have a look at what we offer. Location, Friendship, Relaxed
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join our club?

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re BOAT INSURANCE.

Warrenson Insurance Services Pty Ltd have been
refused registration by the Insurance Commiss-
ioner (Insurance - Agents & Brokers Act 1984).

Warrensons Insurance Services Pty Ltd went
into voluntary liquidation on January 7th 1987

Boat insurance renewals may be directed to:

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Lake Macquarie Yacht Club
Phone 458776 (B) 497827 (AH)

Agent for Marine Hull Insurance.

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Address

..... Phone

CF NS 325



Our
 Left to Right:
 Chris, Mark, M

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SAILOR.**

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Boat Design

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New Main Retrofit

Name

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Phone

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Our Internationals

Left to Right: Grant, Vicki, Glen,
Chris, Mark, Noel and Brian.

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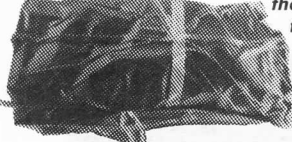
Grant and Glen
enjoying celebrations



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NAME.....
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(BUSINESS).....
OCCUPATION.....
NAME OF BUSINESS.....
NAME OF YACHT.....
YACHT REGISTRATION FEE .60¢ PER FOOT
(THIS FEE IS MANDATORY)
OVERALL LENGTH (METRES).....
SAIL NUMBER.....

MEMBERSHIP CLASSIFICATION.

NOMINATION FEE	\$10.00.....
ORDINARY MEMBERSHIP	\$50.00.....
NON SAILING MEMBERSHIP	\$20.00.....
SENIOR	\$20.00.....
FAMILY	\$65.00.....
JUNIOR	\$10.00.....
DINGHY SPACE	\$50.00.....
TOTAL	_____

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