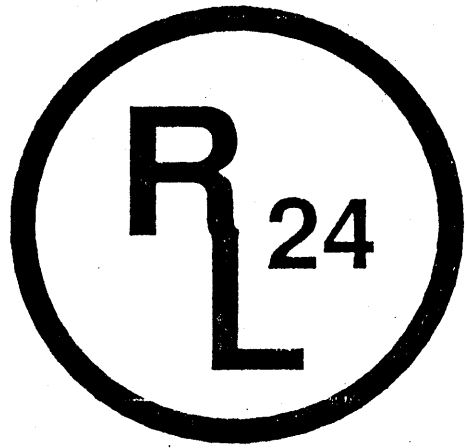
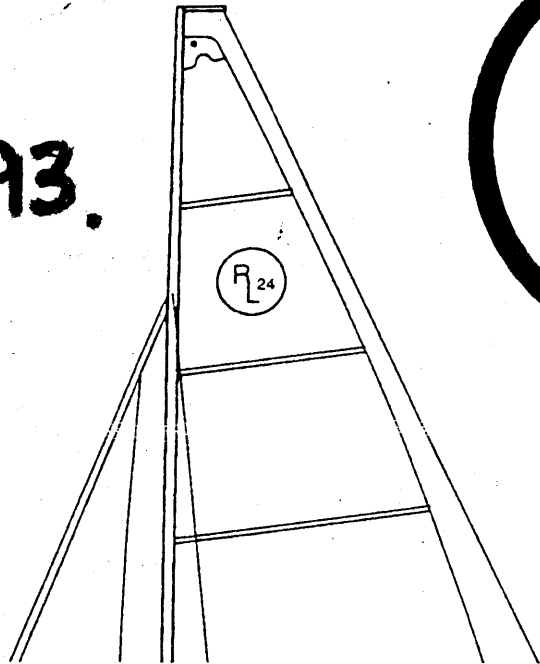
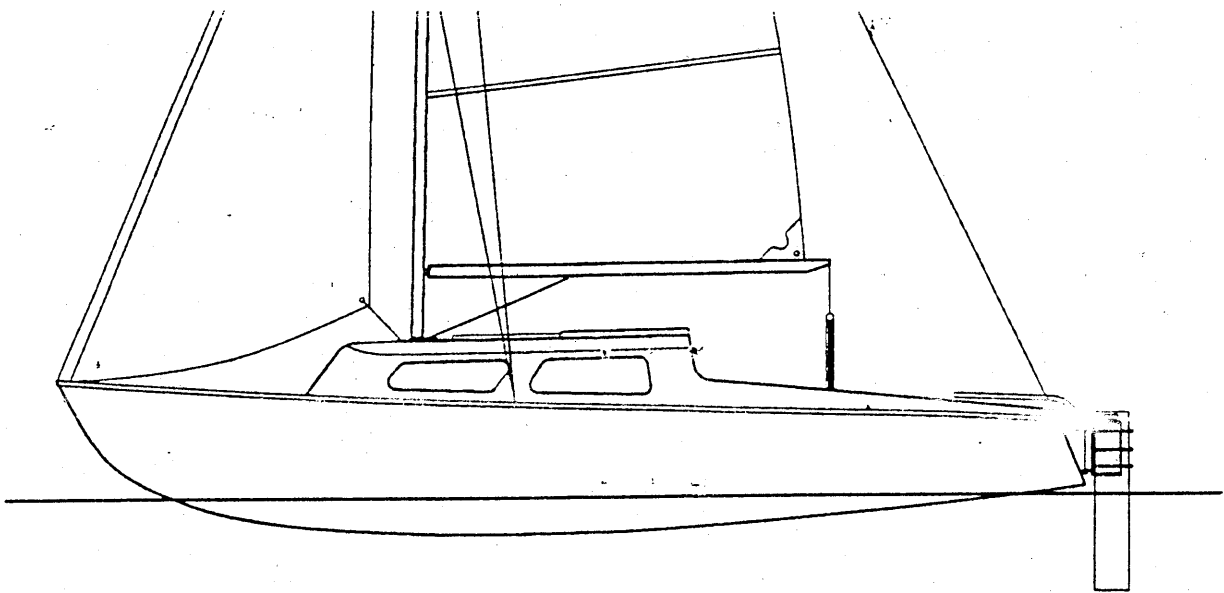


DEC 93.



VICTORIAN NEWSLETTER



RL24 - It's YOUR kind of boat

FROM THE PRESIDENT'S CHAIR

Sailing in Victoria is receiving a great deal of interest this summer with numerous international and national events being held around Victoria over the coming months.

So, if you're interested in spectating as well as participating, these regattas will provide many opportunities.

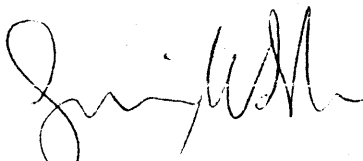
The events of interest to RI owners this summer will include:

- Nissan Regatta for Trailable Yachts
- Epiclass Aust. Trailable Yacht Championships 25/12 - 3/1
- RI.24 State Titles March 5th & 6th
- and for those venturing to Manaring Pk. N.Z.H. the RI.24 Nations Titles Dec 29 to Jan 4th.

For the benefit of the class, the more people competing or spectating at the above events - the better.

Rumour has it Denis Shelton has sold Encounter and Arthur New Crackerjack. I look forward to welcoming their new owners to our association.

I would like to take this opportunity to wish a very Merry Christmas to all owners and their families and hope to see you on the water soon.



Simon Walsh
President

H.B. Address for Class Info:

P.O. Box 1077
SALE VIC 3250

PH: (051) 441133 or see towsheet articles.

NATIONALS

Whispers from N.S.W. indicate entries for the Nationals are coming in slowly. I hope as many Victorians as possible make an effort to get to Lake Maguarie in order to benefit from the great racing promised in the Swing and Drop Keel divisions, not to mention the prestigious H.C.P. Series which will be run in conjunction with the titles, calculated using H.C.P.'s ascertained in the three race invitation series.

Along with this will be well organised social occasions, not to mention the opportunity to steal the interstate trophy from the hands of the Queenslanders.

I think the Nationals will be a very enjoyable regatta and strongly encourage all Victorian boat owners to do their best to get to N.S.W. over the New Year.

EPIGLASS T.S. NATIONALS

For those not going to N.S.W. for our class Nationals, the Epiglass Aust. Trailable Yacht Championships will be held on western Port Bay "Hastings" from December 28th - January 3rd.

Notice of the race and entry forms are available from Westernport Marina Squadron:

C/- Leigh Dorrington
P.O. Box 287
Hastings VIC 3915
Ph. (059) 793361

I also have 2 copies if anyone wants them.

Although both RL24 DK and SK will be racing in Division 2, there is still a great opportunity for our class to dominate the overall results which I'm sure would be of benefit to all RL owners. Good results lead to greater class propagation and higher prices for our second hand boats!

STATE TITLES

Organisation of the state titles to be held at Loch Sport on March 5th & 6th is well under way. I hope to include a notice of race in this newsletter. So, keep this particular weekend free as I believe the Loch Sport Boat Club will run a very good series, both on and off the water.

M.P.O.N.R.

Following the State Titles, the M.P.O.N.R. (March 12th & 13th) is our next event. We will calculate a Personal M.C.P. during the State Titles which we can apply to the M.P.O.N.R. times to award a RIZ trophy. This I hope will encourage people to make the effort to attend both these events.

The prize will perhaps be an E.P.I.R.B. or a hand held 27 mhz radio. No matter what we choose, rest assured, it will be well worth winning.

NISSAN REGATTA UPDATE

Now the crew of Chau Kua saw the regatta:

Heats 1 - 3 - St Kilda - 10-15 kt southerly, lumpy seas.

The courses for these three heats were short with good starts, good off the line boat speed and sharp crew work being the desired combination.

The crew of Chau Kua, Simon, Darren, Moon and Bert, having benefited from yard class racing over previous seasons, were up to the task posting the following results:

... based on our own C.D.M. of 0.0000

Results

1. Chau Kua 1st	on corrected time by	1 min 11 sec.
2. Chau Kua 1st	"	46 sec.
3. Chau Kua 1st	"	1 min 4 sec.

This shows there is no substitute for good "in class" competition which I feel is the edge the RIZ4 has over other trailable classes.

Heat 4 - 10 - 15 kt southerly, lumpy seas.

A very strenuous 4 hour race around a fixed course off Mornington with only beating and running legs, no reaches. This course was not as well suited to the RIZ4 as heats 1-3 but after a lot of hard hiking and conservative running tactics, Chau Kua was able to finish within 32 minutes of the line honours winner "Hot to Trot" !! This produced an M.C.P. win of 2 min 27 sec over a very well sailed NX25 "Two Way Street".

The more fancied "big boats" let themselves down with poor starts and seemed to take ages to get themselves up to speed. During the race, Ohau Rua was passed by Spider 22's etc. going almost a knot faster on the runs and couldn't understand how they were ever in front of her, or these boats. Ohau Rua finished 6th across the line after almost 4 hours and still had a lot of fast boats behind her.

Heat 5 - 25 - 35 kt S.W. wind; choppy seas.

With boat numbers down for this heat you would expect to get a reasonable start. However, due to strong winds and being short on preparation time (having left Sale at 6 a.m. to arrive at Sorrento at 0930 a.m.) we started poorly.

After clearing our air we set about catching a Nolex 25 "Two way Street" which looked like beating "Hot to Trot" to the first mark. At the top mark, we were third and in amongst the Couta boat fleet. But the next two reaching legs were something else. Heading towards Rye from Sorrento the RL24 flew on a two sail reach, making 2:1 on the Nolex and Couta boats, arriving at the Gybe mark having closed the gap slightly on "Hot to Trot" and only having half a dozen Coutas still in front.

After a successful "Granny" at the mark, we pulled out the map to find the bearing to the next mark and set off on an amazing reach with the boat planning beautifully. We were catching "Hot to Trot" who was logging 18 kts and didn't spot the next mark until the leg was half completed.

After rounding, we began to slog back to Sorrento into 35 kts. An uneventful leg with the onus being on minimizing wear and tear on our sails, "Hot to Trot" got away from us up this boat.

At the top mark, we hoisted the kite for the first time for the day on the run back out to the shipping channel. On a full plane, running dead square, the RL24 was a dream. But towards the end of the leg, with the waves getting bigger we decided to stash the kite to help reduce the load on our mast as we ploughed through the back of the short steep chop.

During the kite drop, and with Moon on the bow, Ohau Rua went under a wave and the green wave hit the front of the cabin. After filling the anchor well and blowing the "shoot" off, the bow came up and we were able to continue another 300 metres to the bottom mark.

The next leg was a beat towards Portsea (one tack). With wind and tide very strong, the waves were very steep. This leg was very demanding on the RL. Half way along, we were being blown sideways so much that we decided to reef the main. This procedure, although not practiced regularly, was carried out smoothly. The boat was now a little more manageable - all the better because the wind was now getting stronger. "Dropping off waves" is not a very pleasant experience for the owner of a boat, as the noises made by the boat are terrible.

however, the crew seem to enjoy talking about it. Luckily, we only
dropped off two (that was enough) before we rounded the last neck and
headed back to the finish at Sorrento. A fairly steady clear breeze
with a reefed main. Mind you, we were still on the full main
whenever we could keep the boat flat. That was the arrow now, 1
minute behind "Hot to Trot" (2 hour race) with a wind at the time
retiring. A win on corrected time was a little "flat" but still very
satisfying as the series was now "in the bag" with 5 straight wins.