



NATIONAL NEWSLETTER

OCTOBER – NOVEMBER 2006

RL24 – It's YOUR kind of boat

**2007 NATIONAL CHAMPIONSHIPS AT PAYNESVILLE
SUNDAY 31/12/06 TO 5/1/07**

RL24 Championships 2007.

Here's the scene. On the one hand a bunch of skippers who want to race their next Championship series at Paynesville. On the other, no yacht club available to act as host organizer. What to do? Well, the innovative capacities of your Hon. Pres. Bernie Ryan aren't limited to making RL24s go fast. Bernie has thought outside the square and has arranged for the Regatta to be conducted by Lake Wellington Yacht Club but at Paynesville. LWYC has agreed to provide a start boat, all necessary buoys, flags etc and expert race personnel while Race Headquarters will be located at the Paynesville Cruiser Club which is situated about 500m. from the launching ramps. Bernie is also arranging for the Cruiser Club to help us with extra boats for race administration purposes. We will launch and retrieve at a 3-ramp site located right opposite Bernie's residence in Slip Road. The ramps have excellent wharfage beside them and there is a huge area available for parking. Although the area is unsecured, it is no less secure than, say, the yard at GLYC or the public car parks adjacent to it but having said that, it would be prudent not to leave outboards and other removable valuables on board if the boat is left overnight. Having a well founded understanding of our social needs (read bar facilities), Bernie has arranged for those, too, to be met by the Paynesville Cruiser Club via its excellent bar and bistro area.

At this point, the Notice of Race has been drafted and is currently doing the bureaucratic rounds for approval before being issued. However, as advised in the last Newsletter (that's the one I handed to Jimmy Shannon – I just didn't think it would take him so long to pick it up after he so carelessly fumbled and dropped it but thanks anyway James!), the Series will begin with the usual 3-heat Invitation Race on Sunday afternoon, 31st December next. The Championship will commence in earnest on Monday afternoon, 1st January 2007 and conclude, weather permitting, on Friday morning 5th January. The Presentation Night will be on the evening of the 5th. If you have any queries regarding any aspect of the event, don't hesitate to call either Bernie (03 51567606 or mob 0418 521708) or our Hon. Secretary, Paul Corbett (03 51525842 A.H.).

Annual Colac Regatta 25th & 26th November 2006.

Undaunted by the fact that the drought has rendered Lake Colac unnavigable, the Colac Yacht Club is holding its long-standing Annual Regatta on the weekend of 25th & 26th November next at the St. Leonards Yacht Club. This event is very popular with RL skippers and in recent years it has been officially regarded as the RL24 State Championships. All the necessary details can be had from Daryl Langdon on 03 52338216.

Northern Adventure.(1)

Back in August, Bernie Ryan and a crew from GLYC headed for Queensland and the Whitsunday Sailing Club's Annual Regatta. With breezes consistently between 15 and 25 kts. *Spud Gun* relished the conditions, so much so that by the fourth race, the Handicapper slapped a penalty of .805 on her!! Apparently, the designer of the Spider 22 complained to the Sailing Committee that *Spud Gun* was a "tricked up" RL but despite Bernie's vigorous protests (does Bernie protest any other way??) and his justifiable assertion that she meets Class Rules, he was denied justice. Nevertheless, he still managed to clinch 3rd place overall, had a great time and vows to be back next year. For the record, the team traveled 2500 kms., spent \$900 on fuel and \$1200 on

accommodation. As an aside, Bernie would be interested to hear from anyone who can give him details of a Spider 22 Association or evidence of Class Rules for that class of yacht.

Northern Adventure (2)

Bernie's story sent a flood of wonderful memories coursing through my addled brain as I recalled our family's Whitsunday experience back in 1977. Tim was 8, Tarya had just turned 5 and Paul was 7 weeks old when we headed off in *Timtarri* in tow and a Sabot dinghy on the old Holden's roof. *Timtarri* (#105) was the first of our four RL's and we had such wonderful fun with her that she still holds a strong place in our memories. We had arranged to rendezvous with Arch. and Geoff (one of the Association's first Life Members) and *Scud* (#35) at Airlie Beach which we duly did and then followed the most marvelous month's sailing imaginable. The beginning, however, was not so auspicious. Arriving at Canowindra, we could see Double Cone Island on the horizon and I thought, "Strewth, have I got to sail my little family across an ocean to get there?" Sensing my acute discomfort, Geoff took us directly to the look-out above Shute Harbour and the relief was palpable. There, right at our feet, were the Islands of the Whitsunday Group and suddenly we felt we could handle it. Our confidence was rocked a bit a day or two later when, at anchor at Airlie Beach enjoying the sunshine, we saw Ken, Ruth and Pete Hackett sail round the point in full wet gear with *Sasha* heavily reefed in the main and with a tiny storm jib, an emphatic testament to the conditions prevailing at sea. However, with the encouraging support of Geoff and Arch. and the Hacketts, we soon learned to cope with the ever-present S E Trades and the colossal tides and had a wonderful time.

One particular highlight was our participation in the very first Whitsunday Fun Race. With only the family as crew, we were getting along quite nicely (in fact doing better than Ross normally does in races of any sort) with *Sasha* not far ahead and Peter Trigger's *Yogi Bear* just astern. There weren't many other T Y's in the fleet – mostly big multi hulls and keel boats so we were feeling pretty good. Suddenly, Tim was overcome with sea sickness and went below to steer the Porta Potti. At the same time, Paul started bellowing for a feed so Jan also retired below to nurse her baby leaving 5 year old Tarya and her clutzy dad to run the ship. The situation was somewhat complicated by the fact that we were barreling down-wind at the time with the kite up and the end of the run looming fast. Not wishing to end up in New Zealand, I ran a line through Tarya's life jacket and made it fast to a stern cleat. She then stood on the seat so she could see ahead and steered, following to the letter my instruction (prayer?) to "keep chasing Mr. Hackett." Using feet, hands and teeth, I somehow managed to claw the spinnaker down and get the pole away before we reached the mark which we rounded despite Tarya yelling "Daddy, I can't do marks". She can! Did it magnificently, too, but to no avail as the long beat to the finish had us on our ear most of the way and we slipped back badly. But we weren't last, we had a wonderful time and like all the other participating boats we received a most attractive metal medallion embossed in 5 colours. It has become a family treasure as has the memory of our Whitsunday Odyssey (with apologies to Homer).

New (potential) Member

Speaking of our Sec. Paul, as this is being written he and 'Beck are relishing their first week of parenthood, their son, Taj, having been born at 11.59pm on Thursday 12th October last (phew, just made it!) They expect he will be in the crew on *Cosmic* at the Regatta but perhaps not on the mainsheet. That's still 'Beck's spot (she said emphatically!)

At Last, Someone Cares!

A few weeks ago, Wayne Hill (*Spiral Navigator*) made the mistake of ringing me for a yarn but instead, the poor man copped an earful about the difficulties of putting up a Newsletter with no news. Out of a sense of sympathy and pity, I suspect, Wayne very kindly offered to send me a few lines by way of a contribution and true to his word, he did. Here's his stuff and very gratefully received it is too. Also, make sure you note Wayne's proposed motion regarding the Swing Keel issue which he plans to present to the next AGM at Pagnessville and which is attached to this Newsletter in accordance with the requirements of our Constitution.

"There seems to be a run of new or retuning RL ownerships over the last year or two down on the Mornington Peninsular...I'm counting about 6+ potential starters. Given that the weather will soon be warm and the dominant winds offshore at McCrae...its now a half formed plan that the Hill Family Boatshed just south of the McCrae lighthouse could be a good rallying point for a bit of a social RM day some time in Feb-March. The day might include anchoring amongst the sandbanks and a casual socialise & lunch, a short informal sail to a local landmark (with or without a start and a finish) and early evening boatshed dinner. Depending on the weather, overnighing at McCrae Bay or at Blairgowrie, or Safety Beach maybe an option. The trick will be to pick a date that's not featured on many club or race calendars. If the plan develops further there will be info at the Titles and on the www sites and of course the Newsletter!

Watch for Warneet's Around French Island race in Feb...4 RL24 starters last year and some close racing with Elliot's, Castles and Nolexes in a fleet of 20 odd... and good sailing weather (there's a tradition of "just about all conditions") This year will be the 31st race. Thinking back to last year...it was a sad thing to reach for the Spinnaker in that race and find it not there. It's an oversight that still makes me bring a palm rigidly raised to forehead each time I remember...but writing it down and 'fessing up is good therapy!"

Money Money Money....

It's annual subs. time. Actually, it has been for a few months but your scribe has been slack and the invoices ... well, they didn't get sent, did they? And I can't blame Figjam Jimmy either!

Trevor Jones, our long serving and diligent Treasurer, would be very happy to receive your subs. cheque at your earliest. The Invoice is enclosed.

Don't forget, now – Ring Darryl Langdon about the Colac Y.C. Regatta at St. Leonards on 25/26th November 2006

Wayne Hill, owner and skipper of *Spiral Navigator*, has forwarded the following material for consideration at the next AGM of the RL24 Owners Association.

Background

- the dimensions given below enable people who race and cruise their swing keel boat to be confident there will be no major "development pressure" to lengthen functional existing swing keels to gain a small perceived advantage.... the primary motivations behind the motion are to
 - send a message to all aspiring RL24 racers that a standard swing keel will be competitive and similar to other swing keelers Mk1, II or III (- if they want to get into a more modified boat or modify their boat more radically in search of performance the swing keel division is ready & waiting)
 - preserve the floor space behind the centreboard case to keep it comfortable as possible for cruising, and allow easier access in & out of cabin and to provide good access to the storage space beneath cockpit
 - Provide for necessary repairs. - That if they wish to replace their keel or centre board case or both then there is a small amount of tolerance - scope to fit a similar sized set up - given that any keel or case is likely to be a one off construction in the absence of "spare parts"
- the dimensions below reflect a standard MkIII centreboard box plus 10 mm
- The dimensions proposed enable an old plate cases to be removed, when they fail or get damaged or delaminates.... and a slightly larger slot can be created - which also provides a slightly better chance of attaching the new box to undamaged hull fibre glass
- The slot width will enable the use of a NACA section 12 or 15 foil (10% of the cord (600 mm) - 5 mm clearance each side)
- The motion allows Mk1 swing keels with the lighter keel and stepped plate case to fit a heavier keel similar to MKII and III's
- at this stage there are very few swing keel boats with modifications that exceed the proposed dimensions - in fact there may be as few as one. It is a point of some debate as to whether additional length in the swing keel is an advantage with a previous AGM generally, but not comprehensively agreeing, that other factors, e.g., skipper & crew were as big or greater influence on swing keel performance

Motion (to be moved by Wayne Hill)

That the current Appendix 1 to the RL24 Class Rules and Restrictions Reprinted July 2004 (keels) be deleted and replaced with the following:

At RL24 Regattas, Swing Keel Division shall be restricted to yachts, the centre boards of which can be fully housed in a centre case through a slot in the boat's keel line which has a maximum internal length of 1510 mm, a maximum internal height of 610 mm and a maximum internal width of 70 mm. The centre board must have minimum weight of 100 kg.

Any swing keel boat modified prior to 1st January 2007 and exceeding these dimensions is allowed to compete provided the keel can be fully housed in a centre case through a slot in the boat's keel line.

NOTICE OF RACE RL24 CHAMPIONSHIPS – 2005/2006

Lake Wellington Yacht Club in conjunction with the RL24 Owners Association of Australia, invites entries for the 2007 RL24 Championships to be sailed on the Gippsland Lakes near Corryville, Paynesville from 1 Dec. 31st, 2006 to 5th, January 2007, according to the schedule herein.

1. ORGANISING AUTHORITY.

The Organising Authority is Lake Wellington Yacht Club in conjunction with the RL24 Owners Association of Australia.

2. RULES.

The Championship will be governed by the Rules as defined in the *Racing Rules of Sailing*. The prescriptions and special regulations of Yachting Australia will apply.

3. ADVERTISING

Advertising will be restricted to Category A.

4. ELIGIBILITY AND ENTRY.

The Regatta is open to all RL24s whose owners are financial members of the RL24 Association of Australia. Eligible boats shall enter for the Swing Keel or Drop Keel or Cruising Division using the attached Entry Form which shall be lodged with the Hon. Secretary, RL24 Owners Association of Australia, 2 Ross St. Bairnsdale Vic. 3875 by Friday 15th December 2006 accompanied by the Entry Fee of \$130. Cheques should be made payable to the RL24 Owners Association of Australia Inc.

Late entries may be accepted at the discretion of the Race Committee.

4. REGATTA PROGRAM/SCHEDULE.

Sunday 31st December 2006

0800hrs – REGISTRATION

1000hrs – INFORMATION BRIEFING

1300hrs – WARNING SIGNAL, INVITATION 14-125 – 3 short courses race

Monday 1st January 2007

1400hrs – Regatta Heat – afternoon

Tuesday 2nd January 2007

1000hrs – Championship Heat – morning

1400hrs – Championship Heat – afternoon

Wednesday 3rd January 2007

1000hrs – Championship Heat – morning

1400hrs – Championship Heat – afternoon

Thursday 4th January 2007

1000hrs – Regatta Heat – morning

1400hrs – Championship Heat – afternoon

Friday 5th January 2007

1000hrs – Championship Heat – morning

1400hrs – Regatta Heat – afternoon

4.1 WARNING SIGNAL.

Warning Signal times of each day's Heats will be displayed on the Regatta Notice Board by 1700hrs on the preceding day after consultation with the Meteorological Office at the East Sale RAAF Base. Additional methods of communicating Warning Signal and other relevant information to each participating vessel may be employed. All Divisions will start simultaneously.

5. MEASUREMENT.

The Race Committee reserves the right to inspect, measure or check the hull, spars, sails and safety equipment of any yacht at any time before or after any Heat during the Series. Each boat shall have a valid Measurement Certificate and may be required to produce it.

6. SAILING INSTRUCTIONS

The Sailing Instructions applicable to races in this Series will be available from the Regatta Office after 0900hrs on Sunday December 31st 2006.

7. VENUE

Race administration will be conducted from facilities in the immediate vicinity of the Paynesville Cruiser Club. Race courses may be laid either in Lake King or in Lake Victoria.

8. COURSES.

Most, if not all, courses for all Divisions will be Olympic courses and will be fully described in the Sailing Instructions. The Race Committee reserves the right to schedule a long distance race as part of the Championship depending upon prevailing weather conditions and competitor interest. The course for this Heat, if scheduled, will be communicated to all competitors by 17.00 hours on the day preceding the race.

9. PENALTY SYSTEM.

RRS 44.1 and 44.2 apply. (2 tasks and 7 gibes)

10. SCORING.

The Low Point scoring system of Appendix A, 4.1 will apply except that first place in each race will score 0.75 point. Four races are required to constitute the Series. When fewer than 5 races have been completed, a boat's Series score will be the total of its race scores. When 5 or more races have been completed, a boat's Series score will be the total of its 4 best races excluding its worst score.

11. SUPPORT BOATS.

Descriptions of Support Boats will be given in the Sailing Instructions.

12. RADIO COMMUNICATION.

When racing, a boat shall neither transmit nor receive radio transmissions. VHF are not available to all boats. This restriction also applies to mobile telephones.

13. PRIZES.

Prizes for the RL24 Champions will be awarded to

- (1) Drop Keel Champion (Lynn Legg Perpetual Trophy)
- (2) Swing Keel Champion
- (3) Cruising Division Champion
- (4) Other prizes may be awarded as determined by the Race Committee

14. SAFETY.

14.1 Category

The Safety Category applicable to this series is Y.A. Special Regulations Section 2.01.7 Category 6.

In addition the following will apply:

3.24.3(b) Outboard motors shall be mounted in the normal operating position at all times but may be retracted while sailing.

3.24.6 A minimum of 9 litres of fuel must be carried at the start of each race.

PFDs shall be worn by all crew members at all times while afloat during the Regatta.

15. INSURANCE.

All competing yachts shall have public liability insurance for an amount of at least a few million dollars. Such insurance should cover all risks arising while the competitor is participating in any way in the Championship whilst ashore or afloat. The owner/competitor shall provide evidence of current insurance with the Entry Form.

16. DISCLAIMER.

Competitors participate in the Regatta entirely at their own risk. See RRS 2015-2008 Part 1 Rule 4 "Decision of Race." Neither the Lake Wellington Yacht Club Inc. or the RL24 Owners Association of Australia Inc. will accept any liability for material damage or personal injury or death sustained in competition with or prior to, during or after the Regatta.

15. FURTHER INFORMATION.

Contact:

Hon. President.

Bernie Ryan

29 Slip Rd

PAYNESVILLE 3880

Ph. (AH) 51567606 (Mob.) 0418 521708

Hon. Secretary.

Paul Corbett

2 Ross St

BAIRNSDALE 3875

Ph. (AH) 51525842 (Mob.) 0439 002852

INVOICE

RL24 OWNERS ASSOC. OF AUSTRALIA.

A 0045403P ABN 75 905 426 014

MEMBERSHIP SUBSCRIPTIONS TO THE RL 24 OWNERS ASSOCIATION OF AUSTRALIA FOR THE 2006/2007 FINANCIAL YEAR ARE NOW DUE AND PAYABLE.

PLEASE INDICATE YOUR PREFERRED MEMBERSHIP STATUS BY TICKING ONE OF THE FOLLOWING:

FULL MEMBERSHIP\$24.00

ASSOCIATE MEMBERSHIP\$12.00

PLEASE MAKE YOUR CHEQUE PAYABLE TO THE RL 24 OWNERS ASSOCIATION OF AUSTRALIA AND RETURN IT WITH THIS INVOICE TO MR. TREVOR JONES, HON. TREASURER, RL24 OWNERS ASSOCIATION OF AUSTRALIA Inc., P.O. Box 112 LOCH SPORT , 3851.

MEMBERSHIP DETAILS

NAME:

ADDRESS:

.....

POSTCODE

TELEPHONE NO.

BOAT NAME :

SAIL NUMBER

MK. 1, 2 OR 3?

DROP OR SWING KEEL?

IF YOU HAVE DISPOSED OF YOUR RL 24 COULD YOU PLEASE ADVISE THE ASSOCIATION OF THE NEW OWNERS NAME AND ADDRESS SO THAT AN INVITATION TO JOIN THE ASSOCIATION CAN BE FORWARDED.

IF YOU ARE A CURRENT OWNER BUT REQUIRE NO FURTHER CONTACT WITH THE ASSOCIATION, COULD YOU PLEASE ADVISE US BY RETURNING THIS INVOICE NOTED APPROPRIATELY.