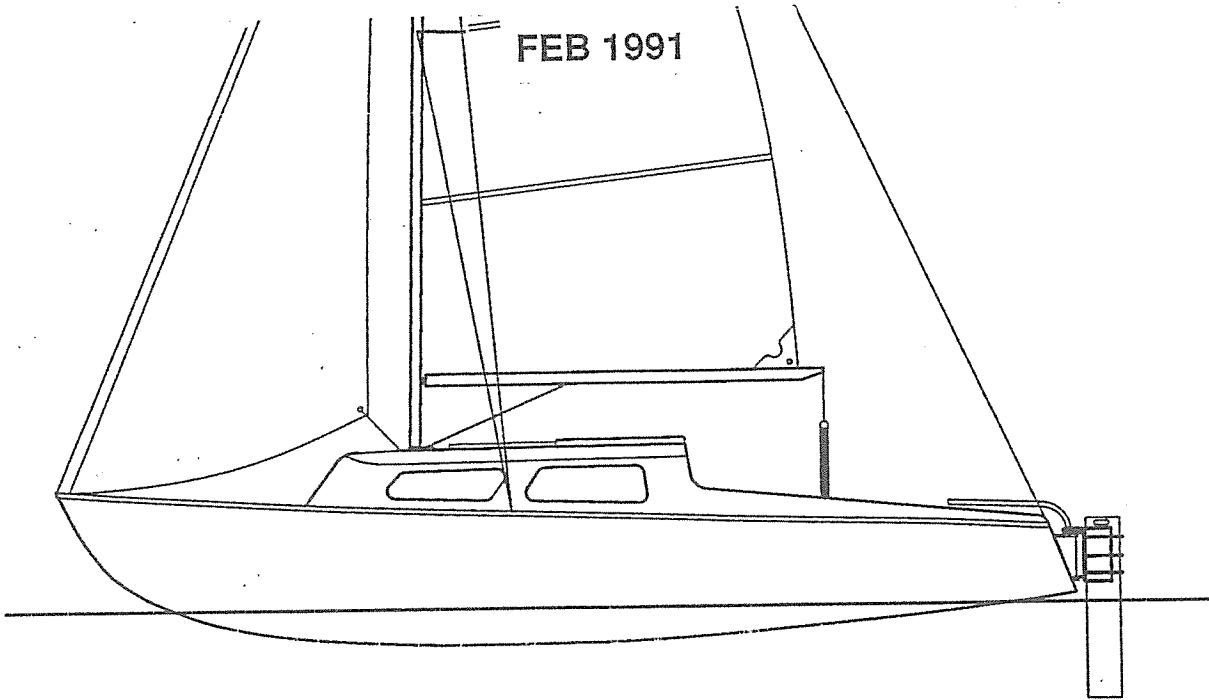


NATIONAL NEWSLETTER

FEB 1991



RL24 - It's YOUR kind of boat

HR

RL24 NEWSLETTER

PRESIDENTS PRATTLE.

I am sitting in front of the computer nursing a sprained knee, bruises in the most unimaginable places and several broken finger nails, all a result of the State Titles sailed over the last two weekends... More about that later.

You will have to forgive the Victorian bias in this newsletter; and those who take offence had best send in some articles to rectify the situation prior to publication of the next one.

Unfortunately I missed the National Titles at Mannering Point in January, but from all accounts it was highly successful. The results are printed elsewhere in the newsletter. I have already put my leave form in for the 91/92 Titles and advise you to do likewise. They will be hosted by Lake Wellington Yacht Club on the Gippsland Lakes, Victoria, over the New Year period. LWYC are expert in organising titles and we can guarantee a great time. Plan now and BE THERE!

Also in this newsletter is some advice on sail trim by our newly crowned state champion Ken Hackett. This information was first used at a training weekend organised by the RL people at LWYC. We are lucky to have people such as Ken in the association who are so willing to share their knowledge with less experienced owners. Bruce Castles and John Wood were also involved in the training weekend. This may be something other states can consider running to boost owner involvement in the association.

RHYLL WEEKEND

The annual Victorian RL get together at the Shannon's place at Rhyll will be held on the week-end of 16th/17th March this year. It is a must for all RL owners.

On Saturday at approximately 2.00pm. the race for the coveted *Olney's Gong* will be held. The winner of the gong is not necessarily the winner of the race, so everyone is in with a chance! Those who are short on crew can usually find a willing hand, or a gunnel on which to sit, on the day.

Boats can be launched at the public ramp and left rigged overnight in the club compound.

Saturday night is the time to let your hair down at a BBQ at the Shannon's house, a short walk from the club. BYO grog and a salad please. After the BBQ the presentations for the State Titles, *Olney's Gong* and the Piddling Little Trophy will be awarded.

The Annual General Meeting will be held on Sunday, the timing dependant on members' recovery rate after the night before. Following this we retire to the beautiful Silverleaves beach, either by boat or car for lunch.

There is accommodation in the way of flats and caravan parks in Rhyll, or alternately you can pitch a tent or sleep on the boat on the spare block beside the Shannons'. A BIG THANK YOU TO MICHAEL, KRISTINA AND FAMILY FOR THEIR GENEROUS HOSPITALITY ONCE AGAIN.

TUNING on LAND

1.1 Mast

- 1.1.1 Ensure mast pivot is a good fit with no twist possible.
- 1.1.2 Spreader base must be strong and rigidly fixed - there must be no deflection under load.
- 1.1.3 Check that projection of forestay and shrouds at hounds intersect at centreline of mast - if forestay is higher then reverse bend will result.
- 1.1.4 Plumb mast athwartships and rake aft. Do this initially by floating boat in still water and use plumbline from masthead. Use spirit level to check reference for any future check on trailer. Starting point for rake may be 200mm on 8m. mast.

1.2 Spreaders and rig tension

- 1.2.1 Length - Check what top boats in class are doing with same mast/sail combination as you. Or - as starting point poke shrouds 75mm out of line, making sure both are same length.
- 1.2.2 Angle - Vertical angle should be 90° to shroud, not 90° to mast. Horizontal angle should pull shrouds 25mm forward of straight line as starting point.
- 1.2.3 Flexibility of mast may now be varied by shortening the spreaders for sideways bend or angle aft for fore/aft bend. (reverse applies to make stiffer).
- 1.2.4 Standing rigging should be adjustable either by forestay tackle or shroud levers to control tension resulting in mast pre-bend. Pre-bend capability should be up to 75% of luff round in mainsail or about 50-75mm. Longer spreaders or angling further aft will help increase pre-bend. Note that rig tension limit is when mast bends till the spreader tips come back into line - after that mast continues to bend but without increasing forestay tension, (since bending is now only by compression in mast). Check how your mast behaves with changes in rig tension and spreader angle.

1.3 What about lower shrouds?

Lowers are used to limit the bend of the mid-section of a flexible mast and/or control side bend. Usually set up slack and adjusted to tune lower mast.

1.4 Controls for Mast Bend

Vang bends lower mast.

Mainsheet spreads bend more evenly.

Cunningham bends top of mast.

Backstay - middle to upper mast bend, opens leech, tightens forestay.

1.5 Jib

Wool tufts should be 150mm from luff at 1/3, 1/2, and 2/3 height. Matching leech ribbons also useful. Also one in aft, lower area 20% up leech, 20% in. (hardish to keep set but when set sail most efficient.)

Sheeting angle should be adjustable each side of angle that bisects clew. Inboard/outboard location varies - wide for overlapping genoas, narrow for small overlaps. E.G. 6° to 9° for high aspect. 10° to 12° for overlapping genoas.

1.6 Mainsail

Wool tufts halfway between luff and leech. One opposite top batten, one halfway, one opposite bottom batten. Plus three leech ribbons.

VICS BLITZ AT LAKE MACQUARIE

Although Lake Macquarie is a familiar name to most people, Mannering Park is hardly a household word. But for 7 Victorian RL24 owners, at least, it will be remembered as the venue for one of the most enjoyable RL24 National Championship series yet conducted.

Mannering Park Amateur Sailing Club is not a large organisation but what it lacks in size it makes up for in enthusiasm, efficiency and friendliness. Race management and courses were both of an excellent standard and the apres sailing program was first-rate. The sailing was fantastic. Generally we had good breezes and flat water - ideal RL conditions - and competition was keen and strong. However, a look at the results will confirm that in their respective divisions, Mick Shannon (LOWANA 6 - Drop Keel) and John Wood (STREET CAR - Swing Keel) were clearly superior and both are outstanding champions for 1990/91. Combining with Bruce Castles (PEGASUS) they also successfully represented Victoria in competition for the COOLIBAH TROPHY. The TOAD OF BARMERA TROPHY was won by Bill Munro (SEQUOIA) from Ballina NSW who, after breaking the top off his mast by shoving it in the mud, nevertheless battled on and competed in every heat. He had tough competition from Don Mallett (COMMISSIONER) from QLD who is now eligible to join the 180 Club and Victoria's own Ron McCrindle who tangled his mast in a tree in the car park every other day. Or was it every day?

It was all good fun and the Association is indeed indebted to the MPASC and the RL24 Association of NSW (especially the Troy Boys, Kevin and Brian) for the work they did to make the series so successful.

Now the Circus comes to Lake Wellington for the next championship series and already there are plans afoot to make this the most spectacular RL Happening we've ever had. All it needs to be really successful is you.

	INV.	RACE 1	RACE 2	RACE 3	RACE 4	RACE 5	RACE 6	RACE 7	POINTS	FINAL PLACE
<u>DROP KEEL</u>										
F TROOP	1	4	2	2	2	2	2	1	10 $\frac{3}{4}$	2
LOWANA VI	2	1	1	1	1	1	3	DNF	6 $\frac{3}{4}$	1
SLIPPERY	4	13	3	6	4	8	1	7	28 $\frac{1}{2}$	6
SEPT. SONG	8	5	4	8	7	7	5	6	34	7
PEGASUS	3	7	6	5	3	5	8	2	28	5
TR. ISLAND	6	2	7	3	5	6	6	5	27	4
YOUNG GUNS	7	6	8	4	10	3	11	4	35	8
BUNYIP	11	12	12	9	13	11	10	8	62	11
SEQUOIA	12	11	10	DNF	11	13	13	9	67	13
CALIBRE	5	3	5	7	6	4	4	3	25	3
SPLICE	9	9	11	10	8	10	9	9	55	9
PEER GYNT	13	10	13	12	12	12	7	DNF	66	12
ENCOUNTER	10	8	9	11	9	9	12	10	56	10
<u>SWING KEEL</u>										
COMMISSIONER	2	2	3	2	2	4	2	DNF	15	3
AMAZING										
GRACE	3	3	2	4	3	3	3	1	14 $\frac{3}{4}$	2
STREET CAR	1	1	1	1	1	1	1	DNF	4 $\frac{3}{4}$	1
ANITRA	5	4	4	5	6	5	5	DNS	29	5
RAGGA LUFFIN	4	5	5	3	4	2	4	2	20	4
JEMETA	6	6	6	DNF	5	DNF	DNS	DNS	37	6

- 1.7. Fairing of Hull and Foils.
 - 1.8 Minimum Weight, especially surplus equipment.
 - 1.9 Wind Pennant - Downwind tacking angle.
-

2. TUNING on WATER

2.1 Balance. Aim for neutral helm in moderate breeze, i.e. centre of effort (sails) over centre of resistance (hull and foils). Remember if centre of effort moves aft = weather helm.

How can balance be adjusted? By altering mast position and rake, and keel position and rake.

Mainsail power - flat with twist = less helm. Mainsail reef and headsail size have a big effect and are a complication. With genoas, trim headsail for drive, main for helm balance. In very light (<2kt) heel to leeward increases weather helm.

Remember tight leech = weather helm, twist = less helm.

2.2 Jib leads

Where should they be positioned?

The answer is - in different locations for different wind and water conditions.

Basically remember leads forward = fuller, more power.

Leads back = flatter more twist, less power.

Also rough water = leads forward.

smooth water = leads back.

BUT....Forward and back from where?? That's what we are about with basic tuning. Choose medium wind, 8-12 kts.

Find the position of the leads where all woofs break together - mark. Same effect if sail fitted with adjustable clewboard.

Check on both tacks. The "magic" spot is usually close to where the jibsheet bisects the clew angle. Forget about athwartship position for the moment.

2.3 On water check

For jib leads, check several times to be sure of the right spot.

For Balance:- a. The boat must be level.

b. At 8-12 kt you must have main trimmed for MAX power.

This means:- min cunningham

min vang- just takes strain when eased.

outhaul eased about 50mm from hard on.

traveller at centre or a little to windward.

mainsheet tensioned until top leech ribbon just falls down- cleat main and play traveller in gusts.

c. Concentrate on optimising sail trim and boat trim.(flat)

If a decision is taken to adjust rake remember more rake increases slot and alters optimum position for jib leads
Also too much rake reduces projected area for downwind performance.

3. Tuning controls

Now we take tuning a little further and talk about some of the various controls that you can manipulate to influence sail shape.

It is important to realise that when you adjust a control it has one primary effect and a cascade of secondary effects.

3.1 Mainsheet.

For example let us consider mainsheet control. Trimming the mainsheet primarily controls twist, but secondary effects are sail depth, mast bend, slot width, helm balance. So one adjustment sometimes requires other adjustments. But let's talk about twist- when is it right? The golden rule is "top batten parallel with boom". The over-riding criteria though is the behaviour of the leech ribbons. They are as important as the luff tufts on the jib.

3.2 Traveller.

The relationship between the mainsheet and traveller is important. The traveller controls the angle of the entire mainsail. It should be trimmed somewhere between boom on centreline and out to where it is backwinded by the jib. Within that range, fine-tune the traveller and mainsheet to control the leech ribbons. The top ribbon is hardest to keep set but it should flow 50% of the time. If you want the boom centred that will mean traveller up to windward and mainsheet eased. So every time you tack, the traveller is tacked. But at this setting the lower leech is probably hooked to windward so need to flatten the lower sail using the outhaul.

3.3 Outhaul.

Main function is to change the depth of the lower 1/3 of sail. It also changes the tightness of the lower leech- easing the outhaul tightens leech. Use only as a fine tune to windward, easing only 50-75mm from tight. Ease for fuller camber on reaches.

When is the outhaul tight? - When the sail creases along the boom. This creasing will occur at different positions as wind strength varies. Outhaul can have significant effect on helm balance because of its effect on leech tension.

3.4 Cunningham.

The cunningham basically controls the position of maximum draft- more tension moves draft forward. As the wind increases the draft moves back so pulling the cunningham on brings it forward again. But there are the usual cascade effects. Cunningham tension bends the top of the mast, opens leech, reduces weather helm.

Rule is:- in light weather luff wrinkles are fast. i.e. no cunningham, not even to remove wrinkles. Remember drive is from the back of the main.

3.5 Vang.

As mentioned earlier the vang has a function in bending the lower mast via the forward thrust of the boom. It also has the important function of controlling the leech. Tight vang = tight leech, and in turn a tight leech will bend the upper mast.

3.6 Jib Controls

The jib leads control the general shape of the jib and the sheet tension controls the degree to which you alter that general shape.

Leads forward = tighter leech, fuller foot.

Leads outboard = wider slot.

So if you have leads forward you probably need sheets eased to keep telltales flowing and then need inboard to maintain slot width.

Generally sheet inboard for ideal conditions of medium air, and smooth water. Sheet out for very strong and for very light, and for when water is choppy.

For genoas basic guide is almost touching spreaders in high pointing conditions and 200mm off for footing.

Luff tension control is used just the same as cunningham.

VICTORIAN STATE TITLES 1991

The RL24 Victorian Titles were held in conjunction with the MOAC Insurance Regatta for trailable yachts over two weekends in February. (2nd/3rd & 9th/10th). The 5 heats were run by Western Port Marina Yacht Squadron out of Hastings.

The crews faced a testing time as they battled strong tides and winds which varied from becalmed (a 3 hour postponement waiting for the sea breeze) to 40 knots at the finish of the fourth heat.

Due to the large mud banks in the area it was not possible to set true Olympic courses, but instead irregular figure of eight type courses were laid. The courses were interesting, but definitely favoured the yachts which plane easily - an RL gift one crew was heard to comment!

The RL24s were spread well throughout the fleet proving that top skipper and crew combinations were still necessary to win.

The title was hotly contested with *Lowana VI* (Michael Shannon), *Sasha* (Ken Hackett) and *Liaison* (Geoff McDonald sailing for Geoff Vaughan), battling it out in the last heat for the first three places in the state titles. In addition the Moac crown was decided by that final heat. The gun fire resembled Baghdad as tension resulted in 3 general recalls before division 2 of the regatta finally got away.

The final results were:

- 1st SASHA (KEN HACKETT)
- 2nd LOWANA VI (MICHAEL SHANNON)
- 3rd LIAISON (GEOFF McDONALD)

Len Spooner sailing *Lowana 111* in the swing keel division had a few people looking over their shoulders as he sailed hot on their heels. Len, Bernard and John put in a superb performance finishing ahead of some of the drop keel RLs to take the swing keel crown. Brian and Lynne McInerney sailed *Running Late* (SK) two up to take second place to *Lowana 111*. (Is the moral to the story that gorillas on the gunnel need to be trained to be of any real use?)

Tipped off by a press release, the MOAC PR machine went into action ensuring that Michael Shannon and family were top favourites for the regatta. Photos in the papers, write ups galore and numerous quotes and misquotes on the radio added to the excitement. With the results neck and neck the PR people got quite edgy, but were very relieved when the mega star family won on a count back. I'm sure a few dollars were riding on the results!

The MOAC Regatta results were:

- 1st LOWANA VI RL24 MICHAEL SHANNON
- 2nd SASHA RL24 KEN HACKETT (ON COUNT BACK)
- 3rd AVALON BLAZER ROB ROSE

On Saturday 9th about 40 members and crew got together for dinner at the Hastings Hotel for a very enjoyable dinner, post mortems and tall stories.

Handicap Results.

Individual handicaps were allocated for the series, and the trophies awarded to recognise performance by skippers. After much number crunching due to close contest, the winners on handicap were:

- 1st. *Lowana 111* Len Spooner
- 2nd. *The Sting* Lloyd Graham
- 3rd. *Pegasus* Bruce Castles



STATE CHAMPIONSHIP RESULTS

WESTERNPORT BAY - HASTINGS

SWING KEEL	RACE 1			RACE 2			RACE 3			RACE 4			RACE 5			RESULTS	
	FINISH PLACE	ELAPSED TIME	POINTS	FINISH PLACE	ELAPSED TIME	POINTS	FINISH PLACE	ELAPSED TIME	POINTS	FINISH PLACE	ELAPSED TIME	POINTS	FINISH PLACE	ELAPSED TIME	POINTS	TOTAL POINTS	FINAL PLACE
RUNNING LATE	2	144.71	2	2	95.91	2	2	138.03	2	2	157.20	2	2	131.00	2	8	2
LOWANA III	1	128.23	.75	1	74.78	.75	1	99.00	.75	1	127.55	.75	1	122.60	.75	3	1
DROP KEEL																	
PEGASUS	4	125.01	4	6	81.95	6	5	106.58	5	3	122.87	3	5	116.37	5	17	4
SASHA	1	119.98	.75	3	75.01	3	3	93.75	3	1	119.67	.75	1	107.03	.75	5.25	1
THE STING	5	125.40	5	4	76.51	4	4	105.21	4	5	131.02	5	4	115.87	4	17	5
LIAISON	6	128.56	6	2	73.70	2	1	92.00	.75	2	121.67	2	3	111.98	3	7.75	3
LOWANA VI	2	120.00	2	1	72.25	.75	2	93.03	2	4	126.23	4	2	109.58	2	6.75	2
BUMBLE BEE	7	146.75	7	7	96.15	7	DNS	-	8	7	145.80	7	7	128.12	7	28	7
BUNYIP	3	124.74	3	5	84.75	5	6	108.76	6	6	139.97	6	6	122.07	6	20	6

REMINDERS

*If you come across an RL24 owner do give the association a plug and encourage them to join us. An active association not only adds to the fun but helps maintain the value of our boats. Only a small percentage of RLs owners are current members.

*Help make this newsletter bigger and better! Send in your race results, cruising articles, tips etc for publication.

Mail to: Sue Graham, 12 Cleland St. RINGWOOD EAST 3135. (03 870 5439)

FOR SALE

The association is aware if a couple of RL24s for sale at present, and the committee is always willing to give advice on what to look for in an RL24. Enquiries: Sue Graham 03 870 5439 (Vic)
Kevin Troy 02 (NSW)

RL24 Mk 3 Swing Keel
"SHOREHAM FOLLIES"
Immaculate condition
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