

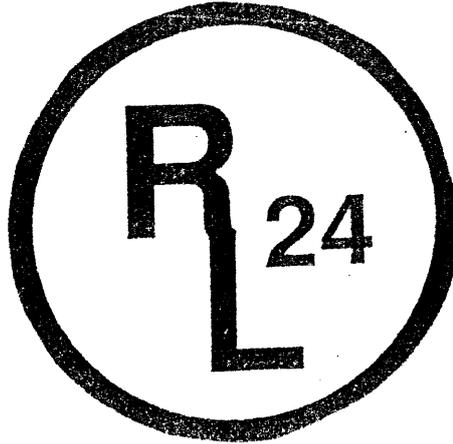


NATIONAL NEWSLETTER



APRIL 2002

RL24 - It's YOUR kind of boat



PRESIDENT

Jeff Germaine,
4 Campbell Crt.
SALE.
3850.
Ph. (03) 51432067.

SECRETARY/TREASURER.

Trevor Jones
P.O. Box 112
LOCH SPORT
3851
Ph. (03) 51460592

NEWSLETTER

Ross Corben
161 O'Connor Road
KNOXFIELD
3180
Ph. (03) 9763 7732.

YACHTING VICTORIA T/Y REP.

Les Browne
8 Middleborough Rd.
BURWOOD
3151
Ph. (03) 9802 9652

MEASURERS

Lloyd Graham
12 Cleland St.
RINGWOOD EAST.
3135
PH. (03) 9870 5439.

Bruce Castles
12 Willow Crt.
SALE
3850
Ph. (03) 51442639

National Championships 2002

The RL 24 National Championships for the year 2002 were held at Loch Sport on the southern shores of Gippsland's Lake Victoria from 29th. Dec. 2001 to 4th. Jan. 2002. This year, in accordance with the new provisions of the Class Rules, a Cruising Division was added to the usual Swing and Drop Keel Divisions. Unfortunately, only one competitor, Hugh Hetherington (*Miss Tress*), registered for the new category but eight Drops and four Swing Keelers contested the other Divisions. Hugh's impressions of his first National Championship appear in later pages of this Newsletter.

The regatta was hosted in wonderful style by the Loch Sport Boat Club, the members of which have recently completed the construction of a magnificent clubhouse. The amenity of the facilities was matched equally by the friendliness and genuine hospitality of the members and the quality of the race administration with the result that this series was universally regarded as among the best yet.

On the water, two heats were lost to high (extremely high!) winds although in other respects the weather was warm and summery. Over the remaining heats, the racing was keenly contested but at the end of the week, it was Ian Lane (*This Way Up*) in the SK Divn. and Simon Walsh (*Ohau Rua*) in the Drops who were still the National Champions. Ian won 5 straight while Simon had to lower his colours only once – to the Shannons' *Lowana 6*. However, back in the DK fleet there were absorbing battles raging variously between *Casper* (Trevor Jones) and *Radical Lady* (Jeff Germaine), and *Pipe Dream* (Red Edwards), *Splice* (Ken Griffiths), *Pegasus* (Jim Castles et al) and *Comic Sedso* (Paul Corben - whenever he managed to get to the start on time!) Amongst the SK's, Mike Reid from Glenrowan (*Vintage Red*) gave a glimpse of his true potential by scoring a hard earned second in the first heat but Paul Davis (*Street Car*) and Bryan Cuthbertson (*Toucan*) both from Colac, hit back in subsequent heats, the three of them having a great, week-long tussle. In the end, it was Paul who took the silver behind *This Way Up* with Bryan receiving bronze. A full set of scratch results is attached. Heat handicap winners were as follows –

Heat 1.	<i>Ohau Rua.</i>	Simon Walsh
Heat 2.	<i>Lowana 6.</i>	Mick Shannon
Heat 3.	<i>This Way Up.</i>	Ian Lane
Heat 4.	<i>Casper.</i>	Trevor Jones
Heat 5.	<i>Radical Lady.</i>	Jeff. Germaine

The *Coolibah Trophy* for the best performing team of four boats was won with an aggregate of 48.75 points by

Mick Shannon (<i>Lowana 6</i>)	Ian Lane (<i>This Way Up</i>)
Michael Reid (<i>Vintage Red</i>)	Paul Corben (<i>Cosmic Sedso</i>)

Overall, it was an excellent series and the good news is that the Loch Sport Boat Club has agreed to host next year's Nationals as well. At this stage no dates have been decided upon but, as usual, it will most probably be early in the New Year (2003 – can you believe it?) As soon as a decision is made, members will be advised. If you haven't participated in a National series before, Loch Sport is the ideal venue to make your debut and, again, the Cruising Division will be available for crews without

spinnakers. Lake Victoria is quite picturesque and being deep doesn't suffer as readily from the adverse sea conditions which sometimes mar the enjoyment of other racing grounds. As mentioned earlier, the club facilities are second to none and provide a great base from which family and friends can be involved in the series. The clubhouse is conveniently located within 50 metres of a dual boat launching ramp with an appropriately large car/trailer parking area and directly in front of the club is a deep-water jetty with plenty of room for tying up. Right next door is a council-run caravan and camping ground while for those who require rather more salubrious accommodation, there is a good supply of houses or flats for rent – though early bookings are essential. A motel is also available but not within easy walking distance of the clubhouse.

STOP PRESS – Toad seen in Colac!

History was made at the Loch Sport Nationals when, for the very first time, the much coveted Toad Of Barmera Trophy was awarded for an heroic epic of conclusive consistency which occurred *off the water!* As usual, there were a number of strong contenders for the prestigious trophy including a determined bid from Red Edwards whose spinnaker setting simply delighted all his competitors. Sometimes it took Barney Cuthbertson on the foredeck a leg and a half to sort it out! Up close, it wasn't immediately clear as to whether or not Red has just had a full-on No.1 comb hair cut or he'd torn what hair he has left out by the roots. However, despite the best efforts of Red and others, the Selection Committee was quite unanimously of the view that the performance of *This Way Up* co-owner, **Darryl Langdon** was superior and, indeed, ranked as one of the best in the history of the *Toad*. Thus, to rapturous applause, Darryl was awarded the Toad Trophy for 2002, courageously coming forward to accept his prize despite the inconvenience of the serious head injuries he sustained during his performance. Darryl's unintentional attempt to claim the prize began when he innocently offered some young teenagers the opportunity to make some legitimate holiday money for themselves by way of a small wager. The offer involved them racing Darryl back to his rented unit, the youngsters running versus Darryl riding a small bicycle belonging to one of them. If they beat him, \$10 was theirs. If, on the other hand, he beat them, then the magnanimous "Dash" was prepared to call it all square. His reputation as a fairly handy bike rider would be intact, no one would be any the poorer and life in Loch Sport would throb on. The starting point was precisely where the offer was made ie the side door to the Loch Sport Pub where Darryl had been dutifully keeping Red Edwards company while he baby-sat his young son. The deal was done in a trice as such deals are – Darryl being to these kids as Alan Bond was to Kerry Packer. You only get one in a lifetime! As told by one Ian Lane, an interested bystander, "Dash" got away to a flyer but, alas and alack, at the very first corner, he hit the gravel where machine and rider parted company with paint and skin being shed in about equal proportions. Meantime, his opponents had taken a commanding lead but our "Dash" is not one to quit easily so, picking up the mangled machine, he hobbled and bled his way to the finish line being beaten by a narrow 10 minutes or so and demonstrating incredibly conclusive consistency along the way. Unfortunately, it was enough time for his youthful adversaries to consider and mount a persuasive case for damages compensation which they pursued with impressive skill and determination. The situation looked grim for a while until another equally resourceful member of the Colac Crowd suggested the youngsters might settle for something purchased from the aforementioned public house, in addition, of course, to their well-earned \$10. Again, the deal was done in a flash and while Darryl's seconds

stemmed the bleeding and iced his joints, the youngsters disappeared into the night no doubt hoping to find another "Dash" amongst the holiday crowd. To be fair, "Dash" was soon seen to be walking without too much of an impediment. It's incredible what a help it is if the wallet you carry in your hip pocket is suddenly emptied of most of its contents! Nevertheless, the evidence of injury visible at the Presentation Night was mute testament to a huge effort and there has been no winner of the Toad more deserving than Darryl. Congratulations "Dash" and we look forward to a back-to-back performance next year!

Loch Sport Boys Rule – OK?

At the Association's Annual General Meeting held at the Loch Sport Boat Club on Wed. 2nd. January 2002, members unanimously elected Jeff Germaine (*Radical Lady*) as President and Trevor Jones (*Casper*) as Secretary/Treasurer for the ensuing year. They replace Bruce Castles and Ross Corben respectively. Both Jeff and Trev. are long – term members of the RL24 Association and the Loch Sport Boat Club and are therefore in an ideal position to facilitate the running of the 2003 Nationals on our behalf. Ross agreed to continue the production of the Newsletter though on a reduced frequency. Les Brown, while pleased to relinquish the Treasurers job after doing it so well for so long, has agreed to remain as our rep. on the Trailable Yacht Committee of Yachting Victoria where he plays an active role on our behalf. Lloyd Graham and Bruce Castles were re-confirmed as Measurers.

Subscriptions

The AGM agreed to alter the subscription period from a calendar year to a financial year basis. In light of this, the annual subscription for the RL24 Owners Association of Australia (\$24) will be due on the 1st. July 2002. Subscriptions should be forwarded with the enclosed invoice to :

Trevor Jones
Hon. Treasurer,
RL24 Owners Association of Australia,
P O Box 112,
LOCH SPORT.
3851.

Money, Money Money

The City of Kingston, a Port Phillip Bay municipality, conducts a lifestyle festival each March which includes a short course regatta for trailable and off-the-beach boats. This year, our Class was represented by Jamie McDonald (*Solitaire*) and Paul Corben (*Cosmic Sedso*) sailing in Div. B and competing against a mixed fleet including Ross 780's, a couple of Holland 25's, some Farr 7500's and a few others. The event was hosted by the Mordialloc Motor Yacht Club and conditions were so quiet, the last of 3 heats was cancelled. It was definitely NOT RL24 weather and to make matters worse, the course was a beat to a weather mark followed by a dead run back to the start line repeated 4 times – dead being the operative word. However, at the end of a long, hot and somewhat frustrating day, Jamie recorded a first on CBH in the Divn. while Paul came in second. The results were even sweeter as they came accompanied by a cheque - \$300 for Jamie and \$200 for Paul. I don't know about Jamie and his dad Graham, but I do know that Paul has completely ignored an invoice for \$200 being the bare-boat charter fee for *Cosmic Sedso* which was quickly submitted by his mother! Anyway, well done guys.

Sail Boat Show

Following the success of last years event, the Sail Boat Show will be held once more at the Sandringham Yacht Club on 20th & 21st April next. Thanks to Les Brown, the Association will again be represented with distinction via his refurbished *Alicia 2* which looks an absolute picture. Also gratifying is the fact that a number of owners are willing to give their time to staff the stand to respond to the considerable amount of public interest RL24's inevitably attract. Many thanks to all involved.

Victorian State RL24 Championships.

Noted international sports scribe, Charlie Shannon was to have provided the RL Newsletter with an exclusive report on this event which was part of Yachting Victoria's State T/Y Championships, conducted this year at Portarlington near Geelong. Amidst a deluge of rumours, all strongly denied by his agent, we have learned that Charlie was recently hurriedly shoved onto a London-bound Qantas flight by his minders leaving a lot of weeping publicans around Melbourne wondering how they would now make ends meet. We were left wondering how we would get our promised report. Efforts are being made to track him down but, in the meantime, we can tell you that in the DK Divn. it was the last heat which decided the outcome between *Solitaire* (Jamie McDonald) and *Oahu Rua* (Simon Walsh). Both had won 2 heats but in the final Simon prevailed thus adding the 2002 Victorian RL24 Championship to his impressive sailing CV. Predictably, Ian Lane (*This Way Up*) won the SK Divn. but no other details are to hand. Congratulations to all participating RLeers for representing the Class so well.

(PS. If you happen to see this, Chas., any time you can let us have that lazy 50 bucks back, we'd appreciate it. Oh, and the report you promised, too. Thanks, Mate!

Coming Right Up.....

As the next Newsletter is expected to be circulated in August, your editor would appreciate receiving contributions by the end of July (especially from Charlie Shannon!)

FOR SALE

RL24? No! Ross and Jan Corben reluctantly offer for sale their genuine and much-loved 1968 model MG "B". The car is now in excellent mechanical order with a rebuild of the gearbox and overdrive unit recently completed including a new clutch. New Pirelli tyres have been fitted and both batteries replaced. The body is rust free and straight and looks good (Primrose yellow) but the paint is elderly and ideally needs respraying. Hood is serviceable and tonneau cover is new. Haggling starts around \$16k. Phone AH on (03) 9763 7732.

The 2002 RL24 National Titles - From a Cruisers Perspective.

by Hugh Hetherington from "Miss Tress".

Our initial plan was to base in the Loch Sport Marina, and set out for day cruises, with perhaps an overnight stop somewhere on one or two of them. Realising that the RL24 National Titles were also being held around this time, we thought we would also fly our burgee, meet similar minded associates, and obtain some valuable advice and information that I could adopt for "Miss Tress".

My wife Lisa, Howard (age 8), Kara (age 6), and I, arrived at the Loch Sport marina, just after 5.30pm on Friday the 27th December. I wanted to spend the night on the water rather than the land, thus we launched and spent the first night just back from the launching ramp. My haste to be on the water showed up the next day as I looked up the mast to determine wind direction, only to find an empty spot where my wind indicator should have been.

After "Miss Tress" had been properly berthed, Chuckles the marina manager assisted to lower the mast on the water to remedy the problem. That afternoon, we set out to explore the western half of Lake Victoria in a light 5-10 knot breeze, on a good reach. The wind freshened slightly as we rounded the western end of the Lake, promising a faster return to the marina. Both boat and crew were functioning well which probably led to our unexpected change in plans.

On the Sunday morning, five RLs arrived at the marina for the Nationals. Their complements provided strong insistence that we should enter in the inaugural cruising division. My only hesitation was that I did not wish to cheapen the event. After all, these were the Nationals! "Family crews are exactly the type of people we are trying to encourage," they urged. As the cruising division doesn't fly spinnakers, we were finally swayed to at least join in the invitational that afternoon.

And so it was, that the five RLs from the marina and "Miss Tress", set out to join the other entrants. There were three triangle races. As it turned out, we were the only entrant in the cruising division, and as expected, in the first race, we came last. A poor start and two spinnaker legs for the racers saw us slip into their wake. We were so slow, that the second race had begun just some seconds before we finished the first.

If it were a tactic it would have been brilliant, as it afforded us a very good start to the second race. Rounding the first leg and giving way to "Pipe Dream" on a starboard tack, we were somewhere mid fleet thus teaching me the value of a good start. With spinnakers up, the rest of the fleet soon overhauled us. All that is except one, who was obviously experiencing some difficulty. "Toucan" finally overhauled us on the third leg, and set out on a port tack for the last leg. Rounding the final marker, we set out on a starboard tack. It proved to be a better move, as we were just able to pip "Toucan" to the post. "Not disgraced!" I elatedly proclaimed.

The third race for us was similar to the first, a poor start proving that we really weren't up to the scratch of the racers. However, we completed the race incident free, and with no equipment breakages. It was during this race I realized that we just could not point up as well as the rest. By my calculations we were off some 10 degrees. However, Lisa and I felt that we had improved our boat handling skills by entering the invitational, and it probably whetted our appetites for the first real race.

Dinner that night was a BBQ at the newly completed Loch Sport Boat Club. Our hosts had done an excellent job in building very comfortable premises with very limited funds. Kara and Howard had a lot of fun exploring and finding new friends. During the festivities our timekeeper advised that we had been performing better with each race. We were also able to find out the history of our yacht from Ross Corben.

According to Ross, she was originally a Lake Wellington yacht named "Pampero", owned and built by Colin Murray. "Pampero" was also very competitive. Apparently other competitors were rather relieved when Colin looked up at the sky during the middle of one series of races, and declared he had to get his crop off. "Miss Tress" still sports sails dated in November 1976, so in some ways, you could call her a benchmark.

The first two title races were held the following day, which was a Monday. Wind was forecasted at 10-15 knots. The course was a triangle, then sausage, and then triangle. I tried staying close to the middle of the start line for the first race, keeping away from the racers who were all starting close to the committee boat, on a starboard tack. Bad move on my part. We ended up in the no-go area, spent some time trying to get some wind to fill the sails, had to tack a couple of times to get across the start line, and nearly broad sided the committee boat.

Once underway however, "Miss Tress" showed her graceful lines as we beat our way to the first mark, then a broad reach to the second and third. Now for the sausage as we beat to the fourth mark, and gull-winged back to the fifth. Then around the triangle again for the sixth, seventh, and eighth marks, then a short beat to the finish. I remember hearing the times over the radio, with the winner taking just under two hours to complete the race, and we took just over 2 ½ hours.

"The kids are bored", said Lisa as we headed into the marina for a lunch break. Not able to find a replacement crew, we forfeited the second race.

Tuesday the 31st had been declared a Lay day. We spent the time making "Miss Tress" shipshape, and then took the kids for a play at the local playground, hoping to tire them out somewhat for the following days race.

The third race was held the following afternoon, which was New Years eve. The course again was a triangle, sausage, and triangle. Aligning ourselves more with the racing fleet, we were off to a good start this time when a double hooter sounded. Yachts started heading off their racing line. "What's happened?" I yelled to a passing vessel going in the

The third race for us was similar to the first, a poor start proving that we really weren't up to the scratch of the racers. However, we completed the race incident free, and with no equipment breakages. It was during this race I realized that we just could not point up as well as the rest. By my calculations we were off some 10 degrees. However, Lisa and I felt that we had improved our boat handling skills by entering the invitational, and it probably whetted our appetites for the first real race.

Dinner that night was a BBQ at the newly completed Loch Sport Boat Club. Our hosts had done an excellent job in building very comfortable premises with very limited funds. Kara and Howard had a lot of fun exploring and finding new friends. During the festivities our timekeeper advised that we had been performing better with each race. We were also able to find out the history of our yacht from Ross Corben.

According to Ross, she was originally a Lake Wellington yacht named "Pampero", owned and built by Colin Murray. "Pampero" was also very competitive. Apparently other competitors were rather relieved when Colin looked up at the sky during the middle of one series of races, and declared he had to get his crop off. "Miss Tress" still sports sails dated in November 1976, so in some ways, you could call her a benchmark.

The first two title races were held the following day, which was a Monday. Wind was forecasted at 10-15 knots. The course was a triangle, then sausage, and then triangle. I tried staying close to the middle of the start line for the first race, keeping away from the racers who were all starting close to the committee boat, on a starboard tack. Bad move on my part. We ended up in the no-go area, spent some time trying to get some wind to fill the sails, had to tack a couple of times to get across the start line, and nearly broad sided the committee boat.

Once underway however, "Miss Tress" showed her graceful lines as we beat our way to the first mark, then a broad reach to the second and third. Now for the sausage as we beat to the fourth mark, and gull-winged back to the fifth. Then around the triangle again for the sixth, seventh, and eighth marks, then a short beat to the finish. I remember hearing the times over the radio, with the winner taking just under two hours to complete the race, and we took just over 2 ½ hours.

"The kids are bored", said Lisa as we headed into the marina for a lunch break. Not able to find a replacement crew, we forfeited the second race.

Tuesday the 31st had been declared a Lay day. We spent the time making "Miss Tress" shipshape, and then took the kids for a play at the local playground, hoping to tire them out somewhat for the following days race.

The third race was held the following afternoon, which was New Years eve. The course again was a triangle, sausage, and triangle. Aligning ourselves more with the racing fleet, we were off to a good start this time when a double hooter sounded. Yachts started heading off their racing line. "What's happened?" I yelled to a passing vessel going in the

We decided to go to Paynesville by car. En route we lunched at Bairnsdale in our favorite fish and chip shop opposite the water tower. Reaching our destination, we saw some familiar MTYC yachts, their owners unfortunately elsewhere. I consoled myself with a better furler from the second hand boat bits shop, and then we battled the rain back to Loch Sport.

That night, the wind howled through the rigging of all the boats at the marina, making for a restless sleep. Conditions had not abated the following day, with the race being postponed again. A trip to the National Park was the order of the day, where we saw lovely scenery from the lookout and made it to the end of the peninsula to see the jetty and camping grounds.

Friday, we awoke to a very pleasant day. Unfortunately, this was the day we had to pack up and return home. We recovered "Miss Tress", and took her mast down as we watched the other RL24s heading out to race. Finally packed up, we headed for the boat club to see the end of the race and said our goodbyes to newfound RL24 friends.

In retrospect, both Lisa and I were very pleased that we had the chance to test out our yacht and improve our boat handling skills. The opportunity to be involved in such an auspicious and well-organised event was a thrill and highlight to our whole holiday. I was also very grateful that the rudder broke in a well-organised environment, rather than on a lone day cruise as we had originally planned. I wouldn't be surprised to see a few more cruisers next year, to compete for our unofficial cruising title, once the word gets around that the titles will be held in Loch Sport again next year.

Provisional Results

RL24 National Titles 2002 - Loch Sport Boat Club Inc

Results by Fleet

Low Point Scoring

Printed 4:08pm Friday, Jan 04, 2002

Division 1						Scratch Results					Progressive	
Pos.	Sail No.	Class	Skipper	Boat Name	1	2	3	4	5	Points	Pos.	
1	199	RL24DK	LWYC S. Walsh	Ohau Rua	1	2	1	1	1	3.00	1	
2	427	RL24DK	M. Shannon	Lowana VI	2	1	2	2	2	6.75	2	
3	307	RL24DK	LSBC T.Jones	Casper	3	5	4	3	4	14.00	3	
4	415	RL24DK	LSBC J.Germaine	Radical Lady	5	6	6	4	3	18.00	4	
5	454	RL24DK	R. Edwards	Pipe Dream	4	7	3	6	6	19.00	5	
6	231	RL24DK	LWYC K.Griffiths	Splice	6	4	5	7	7	22.00	6	
7	152	RL24DK	LWYC B. Castles	Pegasus	7	3	7	DNS	DNF	26.00	7	
8	600	RL24DK	P. Corben	Cosmic Sedso	8	8	8	5	5	26.00	8	

Division 2						Scratch Results					Progressive	
Pos.	Sail No.	Class	Skipper	Boat Name	1	2	3	4	5	Points	Pos.	
1	110	RL24SK	I. Lane	This Way Up	1	1	1	1	1	3.00	1	
2	269	RL24SK	P. Davis	Street Car	4	2	3	2	2	9.00	2	
3	103	RL24SK	B.Cuthbertson	Toucan	3	3	2	4	3	11.00	3	
4	342	RL24SK	M. Reid	Vintage Red	2	4	4	3	4	13.00	4	
5	108	RL24SK	H.Hetherington	Miss Tress	5	DNS	DNF	DNS	DNS	23.00	5	

Total Entries 13

YachtMaster by Sportcomp Australia, P.O. Box 1096, Swan Hill 3585.