

FORECAST

Monthly Newsletter from Lake Macquarie Yacht Club



COMMODORE'S MESSAGE

NOVEMBER 2025

It has been quite busy around the Clubhouse over recent weeks. The wonderful spring weather and Regattas have brought the members and visitors to the Club. Our Discover Sailing Centre continues to introduce new people to sailing, and with it, new members. The high patronage is mirrored with good takings.

Congratulations to our members who completed the Hunter 100 overnight yacht race run by NCYC. Yachts raced from Newcastle harbour south the Bird island, north the Cabbage Tree Island and finishing in Newcastle Harbour. LMYC yachts competing were *Saltwater Wine* (Tom Woods), *Carpe Diem* (Jeff Payne), and 3rd on PHS, *Q* (Mike Shelly and Ian Gilks). Also from the lake were Trim, Inner Circle, Totiki and Challenge.

And further afield, Micheal Graham and crew have sailed *Santana* across to Lord Howe Island. As I write this column, *Santana* is waiting on the seaward side of Swansea bridge waiting to re-enter the lake. *Santana* is entered in this years Sydney Hobart race and I am sure they gained some good experience for the dash south.

Almost all LMYC yachts have returned from their trip north this winter with only Allaban and Highland Fling still working their way, slowly, south. Recent arrivals back to the lake is last few weeks are Rio, Renaissance and Quattro. There may have been others but I am not aware. A couple of our cruising division sailed down to Port Hacking and Sydney Harbour this last month. By all reports they had a great time.

Finally, there is only a few short weeks before Christmas and our Christmas/New Year break. Many of our members will be travelling to families or having family visit. On behalf of the board and the Club I wish all members and their families a happy and safe Christmas period.

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

REAR COMMODORE REPORT – NOVEMBER 2025



WHY AREN'T YOU WEARING A LIFE JACKET?

Yet another MOB off a yacht without lifelines. On the day of the last Pulbah Race, 'Kick and Chase', an Adams10 without lifelines of RMYC-T fleet lost a crew member overboard on the southern side of Pulbah. I don't know if the MOB was wearing a lifejacket.

The Special Regulation 5.01.1(j) requires yachts racing in CAT 5 & 6 to wear life jackets while on deck if the boats lifelines don't comply to Special Regulation 3.12. This doesn't apply to CAT 7 races. The reason this applies to CAT 5 & 6 came about due to fatalities on Port Philip Bay in the Association Cup in 2004 and 2018. The fatalities were MOB's off Adams 10s without lifelines. Incident reports Click [here](#) for 2004 and [here](#) for 2018 reports.

In the 2004 incident the skipper and a crew member went over the side on a broach. The crew man managed to hang on and was recovered. During the broach the tiller broke off at the rudder head due to fatigue in the aluminium bracket that attached the tiller to the rudder post. This left the boat out of control and the skipper in the water without a lifejacket. The boat carried on being out of control and the VHF on board wasn't working. Communication was by mobile phone, but the crew onboard couldn't contact the race committee vessel (RCV) so had to ring the club. By the time the RCV was alerted another competing vessel had found the deceased floating faced down.

In the 2018 incident the MOB was wearing a manually inflatable PFD with the inflating pull handle tucked away, which was normal practice. They only had a 5W VHF which only provided marginal communication. The rescue vessel was unsuitable having only one crew, high sides and no transom door.

In the 2004 incident, one should note that the only person on this Adams 10 not wearing a life jacket was the skipper, the deceased.

WHY AREN'T YOU WEARING A LIFE JACKET?

FURTHER SAFETY ISSUES



I have been looking into a pet subject of mine, rope security ie storing lines on board so they don't wash overboard, especially in dangerous situations like crossing bars. A rope around the propeller could be disastrous. There are other times like backing into a marina berth to watch out for floating mooring lines or even when motor sailing. It is important to make sure your sheets or halyards don't go over the side as this can result in said lines getting picked up by the high speed 'underwater winch' (the propellor). Now, some designs are more prone to this happening. One I am aware of is the Farr 31, particularly when motor sailing with a spinnaker. Don't laugh as this is known to have happened. So far as I'm concerned good housekeeping is very important for safe boating.

LORD HOWE ISLAND BBQ 2025

The annual Lord Howe Island BBQ Cruise organised by Sailors Abroad came about due to the Gosford to Lord Howe Yacht Race (last race 2011) limited the number of entrants, as there are a limited number of moorings in the LHI lagoon. Disgruntled sailors decided to cruise over there after the race and a tradition was born. The deal is they have a BBQ on Ned's Beach on the Tuesday after Melbourne Cup, being the 18th November this year. It is a fund raiser for LHI Public School. The school P&C Association supply the food and the sailors the donations. This year Michael Graham, 'Santana' with a large cast did the cruise yet again. It's only a 780 nm round trip for a sausage sizzle, must be damn good sausages! The photo is of a past BBQ I found online in the [Lord Howe Signal](#)





KING OF THE LAKE REGATTA

The 2025 NSW Multihull State Championship, 'King of the Lake', was hosted by LMYC - 9th November to 13th November. The boats came from far and wide - Royal South Australia YS, Goolwa Regatta YC - SA, Hastings YC in Western Port Bay and Port Melbourne YC from Victoria, RPAYC and St George SC from Sydney, Mannering Park, Wangi and LMYC from here and Royal Queensland Yacht Squadron.

Div 2 winner - 'SKNOT' (pronounced snot and it's green) - Craig Unthank of Hastings YC

Div 1 winner - 'The Stig' entered under LMYC - Terry O'Brien on a count back from 'Crosshair' - Gerald Valk of Royal South Australia Yacht Squadron

Full results click [here](#)

Terry O'Brien is the organiser of the event in conjunction with our Racing team. I did the presentation and Terry did a very good job of being embarrassed about winning the regatta he organised. The divisional 'kings' were presented with capes complete with Ermine trimming to wear for the rest of the evening. They looked very regal.

Photos by LMYC Sailing Manager Simon Turpin



POLICE & EMERGENCY SERVICES REGATTA

This was a two-day regatta with eleven boats competing. The Police Sailing Club Commodore, David Blakemore is a very enthusiastic bloke. Dave would like to make this a three-day event next year incorporating our Wednesday race. I have warmed to this idea. At one time we had a Masters' Regatta that ran over 3 days ending with the Wednesday race.

Results for this regatta:

- 1 **TERESHENKO** Frank Cordingly LMYC
- 2 **ELUSIVE** Rick Pacey PSYC
- 3 **FLYING COLOURS** Rusty Reed LMYC

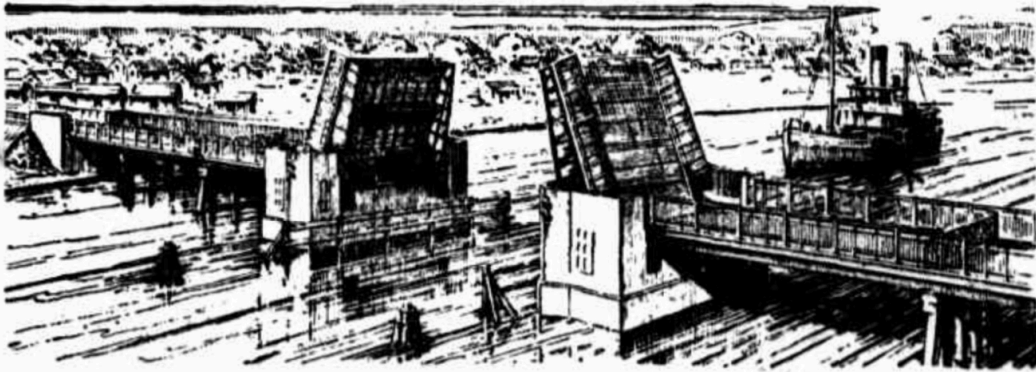


David Blakemore



They look good in their red P&ES regatta tops.

SWANSEA BRIDGE: NEW DESIGN



Features new in Main Roads Department design are incorporated in the design of the new Swansea bridge, for which fresh tenders have been invited. At the first call no acceptable tenders were received.

Because of the necessity to keep the deck level as low as possible, a double-leaf bascule span was decided on. A bascule is a drawbridge raised and lowered with counterpoise. For aesthetic purposes an underneath counterweight was adopted. But to keep the counterweight above water level the weight of the lift was reduced by a double leaf bascule. It will be the first bridge built by the department with underneath counterweights, double-leaf bascule and light-weight grid deck.

To ensure that the two halves of the bascule act together properly an ingenious form of automatic locking device has been evolved to be fitted at the centre of the span where the halves meet.

A feature of the open grid deck which caused concern was the possibility of horses catching their hooves in the deck and pulling off their shoes. As a result of investigation and consultation with experts on horse traffic the grid was amended slightly to avoid this.

The open grid deck is preferred to flat sheet steel because it is lighter and the danger of animals slipping is obviated.

The new bridge will be 40 feet west of the old bridge and have an overall length of 570 feet. It will consist of 12 40-foot rolled steel joist spans with concrete deck and electrically operated lifting span which will provide a horizontal clearance of 54ft 8in. and unlimited vertical clearance over a width of 47 feet. The roadway on the bridge will be 22 feet wide and there will be a five-foot wide footway on the eastern side.

Piers for the 40-foot spans will be pile trestles with headstocks. The bascule span piers will be supported on cylinders, two a pier, with the bell-bottoms of each cylinder resting upon a group of 18 piles (16 inches square) driven down to firm sand and gravel.

Wed 31 MAR 1948 Swansea Bridge: New Design - Newcastle Morning Herald and Miners' Advocate. This bridge is now the north bound traffic bridge (Singing Bridge) which was opened in 1955. I wonder where that ship is going?

FLYING FIFTEEN - ACT TITLES

Our FF troupers, Mark and Chris - 'Up Ship Creek' AUS 4062 ventured down to Lake Burly Griffin for ACT Dinghy Championships. Try as I may I haven't been able to find any results for this year.

Mark told me they came second and thought they were going to perish. Yes, on Lake Burley Griffin. At about 11am on the 16th November the dinghy fleet was hit by a 60kt gust that knocked them flat. Broken masts and sunken boats all over the lake. Mark (the man of few words) told me they were at the top mark when it hit. The FF that is ballasted and not supposed to capsize, was laid flat. The wind was so strong that it was now blowing on the hull and driving the boat under until it was inverted. Chris and Mark wear hobbles (see link at end). Mark had swim down to detach them. The "gust" lasted 5 minutes or so, then conditions were beautiful except that now 'Up Ship Creek' was inverted, fully rigged. Mark said Chris was struggling and he was very worried about him. Anyway, the wind passed and they hung off the keel till she came up. They regained their composure and sailed on to finish the race, only to find "N" over "A" flying and the race abandoned. The race committee were busy out rescuing.

Videos of the "gust" <https://www.facebook.com/ben.cristofani.3/videos/1150893380490560?vidorvanity=27999219564>





'Up Ship Creek' AUS 4062 and arch-rival, 'Where the Bloody Hell Are You' – Craig Rainey and I. Rainey from Gippsland Lake YC

HIKING HOBBLER

Chris and Mark use hiking hobbles. Follow this link to find out more [here](#).

WHY AREN'T YOU WEARING A LIFE JACKET?

PHIL CUNNINGHAM
REAR COMMODORE
Email: rearcommodore@lmyc.com.au



LMYC FOREDECK TRAINING

Hi fellow foredeckers. As some of you are aware, I have been out of action for several weeks and will be for several more. As such I have been unable to organise a second practical session as I had promised. I hope to get another session organised before long.

Meanwhile, we will continue with tips and tricks and how to work the foredeck.

This Forecast details the use of the asymmetric spinnaker. Morgan Frew, one of our very experienced sailors, has written this month's Foredeck Union article. Enjoy the read as I did.

ASYMMETRIC SPINNAKERS

Hello fellow forehands, I've been asked to share some tips and tricks for setting up, launching, and retrieving asymmetric spinnakers.

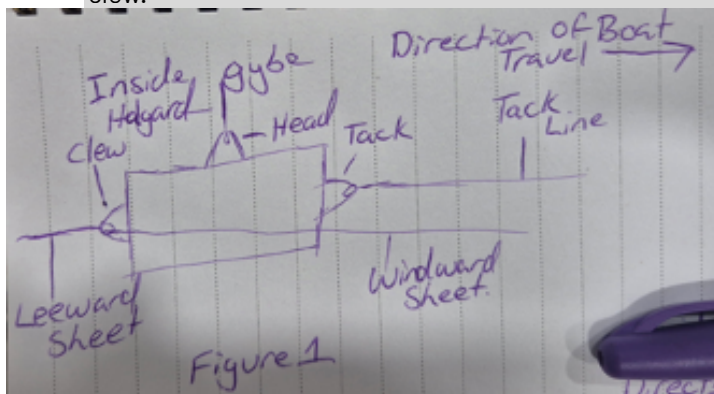
While every boat is different and each crew will have their own ways, this is what works for me, so feel free to change things see what works best for you.

First off, once the skipper/owner has decided on what spinnakers are going to be onboard for the days racing, check that they are packed correctly, the correct sail is in its matching bag, the tack, head and clew are secured and easy to access and run the spinnaker tapes to make sure the sail isn't twisted. Then stow them in the boat where you know they will be when needed.

When setting up to connect the asymmetric, ready to be hoisted, work out which way you are going around the mark, like a symmetrical kite you hoist the sail from the leeward side. Connect the spinnaker bag to the life line or a hard point as far forward as practical for the boat you are on, generally I like to connect it to the first stanchion back from the bow. Make sure the tack of the sail is facing the bow. Then make sure your spinnaker sheets are free to run on both sides, and not caught under the bag, or through the life lines.

Connect your sheets to the clew of the sail, if you are using clips, clip each sheet separately to the clew, incase one sheet flogs of while the sail is flapping you can use the other to retrieve it. And if you have time tape the clips shut, I personally don't like clips as I have had them come undone. I prefer to tie the sheets on with bowline's leaving at least 100mm of tail on the knot.

Next connect the tack line to the tack, there are a few ways to do this, but this is how I have always done it, run the tack line along the deck, under the sheets and connect it to the sail, make sure it isn't tangled or under anything else it could get tangled with. You don't need to tape the tack clip shut as when the sail flags the motion isn't as violent as it is at the clew.



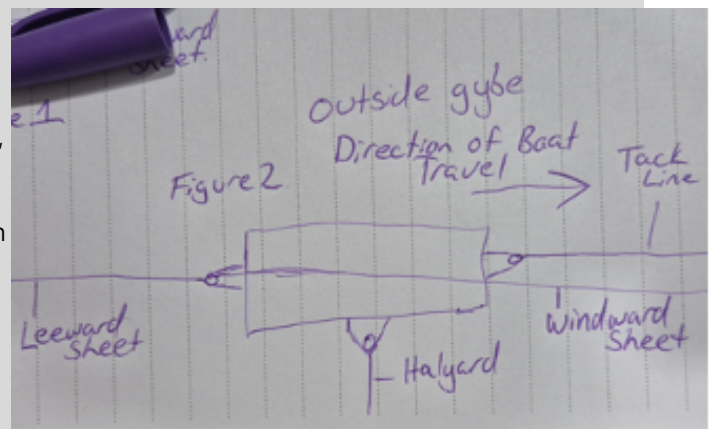
Now is the time to ask those who think they are in charge, if its going to be an inside or outside gybe. An inside gybe is where the clew of the spinnaker goes between the forestay and its own Luff, most dinghies do this ie; 16ft skiffs, 49ers, cherubs. An outside gybe is where the clew of the spinnaker goes forward and around the outside of its own luff. If you are setting up for an inside gybe take the halyard from the mast, check its not tangled with other halyards or rigging, take it out side the Jib and connect it to the head of the spinnaker with the windward sheet inside of the halyard (figure 1).

If it's an outside gybe, do the same as above but connect the halyard to the sail with the windward sheet outside of the halyard (figure 2)

You are now ready to hoist the spinnaker, when the time comes, feed the tack of the spinnaker out to the end of the bow pole, you will need to control the tack of the sail as its pulled to the end of the pole, to stop it from ending up in the water. I throw an arm around it and try to keep it closed and in a sausage. Now with the bag open and sheets free from the bag try to hold the head of the spinnaker as far forward as possible as the crew works to hoist the sail, this helps to keep the sail and halyard away from the mast and reduce the risk of the sail catching and potentially tearing while being hoisted.

If all goes to plan you should have an asymmetric spinnaker in the air and working.

Now when it comes time to gybe, make sure the lazy sheet is clear, if you have dropped the Jib, be sure the lazy sheet is free and clear. As the boat gybes position yourself near the forestay so you can help the sail through its passage in case it gets snagged, be ready to catch the old sheet when it's released from the winch and stop it dropping off the end of the bow pole and going under the bow.



LMYC FOREDECK TRAINING CONT.

When you are approaching the bottom mark and it's time to stash the asymmetric spinnaker, there are several ways to do this, generally here on Lake Macquarie you will stash the spinnaker down the front hatch, and I will go through this, but offshore it can be very risky to open the front hatch in big swells, and you would do something similar to an envelope drop through the back hatch. Another technique is what is referred to as a "Mexican" which is a gybe, windward drop, but let's not get ahead of ourselves just yet.

Position yourself in front of the front hatch, sitting down, with the lazy sheet in your hands, get a good grip and brace yourself because when the sheets and tack are eased, there can be a lot of force in the sail still.

Get someone else down below in the front hatch to hold onto the sheet as well.

Hopefully, the skipper will square the boat up to shadow the spinnaker behind the main to make this part a bit easier (don't always count on it though).

Once the call has been made to get rid of the spinnaker, the sheet should be eased, pull on the lazy sheet until you get the sail in hand, the halyard should be starting to come down at this time, be mindful to keep the foot of the sail under control, as it will still be attached to the tack and at the end of the bow pole, and we don't want it going in the water. Once you have the majority of the sail down and on the deck or in the hatch and you think you have control of it, call to the pit person or 'master of strings' to release the tack line and pull the tack and foot of the sail in.

If everything goes to plan you won't have taken a sample of the local prawn population and the boat should be ready to go upwind. Once the boat is settled, make your way downstairs and run the Luff, Leach and foot of the sail to make sure it's not twisted and ready to be hoisted again.

This is what works for me, and I hope it can help you in some small way.

I am a member of the LMYC foredeck union Facebook page, so please feel free to tag me in any questions you have or send me a message. Unfortunately, I won't be around the club for the rest of the sailing season, as I am off travelling, but am happy to answer any questions anyone might have.

Fair winds and Happy Sailing,

Morgan Frew

I thank Morgan for his article which I will share in the Facebook Group LMYC Foredeck Union.

Geoff Edman
COMMODORE.

DRAGON FORCE 65 / DRAGON FLITE 95 SAILING AT LMYC

Over the last couple of months, a small group of sailors interested in Radio Controlled Yachting have gathered weekly at LMYC to sail casually in a fleet of Dragon Force 65 boats.

As the name suggests DF65s are 65cm in length and only weigh 1.25kgs, so they easily fit into any small car. The hulls are beautifully moulded in plastic to keep the costs down, while the spars are made of carbon fibre and the sails are cut from mylar film. More importantly the DF65s sail exceptionally well and have proven to be very reliable across a wide range of conditions.

DF65s are inexpensive (\$400 - \$700) to obtain, with spare parts readily available through a Sydney based warehouse of the JOYSWAY company.

The DF65 was first launched in 2013, followed in 2016 by the larger DF95.

DF radio-controlled yachts are now sailed 'world-wide', and in all Australian states. Major yacht clubs now have significant fleets, for example RPAYC has 35 boats registered, and RSYS has a similar number. RYCT & DSS in Tasmania have 75 boats, and RQYS has begun their recent development with 20+.

Over the last five years both DF classes have conducted 'Australian National Championships' in a rotation system amongst states. Entries are near 50 competitors in each DF Class.

The DF Classes are affiliated with the Australian Radio Yachting Assoc, and Australian Sailing.

As yet there has not been a formal program detailed at LMYC, with sailing being on a handicap start around a set windward/leeward course. Sailors choose their level of competition, to give a desired level of challenge, whilst skills are developed.

The DF65 group has a number of spare boats available for newly interested people to come along and try the sport. Sailing has been enjoyed on various Thursday or Friday mornings, depending on the most favorable weather conditions from 10am until 12 noon, from where the LMYC facilities provide ongoing options.

Whether you are completely new to sailing and are looking to develop some foundation sailing knowledge, or an accomplished sailor looking for another opportunity to hone your strategies and tactics, the DF65s might be for you.

Welcome to a fun, affordable and competitive form of racing at Lake Macquarie Yacht Club that is available to all ages and skill levels.

Further information

LMYC CONTACT: MARK LONG 0438-692-627

WEBSITE: www.dfsailing.com.au (Australian DF Radio Sailing Association)

DF SAILING ASSOCIATION FB page: <https://www.facebook.com/groups/DF65OG>





LAKE MACQUARIE YACHT CLUB'S
**CHRISTMAS
HAM RAFFLES**

THURS 4TH DEC 20 HAMS

THURS 11TH DEC 20 HAMS

THURS 18TH DEC 30 HAMS

*Ticket sales begin at
5:30pm*

Drawn at 7:00pm



LAKE MACQUARIE
YACHT CLUB





**LAKE MACQUARIE
SHESAILS
REGATTA 2026**

January 18th (LMYC), February 1st (WASC)
& March 1st (RMYCT)





FULL REGATTA & CASUAL RACE ENTRY OPTIONS

NoR & SI's on the link below
<https://www.lmyc.com.au/wp-content/uploads/2024/08/SheSAILS-Regatta-NOR-2026-V1-300724.pdf>





EARLY BIRD ENTRIES CLOSE 5TH JANUARY 2026

SheSAILS-Regatta-NOR-2026-V1-131025-1.pdf

Online Race Entry.



SANTA'S COMING TO LMYC!



Sunday 14th December



2-4pm



The Bayview

Meet Santa & get a free lolly bag!



PLUS

Live music by Connor Wink
on the Deck, 12:30-4pm

Crusoe's
on the lake



LAKE MACQUARIE
YACHT CLUB



WHAT'S ON @ LMYC

DECEMBER COCKTAIL
OF THE MONTH

THE GRINCH

\$17

MIDORI
VODKA
PINEAPPLE JUICE
LIME



LAKE MACQUARIE
YACHT CLUB

LIVE @ LMYC

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

FRI 5TH  EMILY A SMITH	SUN 7TH  JACKSON HALLIDAY	FRI 12TH  TED NASH	
SUN 14TH  CONNOR WINK	FRI 19TH  RYAN HEMSWORTH	SUN 21ST  BERNIE	SUN 28TH  TIM BROADWAY

THANK YOU TO OUR 2025 - 2026 SAILING SEASON SPONSORS

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**BRAND
ELEVATE**



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Get Geared up for Sailing - Order your
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Receive 10% Discount off your order.

MOQ 12 units

- ✓ POLOS
- ✓ CAPS
- ✓ UV PROTECTION



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