

# FORECAST

Newsletter from Lake Macquarie Yacht Club



Photo credit: Peter Mayo

## COMMODORE'S MESSAGE

### Swansea Channel Update

Following discussion with the dredging project manager from TfNSW's MIDO I give the following report.

Dredging progress has not been up to expectations due to mechanical failure of the dredge. However, a smaller backup dredge was brought in and dredging has continued at a slower than planned rate. They have almost cleared the dogleg with a section still to do that is only 1.5m deep. The big dredge is expected to be back online next week, and they are hopeful that two to three weeks will see a 3m wide channel around 2.5m deep.

The channel is currently closed to traffic as it is too restricted with the dredge in its current position. The intention is to open up a navigable channel around 3m wide and continue the dredging alongside widening that channel.

With the delay in progress, it is expected that this first round of dredging will be completed mid-December and certainly prior to Christmas. The channel will be surveyed and monitored and a second round of dredging occurring in Autumn.

### LakeFest

I encourage all to enter the three main yachting events to be in the running for the LakeFest trophy which is presented to the best performing yacht in the WASC Australia Day Regatta, Heaven Can Wait one lap dash and the LMYC 2-day Lakefest regatta. Paul Heyes in Road Runner was the winner last year, and the trophy currently is on display in our club.

It is my turn to host the LakeFest Commodores Charity Ball which will be held in April. More details about all the events will be circulated and can be found on the LakeFest website [here](#) or the LakeFest Facebook page [here](#)

Geoff Edman  
Commodore



Saturday sailing - The Cube.  
Photo: Peter Mayo



Wednesday sailing - 4 October  
Photo: Peter Mayo

LAKE MACQUARIE YACHT CLUB'S

EVERYTHING THAT  
GLITTERS IS GOLD  
COMMODORE'S CHARITY BALL

13//04//24

SAVE THE DATE!

DRESS CODE - GLAMOUR



## SETTING SAIL

An update from the sailing committee  
By Steven Ford

The Wednesday summer series has been underway for several weeks with good turnouts of 20 plus boats split evenly over two divisions

Saturday racing has been going for almost two months with around thirty boats participating most weeks. Each of the respective series has commenced, and competition has been strong in each division

Friday Twilight sailing has commenced with the introduction of Daylight Saving. This will continue most Fridays until the end of March 2024.

The RKR series has seen an excellent turnout from all clubs.

The Melges 24 regatta scheduled for 11/12 November was cancelled by the organisers due to several boats not being able to attend.

There are several regattas scheduled over the summer –

- 11/12 November – Windwarriors
- 7 January 2024 - Flying 15s Nationals. **We will be looking for some volunteers for this event.**
- She Sails – LMYC 14 January, RMYC 18 February, WASC 3 March
- 9-11 February 2024 – Adams 10 Regatta
- 8-12 April 2024 – Multihull Regatta

We hope you can join us on 21/11 for the Marine Medical Seminar with Dr Chris Cahill.

## REGATTAS COMING UP

### November, 2023

11-12th - Windwarriors

### January, 2024

7th - Flying 15s Nationals

14th - LMYC She Sails

### February, 2024

18th - RMYC Toronto She Sails

9-11th - Adams 10

### March, 2024

3rd - Wangi Wangi She Sails

### April, 2024

8-12th - Multihull Regatta



Photo credit : Peter Mayo



## ANNUAL POINTSCORE 23-24 RESULTS

As at 28 October 2023

### SATURDAY RACING

#### Division 1

1. Roadrunner - Paul Heyes
2. Squid4woody - Steve Liddell
3. Dirty Deeds - Ian Humphris

#### Division 2

1. Beat to Quarters - Eddie O'Donnell
2. Anarchie - Paul Hannan
3. Excess - Bruce Dobinson

#### Division 3

1. Willpower - Simon Frendo
2. Morticia - Geoff Gardner
3. Pugsley - Len Lavers

#### Division 4

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

### WEDNESDAY SWEEPSTAKES

25 October race results as follows:

#### Division 1

1. Optimum - Hines/Laybut McLeod
2. Give&Take - Russell Williams
3. Excess - Bruce Dobinson

#### Division 2

1. Pentangle - Damien Boldyrew
2. Invictus - Ross Dawson
3. Tereshenko - Frank Cordingley

### SUMMER 1 POINTSCORE

As at 25 October, series Pointscore is as follows:

#### Division 1

1. Dreadnaught - Ed Hillier
2. Ross Street - Noel Jenkins
3. Excess - Bruce Dobinson

#### Division 2

1. Spellcaster 111 - Scott Ferguson
2. Lucille - Stephen Manhood
3. Mirage - David Kelty



Photo credit: Peter Mayo



Photo supplied by Karen Wickham -  
4th place -Lady Skipper race

### FRIDAY TWILIGHTS - LADY SKIPPER

20 October race results as follows:

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

### FRIDAY SWEEPSTAKES

20 October race results as follows:

1. Dulci Bella - Tim Litchfield
2. Pentangle - Damien Boldyrew
3. Spellcaster 111 - Scott Ferguson

[www.lmyc.com.au/race-results/](http://www.lmyc.com.au/race-results/)



## LAKE MAC SAILORS WINNERS IN THE SYDNEY TO AUCKLAND YACHT RACE

5 boats commenced the 1250nm on 7 October with fabulous results all round from boats crewed from members of Wangi Wangi and Lake Macquarie Yacht Clubs.

Boat: **Antipodes** finished 1st on Line Honours and 3rd in IRC  
Crew: Tony Jurd, Clyde Freedman, Damion Armstrong, Ralph Carter.

Boat: **Frantic** finished 2nd on Line Honours and 1st in IRC.  
Skipper/Owner: Michael Martin and crew: Steve Chapman, Tony Gango, John Eve, Trevor Smith, Malcom Dean, Ben Creighton and Alex Hunter all from Lake Macquarie.

**Frantic** was awarded the Sir Thomas Lipton Cup est 1919 and was awarded for the first time in this race.

In addition **Mayfair**, previously **Shakti** (and owned by Life Member Doug Coulter), finished in third place.



The crew of Frantic. Winners IRC  
Photo: Frantic Racing FB page



Photo credit: Peter Mayo - October 23, Pursuit Race



## HISTORY LOCKER

While Jan Cummings has some well deserved time off from preparing articles for the History Locker, we are introducing some short 'sailing stories' prepared by some of our members.

### **A BIG DAY OUT**     By Dorian Griffin

During the summer school holidays of 1960 when I was in the Australian equivalent of year 9 my friend Paul Nickson and I had taught a club member of Barry Yacht Club how to sail his sailing dinghy called Red Rose. As a thank you for our efforts he said we could have the use of Red Rose ourselves during the balance of the school holidays.

Red Rose was a traditional heavily build clinker planked sailing dinghy. It had a pivoting centreboard made from 10mm galvanised steel plate and a lifting rudder with an aluminium rudder blade. Being a heavy craft, it was left on a mooring when not in use and sat on the mud for just over 2 hours either side of low water.

One fine summer day when high tide was around 2.00pm Paul and I decided to sail over to Flatholm which is a voyage of a little under 6 nautical miles. Our plan was to use the flood tide to assist our passage over to the island. We would then have some lunch and explore the island before setting off home to Barry on the early ebb tide.

We set off around 10.30am as soon as Red Rose was afloat and were soon sailing rapidly westward helped along by a strong flood tide and a brisk south westerly wind. The tidal flow in this part of the Bristol Channel can reach 4 knots on spring tides so we were at Flatholm in just over the hour and had Red Rose beached using a couple of inflatable boat rollers to pull her clear of the water. The only suitable landing spot on Flatholm is on the easterly side where there is a little cove in the lee of a low cliff. From this cove there is a path leading up to the lighthouse, foghorn and keepers' accommodation. In the 1960's this facility was still manned and there was also much evidence of fortifications from as far back as the Victorian era. We had just settled down to enjoy our lunch when we were interrupted by one of the lighthouse keepers. He had clearly been watching our progress and had come down from the lighthouse in the centre of the island to inform us that a gale warning had just been declared for the region and in his opinion, we should push off home as soon as possible.

Foolishly this is what we did, setting sail for Lavernock Point, the closest land point north-west of Flatholm and about 3 nautical miles away. At this point there was still a couple of hours of flood tide still to run and we were soon swept past Lavernock Point and before we could get close enough to the shoreline to get out of the tidal stream, we were off what is now Cardiff Bay. This area was in those days the mouth of the very polluted Taff and Ely rivers and known locally as "The Drain". It was the ugly nature of "The Drain" especially at low water when acres of smelly mud were exposed that prompted "The Cardiff Bay Development Corp" to propose the building of the barrage across the bay from Cardiff docks to Penarth Head. This was built in the 1990's and has created the large 200 - hectare freshwater lake that is there today.

---

---

We were now further from our home port of Barry than we had been on the island and were faced with a long sail home to windward into a rapidly increasing south westerly wind. The first section of this was almost due south along the coast from Penarth towards Lavernock Point and was partially in the lee of the extensive limestone cliffs along this section of coastline. Once we reached Lavernock Point however the situation became much worse. We were now facing the full strength of the wind and by now the ebb tide was just starting and we had wind against tide setting up a vicious tidal race off the point. As we bashed our way through these steep short waves we noticed that the centreboard case was moving side to side quite alarmingly. On inspection we discovered that the top of the centreboard case was only secured to the thwart by two brass screws which had clearly given up the struggle under the bashing the centreboard case was getting from the steel centreboard. We decided at this point that we had to arrange some sort of lashing to minimise this movement before Red Rose sprung a serious leak at the base of the centreboard case. The only suitable rope we had on board was the jib sheets, so we took down the jib and used the sheets to restrain the top of the centreboard.

We then had to sail very carefully under mainsail along the final 3 or so nautical miles back to Barry across Sully Bay, having to ease Red Rose over the increasingly big swell to minimize strain on the centreboard case. While sailing across the bay on one long tack we encountered another problem with Red Rose. The thin aluminium plate rudder blade was bending under the strain of the strong weather helm we were experiencing with only the mainsail up. At one point we had to ship the rudder and straighten up the blade! Unfortunately for me once we were west of Sully Island all this drama was in full view of my parents' house in Sully. We did eventually get back to Barry harbour and put Red Rose back on her mooring before it dried out, but the entire return trip took almost 5 hours!

In hindsight we should never have embarked on such a voyage, even as we left the shelter of Barry Harbour that morning the wind was already strong enough to have made the return trip uncomfortable.

There are three lessons Paul and I learned from this little saga:-

- When planning to sail offshore, especially in small open sailing dinghies always check the weather forecast beforehand.
- Do not be lulled into a false sense of security by underestimating the true wind strength when sailing down wind and with a strong following tide.
- When sailing in strongly tidal waters stick to your game plan. It is futile trying to sail to windward against the tide in a small 14 foot sailing dinghy.



Left - Traditional heavily built clinker planked sailing dinghy similar to Red Rose.

Dorian, has been an active member of Lake Macquarie Yacht Club for many years, sailing on boats such as Capsicum, Bimini, Mangrove Jack, Bindaroo, Pentangle, Mirage, Willpower, and currently Ross Street.



LAKE MACQUARIE YACHT CLUB

# FIRST AID FOR SAILORS

WITH DR CHRIS CAHILL

*Learn basic first aid skills and use of AEDs*

**DATE:** TUESDAY 21ST NOVEMBER  
**TIME:** 7:00PM - 8:00PM  
**VENUE:** WATERFRONT MARQUEE,  
LAKE MACQUARIE YACHT CLUB

*No RSVP necessary, just turn up and learn!*

## SheSails Tri-Series Regatta Race 1

SUN 14TH JAN 2024  
BRIEFING AT 11:30AM  
WATERFRONT MARQUEE, LMYC  
RACE STARTS AT 12:30PM  
For NoR & SI's, go to [www.lmyc.com.au/sailing-instructions/](http://www.lmyc.com.au/sailing-instructions/)



Lake Macquarie Yacht Club



PORT STEPHENS  
*Trailable Marathon*  
4TH NOVEMBER 2023  
10:00AM START

**INAUGURAL EVENT - NO RACE FEES!**  
24 nautical mile circumnavigation marathon passage race  
**3 divisions:** traditional trailer-sailers and keel boats up to 27 feet; sports trailables; open division for any other boats including keel boats and multihulls.

**Start from Soldiers Point.**  
Presentation event at PSYC on Saturday evening. Great range of mooring, berthing, boat ramp and storage options available!  
**Checkout the Notice of Race and Sailing Instructions @ PSYC.com.au**  
or call Rick Pacey on 0417 544 230  
vice.commodore@psyc.com.au  
or Tim Peachey on 0439 172 833  
club.captain@psyc.com.au



NoR and SI's for Race 1 - Lake Mac She Sails is out !  
<https://lmyc.com.au/sailing-instructions/>

### WE THANK OUR SPONSORS

