

FORECAST

Monthly Newsletter from Lake Macquarie Yacht Club



COMMODORE'S MESSAGE

OCTOBER 2025

Last month I reported that Eleanor Cunningham was awarded She Sails Representative of the year for NSW & ACT and that Ken Semple awarded Official of the Year. Both were nominated for the Australian Sailing National Awards. This month we can Congratulate Eleanor on being selected as finalists in the National Awards. Congratulations also to club member and volunteer Ken Semple also a finalist as the Official of the Year in the National Awards.

We all owe a big thanks to Jeff Payne, 'Carpe Diem', who freely gave his time and experience volunteering to sand back and re-coat all the timber railings on the fences around the deck area. It is a great improvement! Thank you, Jeff.

It has been a busy month for our sailors. Cruising Division had a week cruising our wonderful lake with a visit to the many clubs and cafes from all accounts. All our racing has started now with Friday twilights, Wednesdays and the Wind Warriors all in full swing.

Our races officers were kept busy with the Jubilees National Regatta held at the Club in October. All reports that they had a great time even though the strong NW winds limited the number of races. They are keen to return. Our thanks to all the volunteers who assisted over the week.

Our wandering members are returning from their extended cruise north. There have been several return to the lake over the last month with a few still enjoying their time exploring the Queensland coastline.

We now have an engineered design for the rectification of the damage done around the car park. Tenders have been called and we expect to select a contractor early November. The repair will take some time and will need to be carried out in sections.

SEE YOU 'ROUND THE CLUB
GEOFF EDMAN, COMMODORE
Email: commodore@lmyc.com.au

REAR COMMODORE REPORT - OCTOBER 2025



Recently there has been 3 MOBs off boats without lifelines. One MOB was wearing a lifejacket (Jubilee Class) which apart from giving the MOB buoyancy also made the recovery a lot easier. The rescuers reported the harness gave them a good grip on the MOB when hauling the lady out of the water.

The LMYC Sailing Committee are very concerned about these incidents and want crews sailing without lifelines to consider factors like but not limited to, agility, experience, physical fitness, age, weight, medical conditions etc before deciding if it's appropriate not to wear a lifejacket. Even if the boat you are on has lifelines it a maybe appropriate to wear a lifejacket should any of the above factors apply.

YOUR DECISION SHOULD BE - WHY AM I NOT WEARING A LIFEJACKET

QUEENSLAND FLYING FIFTEEN STATE CHAMPIONSHIPS

Mean while another LMYC boat without life lines has taken out the Queensland Flying Fifteen state championships, again. 'Up Ship Creek' skippered by Chris (I don't touch ropes) Villa and crewed by LMYC Club Captain Mark Holmes.



Queensland



The Qld states were hosted by Sandgate Yacht Club (not in the Shortland Wetlands) on Morton Bay. The club is about 5kms west of the north end of Brisbane airport runway. A lovely quite little anchorage up a creek, not Ship Creek, either Nundah Creek or Cabbage Tree Creek (Tightgum) and/or all off them. Thankfully Sandgate Yacht Club is at Shorncliffe just so it's not confusing. Full marks to Chris and Mark for getting there.

The creek, whatever it's called, empties into Bramble Bay. Bramble Bay faces NE across Morton Bay and there's nothing in front of it for a long way so no shelter from a NE'er. On day one, the Saturday, to quote the race report "the NE'er didn't hold back" and so the day was called after one race. Mark told us at LMYC Sailing Committee 'Up Ship Creek' rode one wave all the way down one leg.

Results of QLD State Championships:

Race 1	1st	'Up Ship Creek'	Chris Villa/Mark Holmes
Race 2	1st	'Up Ship Creek'	Chris Villa/Mark Holmes
Race 3	1st	'Up Ship Creek'	Chris Villa/Mark Holmes
Race 4	1st	'Up Ship Creek'	Chris Villa/Mark Holmes

The complete results can be found here <https://syc.org.au/>



Chris and Mark enjoying a drink while holding the trophies!

So after their stella performance I thought they deserved to be interviewed by yours truly.

LMYC Rear Commodore (RC), Me: Mark, I see in 1978 Nationals you owned 'Moody-Blue' and in 1980 'Blue Bell'. Have you owned any other Flying Fifteens?

LMYC Club Captain Mark Holmes (MH): Yes, Ross Wilson sailed with me on 'Mullet'. Chris has had 6 or so Flying Fifteens.

RC: I would have bet London to brick that if you had had another FF it would have been 'Blue Oyster', damn.

MH: Really, why?

RC: it's a Police Academy thing. Brad Quiggin is always on about at Wind Warriors. What attracted you to FFs?

MH: I started when I was about 15. I just love class racing. If you gave me a bathtub with a mast and there was a group of them, I would be happy. Not so important how fast you go but the like for like competition does it for me.

RC: I was thinking that it might have been because there's only you and Chris, there is less crew problems?

MH: No? He adds to them!

RC: Of course. Day one of the QLD State Championships was a big NE'er. I have seen a carnage "scorecard" 1 x Gooseneck, 1 x tiller, 1 x forestay, 1 x MOB, 1 x VHF and 1 x rescue boat, what the?

MH: Yeh, they had to rescue a rescue boat.

Mark is a man of few words and like any good "Lake Macquarie" lad, he saw a break in the traffic so to speak, a bloke he barely knew came along and Mark just had to talk to him, interview over. "Don't worry Mark, I'll answer for you" I said as Vice Commodore Garry Van Dijk arrived and agreed I should answer for him. "What is the next question" asked VC Garry. I was going to ask "has sailing Wind Warriors against the Immediate Past Commodore, Bill Chaseling helped you hone your tactical skills?" "I'm sure it would have" answered VC Garry. We're a tight team us LMYC Flag Officers.

The Flying Fifteen was designed by Uffa Fox of Cowes in 1947. In 1949 the Township of Cowes presented Princess Elizabeth and Prince Philip with the Flying Fifteen 'Cowslip' for a wedding present.

Uffa and the Duke of Edinburgh on 'Cowslip'. Note: no lifelines but Prince Philip is wearing a self-inflating woollen pullover.

Chris would you believe (see below) that even the Duke of Edinburgh, Prince Philip does stuff on the boat other than just helm.



It appears the Duke's concentration has been interrupted as he has nearly emptied the bucket back in the boat. Must be what Uffa is saying! I wonder if Prince Andrew sailed?



There are plenty of photos of Uffa sailing with the Duke and Prince Charles in both Flying Fifteens and Dragons. Kinda gives HRH King Prince Charles a bit cred. Now if he had sailed a YW Diamond that would really be something. There are photos of the Duke hiking hard and not falling overboard.

Past record for 'Up Ship Creek':

23/24 ACT State Champions at Canberra YC

21/22 ACT State Champions at Canberra YC

20/21 QLD State Champions at Tin Can Bay YC

LMYC NSW State Champions:

1976 'Super Goose' Noel Davies G. Cummings

1978 'Hunky Dory' Noel Davies no crew listed

1981 'Scandal' Glen Coulton ditto

1982 & 83 'Super Toy' Glen Coulton ditto

1984 'Here We Go Again' Glen Coulton ditto

1985 'Here We Go Again' Chris Villa ditto

1986 'Flying High' D. Andrews listed as LMYC maybe Victoria?

In the third Australian National Championship in 1978 held at LMYC understandably there were 10 LMYC FFs. The name of the crew isn't on record and skipper was recorded with only first name initial. Thanks to Chris for your help here identifying skippers:

'Hunky Dory' Noel Davies still sails on 'Dee One' Adams 10.6 on Wednesday
'Star Dust' Glen Coulton, 1986 World Champion
'Currawong' Chris Villa now on 'Fast Eddy' Etchells 22 with Mark and David Nichols
'Gumleave' Bryan Phillips, legend
'Moody-Blue' Mark Holmes
'Lime-Splice' Peter Cummings brother of Russell of Etchells 22 'ARC'
'Midget' Bruce McKenney
'Assagai' Michael Graham of the fleet, 'Twinkle', 'Nola Rose', 'Santana'
'Blackbeard' Paul Van Rugge still sailing a FF, 'Split Enz' Wednesday and Friday
'Kaliedoscope' Eric Villa, Chris's uncle



HUNTINGFIELD CUP - JUBILEE CLASS

Recently LMYC hosted the Huntingfield Cup for the Jubilee Class yacht. They came from Macleay Island, South Morton Bay, Qld (4 yachts), Cronulla, NSW (1 yacht) and various places in Victoria (7 yachts), Sorrento, Ballarat and Albert Park.

These yachts are of sturdy construction, J45, Jessica was built by Halvorsens at Ryde in 1946 and resides at Macleay Island. J45, Jessica came 2nd in first race but one of the crew was hit by the boom in the second race, MOB and concussion. Jessica sailed no more races.

The Jubilee yacht is 18ft LOA, 16ft LWL with a draft of 1ft4. Very simple design. When Mark Holmes told me "if you gave him a bath tub with a mast..." I thought of these.

'Balcombe Bay' Michael Morrow Ballarat YC 10 points
'Scorpion' Charles Weatherly Ballarat YC 11 points
'Renaissance' Steve Wright Cronulla SC 18 points
'Mudlark' Fred Cantwell Sorrento Sailing and Couta Boat Club 20



The Huntingfield Cup sounds so posh and it is: HIS EXCELLENCY CAPTAIN THE RIGHT HONOURABLE WILLIAM CHARLES ARCEDECKNE BARON HUNTINGFIELD Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, Governor of Victoria donated the Cup be to be sailed for annually in friendly competition between the States of the Commonwealth of Australia.

On that note I bid you adieu

REMEMBER TO THINK ABOUT WHY YOU ARE NOT WEARING A LIFEJACKET

LMYC FOREDECK TRAINING

Our first practical foredeck training session was well attended by well over twenty people. We explained terminology, sheet & brace setup, the importance of ensuring lines run outside everything including the lifelines, where to stand, behind the spin pole, when end for end gybing. Thanks to Club Captain Mark Holmes for the use of his kite and to those members who assisted freely with their experiences and safety advice. There were a few suggestions and requests for further topics. I will cover these topics over the next weeks. Thanks to Jeff Payne (Carpe Diem) for designing and building the mock mast setup. It worked well on its first outing with a few additions for future sessions in the pipeline.

At our next practical session, we will work through dip pole gybing.

In this article I will go through both dip pole and end for end gybing.

DIP POLE GYBING, PROCESS AND IMPORTANT POINTS:

- Requires double sheet & brace and a spinnaker pole that can slide up the mast enough to allow the pole to pass inside the forestay.
- As with all spinnaker setups, make sure the sheets/braces run outside everything especially the stays and lifelines.
- When setting up to hoist the spinnaker pay particular attention to getting the lazy spinnaker sheet over the spinnaker pole. If the sheet ends up under the pole it will make it more difficult to gybe.
- At all times, good clear communications with all other crew is important.
- Preparing for the gybe take the lazy brace forward, ensure the jib is low enough to allow the spinnaker pole to pass under the forestay.
- The trimmers will take the spinnaker up on both sheets freeing both braces as the helm bears away to square downwind floating the spinnaker on the sheets only.
- Mast crew raises the pole up the mast to the required height. Trip open the pole beak and lower the topping lift enough to get the pole inside the forestay. Bowman puts the new brace into the beak pushing the pole to the new Windward side. Ensure that the new brace is not wrapped around the pole end, this often happens.
- Topping lift up and pole down the mast as the new (now Windward) brace is taken up and old sheet is eased.

A COUPLE OF TIPS:

- It will be easier to control the spinnaker under sheet only if both tweakers are pulled down tight.
- Be careful to not bring the pole down the mast until the brace is at the clew, too early and you run the risk of poking the pole through the spinnaker. Skipper will not be happy.
- After the gybe, depending on your set-up and whether there will be another gybe, you may need to move the heady over and re-run sheets.



LMYC FOREDECK TRAINING CONT.

END FOR END GYBING, PROCESS AND IMPORTANT POINTS:

- Can be single sheet/brace where the Windward sheet is the brace.
- Can also be double sheet and brace which makes it easier for larger yachts as the braces are free.
- Topping lift and kicker need to be eased only, as the pole remains at its set height. Usually can be handled with one foredeck crew at the mast.
- Setup to hoist as dip pole gybing including getting the lazy sheet over the pole but not as important.
- At all times, good clear communications with all other crew is important.
- When preparing to gybe stand on the Windward side of the mast facing forward keeping behind the spinnaker pole.
- With double sheet & brace have the lazy sheet and the jib sheet over your shoulder.
- The trimmers will take up the spinnaker on both sheets as the helm bears away square downwind floating the spinnaker on the sheets only.
- When skipper calls gybe, remove the spinnaker pole from the mast and release spinnaker brace and put new brace, if doubled sheet and brace, into the new Windward end of the pole, push the pole forward and to the new Windward side. If single sheet setup, grab the new Windward sheet and clip into the pole pushing forward and to Windward.
- During that process you will have stepped around the front of the mast and now on the new Windward side of the mast and behind the spinnaker pole facing forward. Clip the mast end of the spinnaker pole back onto the mast.
- Trimmers will now take up the new brace and ease the old sheet.

A COUPLE OF TIPS.

- Before putting the new brace into the pole beak throw the jib sheet over the pole. If you miss this step you will need to sort the sheet out later when you drop the pole and spinnaker.
- As with dip pole gybing, pulling the tweakers down will help control the spinnaker while gybing.
- Double sheet and brace is physically easier as you won't be fighting with the loaded sheet while getting the pole back onto the mast.
- Discuss with the skipper and trimmers regarding the timing of gybing the spinnaker with gybing the main sail. Some prefer gybing the main first, others gybing the spinnaker first and others gybing both together.

I hope you find this helpful. They are my own thoughts. If you have anything that you would like to add I would appreciate your input.

If you are on Facebook, there is a Facebook group called LMYC Foredeck Union. This is a private group for LMYC sailors.



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**SUN 16TH
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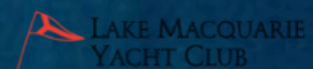
11:30AM-2:30PM

**LAKESIDE
PAVILION**



*3hr Beverage Package
PLUS Limocello or Aperol
Spritz on arrival
Italian Share Plates by
Crusoe's on the Lake
Live Entertainment*

**TICKETS AVAILABLE
VIA RECEPTION**



TICKETS AVAILABLE VIA LMYC RECEPTION

**TICKET SALES END MONDAY 10TH
NOVEMBER 2025**

WHAT'S ON @ LMYC

NOVEMBER COCKTAIL OF THE MONTH
EARP DISTILLING CO
LIMONCELLO
COLLINS
\$17



SUMMERTIME
LIMONCELLO
GIN
LEMON JUICE
CLUB SODA

 LAKE MACQUARIE
YACHT CLUB

LIVE @ LMYC

NOVEMBER 2025 Fridays 6:30pm - 9:30pm
Sundays 12:30pm - 4:00pm

SUN 2ND  JESSE O'NEILL	FRI 7TH  BOBBY SAN JUAN	SUN 9TH  ZAILYA	FRI 14TH  ALLAN FREIHAUT
SUN 16TH  DOLPH SECCOMBE	FRI 21ST  CHLOE GILL	SUN 23RD  DARREN ROLLING KEYS	FRI 28TH  CHRIS WILCOX
		SUN 30TH  TARA KIRBY-CAMPBELL	

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