

FORECAST

Monthly Newsletter from Lake Macquarie Yacht Club



COMMODORE'S MESSAGE

Forecast – April 2026

I hope you are all enjoying the autumn weather. April has been particularly pleasant.

Car park repairs

We now have all the required clearances to carry out the repairs to the south side of the car park. Work will start shortly and take around one week. While the work is in progress, we will not be able to use the southern row of car park spaces. The work has been timed to minimise inconvenience to our members. We will be repairing the storm damage along with improving the batter preventing further damage.

HCW Charity regatta

Early this month I had the honour of representing LMYC at the Heaven Can Wait cheque presentation to Cancer NSW and Marine Rescue Lake Macquarie. LMYC is one of the sponsors of this charity regatta that is hosted by RMYC Toronto. Some interesting statistics. For the second year, the HCW regatta raised \$85,000, \$5,000 for MRLM and \$80,000 for Cancer council NSW. That totals over \$800,000 raised since inception of the event. The funds are raised through entry fees, competitor fund raising and through commercial sponsorship.

Cancer council uses the funds for their 'Home care service' and July will also be funding the 'Transport to Treatment' service.

Annual pointscore results.

Congratulations to winners in our annual point score.

Div1: 1st Fathom (100.5) Noel Jenkins, 2nd So Farr (107) Dale Sharp, 3rd The Raging Bull (109.5) Andrew Turner. Div2: Mirage (76) David Kelty, 2nd The Shed (87) Roger Parker, 3rd Pentangle (91.5) Damien Boldyrew.



Sail Port Stephens

LMYC yachts, Dirty Deeds Ian Humphris, Saltwater Wine Tom Woods, Road Runner Peter Geddes,

Konan the Bavarian Jo Gomboso, Stampede Michael McDonald & Jon Lattimore, Aruna Ian Murray, and Give and Take Russell Williams. Dirty Deeds and Road Runner stayed and raced in the 2nd Act, the Performance racing ORC week. All reports are that it was the best regatta yet with excellent weather, although the usual variable autumnal winds were true to form.

Congratulations skippers and crews:

Road Runner 1st scratch and 1st on handicap in the feeder race, 3rd in Div in both the Commodores Cup and the Performance racing ORC.

Dirty Deeds 2nd on scratch and 2nd on handicap in the feeder race.

Konan the Bavarian 3rd in division Commodores Cup

Road Dirty Deeds, 6th in division



Channel dredging

I have just been notified that the next round of dredging is due to start at the end of April. Click link to go to the dredging website:

www.transport.nsw.gov.au/system/files/media/documents/2026/Swansea-Channel-Dredging-Community-Update-April-2026.pdf

Spirit races to Hobart

In the February Forecast we reported on the Adams 10 regatta at LMYC. Of particular interest was Spirit the first Adams 10 from the mould and how it raced in the Sydney to Hobart. I reached out to Ralph Carlier, who crewed on Spirit in that race, hoping to get a firsthand account of that race. Ralph has provided a comprehensive article for the Forecast. See below to read Ralph's story on the preparation, the race, and the trip home.

***** LATE NEWS *****

As I am finishing this article the Wednesday race fleet are finishing the final race of the #2 Summer pointscore. It was a perfect Autumn afternoon with light breeze and plenty of sunshine.

Congratulations to Div 1: 1st Optimum 44 pts, 2nd Excessive 48 pts, 3rd Squid 49.5pts. Div 2: 1st Mirage 55.5 pts, 2nd Scaramouche 69pts, 3rd Summer Wine 69.5 pts

See you at the Presentation night

Geoff Edman

Commodore Commodore@lmyc.com.au





SPIRIT M126 ADAMS 10

In 1978, while teaching in West Wyalong, Peter Rundle rang me asking whether I would like to go to Hobart on his new boat? I didn't ask any questions and quickly put my hand up to say yes, even though I would have to make many seven-hour drives from West Wyalong to Lake Macquarie for Club Races.

Spirit was an Adams 10 flush deck and it was the first boat built from the mould. The plug which was made for the mould was named Tum-Tum. She was built by Paul Kelly in Harbord, delivered by trailer to Newcastle and fitted out by a guy named Dick Fielding, who came to Hobart as part of the five-person crew.

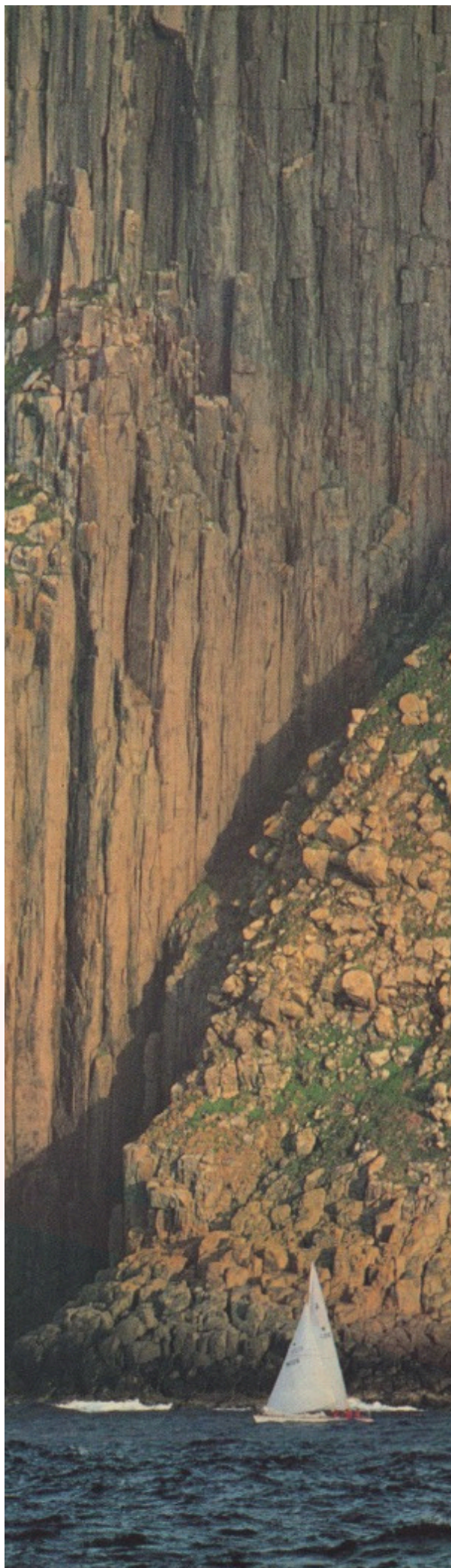
The boat needed a lot of work. Accommodation was two aft births beside the cockpit with two adjustable pipe Quarter-births in the middle of the boat. There were a couple of PVC tubes and no Lee cloths. Two bladder water tanks were located under the bunks which emptied after two days into the non-existing bilge.

The galley was Metho stove and an Esky tied at the base of the mast. A couple of cords were used instead of hinges to secure the navigation table, and the charts were stored in PVC tubes.

Peter had purchased a Dolphin petrol engine to go in the boat which turned out to be a huge mistake, and we had to do a lot of work on that motor to get it to run. As it was a petrol motor, we had to spray retardant on it each time we started the motor. The boat was easy to sail, and very fast in those days. We didn't have mast head spinnakers, only fractional, but overall, the boat performed quite well.

When we were taking the boat to Sydney for the Hobart race we tied up in Swansea channel after having problems with the motor. We tied up next to a large ferro cement boat while working on the motor. During the afternoon the bow lines on the boat broke loose and we were almost pinned against the rock wall outside the bridge. It was blowing a Nor'easter and we had no motor, so had to slip the boat out from where it was to avoid being crushed against the rocks. We were then washed towards the bridge. Unfortunately, after bouncing off a couple of the bridge pylons we were wedged under the bridge. Luckily for us, a couple of boats came along to help, and because the boat was very light, they were able to tow the boat away from the bridge without any substantial damage. We continued to work on the motor and finally got it running again.





The boat had internal water tanks, two bladders, which sat under the quarter births, and the petrol was contained in another bladder. We worked out that the only way to get the motor to run, was to lift it up into the cockpit and use fire retardant spray to prevent the fuel igniting. When the motor was running and it lost a few revs, we put our foot on the bladder and just increased the pressure slightly, so we actually got some fuel into the motor. In those days the safety requirements for were nowhere near as strict as they are today. We had safety rails and our equipment was checked to see what we had - apart from that, little was checked.

I remember discovering after we got to Hobart that one of the bilge pumps was put in backwards and was not working properly. The head was just a portable potty in the bow. It was held in place by a couple of octopus straps and it was never used. We simply used the back of the boat as our privy. That worked quite successfully. Early Adams 10's had a hinged-hatch, not a sliding hatch. The one on Spirit was no different, but it was later replaced by a sliding hatch which was far more user-friendly.

Our navigator was Alby Burgin, a veteran of many Hobarts. While getting ready for the race, the hatch somehow closed on Alby's fingers, un-beknown to us. His fingers were badly cut and more than likely broken. He really should've had them attended to, but being Alby, he wrapped them up in a bandage and said he was fine. During the race he asked me to take over for a while as his hands were bleeding. I helped him to re-dress his wounds and was horrified at the condition of them. He is a very tough man, did not complain and steered the boat perfectly, even though he was quite severely injured.

Those were the days before Satellite Navigation or GPS, where we simply worked with Paper Charts. Our chart table was a piece of ply hinged and folding down from the side of the hull. We used dead reckoning trying to spot lighthouses. We would take a bearing on them and simply take a line along to look at our position.

We started the 1978 Sydney to Hobart Race in a North Easterly wind which built to around 25 knots. We were happily surfing along keeping up, and passing many of the fleet. I was on the helm - slid down a couple of waves and straight through the next swell. Green water through the boat from bow to stern. We shifted a bit of weight aft and continued under a 1.5 - ounce kite.

It was a shy run across the straits and we carried a shy spinnaker all the way and stayed well in touch with the other boats, especially one which we found out later to be Gretel. During the lighter airs, she would get to us - in the heavier airs we would go away. Gradually when we got to Tasman Island, we realised that we were fairly well up in the fleet, but then the breeze dropped away. We stayed very close to the island, to the point where we thought about using the spinnaker poles to push off the rocks if we drifted in too close. Luckily, we snuck around the island, only having to make a few sail changes to keep the boat moving against the current.

A couple of years later I was looking at a copy of the Woman's Weekly magazine and noticed a photo of a Yacht sailing around Tasman Island. On closure inspection, I realised that the boat was Spirit - a tiny spec against a massive island

We made it around Tasman Island, across Storm Bay, past Cape Raoul, down past the Iron Pot into the Derwent River, and then past John Garrow to the finish line off Battery Point. We were 8th to Tasman Island in close company with Gretel, and the first small boat into Constitution Dock where we tied up near the gantry crane. Many people walked by in disbelief that we had completed the race.

After a few days of R&R in Hobart which we set sail back to Newcastle via the Dunalley Canal and Triabunna. As the canal into Triabunna wasn't very well defined, we had to tie up at a fisherman's wharf some miles out of town and hitch a ride in the back of a Ute or something similar sitting on top of sugar bags full of crayfish. Not very comfortable but it was a lot better than the long walk.

In those days, Triabunna put on the Crayfish Derby where local boats and Sydney Hobart and Melbourne to Hobart boats raced around the buoys. The race gave the locals a chance to have a ride on a Sydney Hobart boat. The winning prize was local crayfish.

The town put on a pretty big piss up with the local cricket ground set up with lots of barbecues and well patronised beer tents. A big night was had by all.

The motor played up again on the way home. The exhaust pipe had been run along the inside of the cockpit, and we could smell fibreglass burning and could hear a crackling noise. We went down below and sure enough the concertina exhaust pipe through the stern was not insulated and was far too close to the fibreglass. The back of the boat had become somewhat hot and charred. We went into town and sourced some parts from a local service station and were able to insulate the fibreglass and have the motor running again. Petrol motors definitely should not be in yachts.

For the return trip we had a crew of four - Dennis McEnearney, Richard Fielding, Stephen Crocket and myself. On leaving the sheltered waters of the Great Oyster Bay. Our navigation was charts and dead reckoning. The breeze was very light so we motor sailed past Bicheno.

Dennis and I were on watch early morning when a large fin surfaced next to the boat and being checked out by a Great White close to the size of Spirit. He or she came so close we looked into its eye, looked at each other and could not believe what we had experienced.

Into the Straits the motor died again and the breeze did the same. It was glassed out. We worked on the motor for hours and finally were able to get it working.

During the next, very calm 24 hours, we came across a massive accumulation of rubbish - plastic fishing buoys, kelp, polystyrene and masses of cuttlefish all clumped together by the tide. It was about the size of a football field. Luckily for us the breeze filled in from the South and we sailed across the Strait past Gabo and along towards Green Cape. I gave the boys a course which would take us out around Green Cape, however to my horror they had gone inside Disaster Bay. With a 15 to 20 knot Southerly blowing, it became a bit of a task to work to windward back out of the Bay and around Green Cape. We eventually sailed into Eden and tied up at the wooden fisherman's wharf.

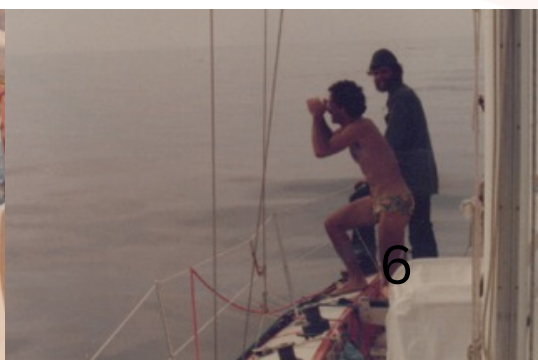
I rang Peter Rundle to let him know we were safe in Eden and to tell him of the problems we'd had with the motor. He told us not to worry as he'd already sold the motor - all well and good, but we still had to make it all the way back to Newcastle.

After Spirit after returned to Lake Macquarie the boat was put on the hard and using a chainsaw, we took around 90 kg out of the keel. Once removed from the mid-section of the keel, it was filled with micro balloons and balsa inserts.

The Boat continued to race on the Lake, and then competed in the Australian Adams 10 Championships in Sydney. She was eventually sold and replaced with an Adams 11.9 named The Newcastle Flyer.

Spirit is now owned by Paul PAG McEnearney - rather fitting as his father Dennis was in the original crew for the 1978 Hobart.

Ralph Carlier



LIVE @ LMYC

MAY 2026

FRIDAYS 6:30-9:30PM | SUNDAYS 1:30-5PM



FRI 1ST
BOBBY
SAN JUAN



SUN 3RD
DARREN
ROLLING KEYS



FRI 8TH
DOLPH
SECCOMBE



SUN 10TH
CHLOE GILL



FRI 15TH
ROBB RYAN




SUN 17TH
ISABELLA
MCGAVIN



FRI 22ND
CONNOR
WINK



SUN 24TH
CHRIS
WILCOX



FRI 29TH
ZAILYA



SUN 31ST
BERNIE

WHAT'S ON @ LMYC

www.lmyc.com.au

MAY COCKTAIL OF THE MONTH

MALIBU SUNSET

MALIBU
ORANGE
PINEAPPLE
RASPBERRY

\$18



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Winter Weekday Specials at

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TUESDAY
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WEDNESDAY
\$20 PASTA

THURSDAY
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\$26 BURGER & BEER

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