



RL - it's YOUR kind of boat

May 2012

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“COSMIC SEDSO” and “SLYFOX” Win RL 24 Nationals

The RL24 national championships were this year hosted by the Royal Motor Yacht Club Toronto on the waters of beautiful Lake Macquarie in NSW from the 8th – 15th Jan. The event attracted a competitive fleet of both drop keels and swing keels from all eastern states. The venue was a favourite for both the sailors and the ground crew, with the skippers and crew enjoying excellent sailing conditions and the land lubbers were wrapped that they could view all the racing from the shore. The race committee provided us with great courses and the yacht club was excellent for after race socializing.

After trying for 28 years Paul Corben on “Cosmic Sedso” has finally won his first RL24 (drop keel) national championship. This year Corben teamed up with Darryn Dyer on mainsheet John Knight on jib and kite sheets and Rob Telfer as forward hand. Corben showed he was going to be in contention after winning two of the three short invitation races on the first day.

Corben won both heats on the second day of sailing, the first time he had taken out a heat at the nationals in 28 years of competition.

After four heats had been completed Corben had three firsts and a third with Mick Shannon and sons on Lowana VI not giving an inch.

Heat five was a long distance race from Toronto around Pulba Island and back again, this was the heaviest race of the regatta. After a shocking start Corben had to play catch up all day. Lowana VI had a good start and was well out in front with Simon Vaughan on Lowana V right behind, Legacy and Dodgy Vindaloo were also doing well at the pointy end of the fleet.

As the fleet edged closer to the lee half of the Lake and the water became a little flatter Cosmic Sedso started to make some ground. By the time Cosmic was three quarters of the way around Pulba Island she was about four boat lengths from the lead, this was where Cosmic decided to stay out wide so as not to sail into the lee shore of Pulba Island while Lowana VI sailed in closer and ran out of wind. This put Cosmic into the lead which she was able to hold until the finish.

Corben went onto win 7 out of 9 heats and took the title from Mick Shannon on Lowana VI with Simon Vaughan on Lowana V ending up 3rd.

In the Swing Keels Andrew Pike on “Slyfox” sailing with his two sons Michael and Jason and Michael’s mate David Corbett won their first RL24 (swing keel) national championship. Andrew has been methodically improving his boat over the last few years and has gained some good results in local races in Brisbane and the Bay to Bay race. He consolidated recent performances in Qld by sailing well at Toronto to take out the title with 6 wins, 2 seconds and a third, from Scott Jones on “Shady Lady” and Andrew Turnbull on “Ya Mum”. “Slyfox” also received the award for the best presented boat at this year’s event.

Next year the RL24 class will celebrate 40 years of national championships, I am not aware of any other trailer sailor class that has continually had national championships for a 40 years.

The 40th nationals will be hosted by Albury Wodonga Yacht Club on Lake Hume from 7th January to 11th January 2013. The RL24 owners association would like to encourage all RL24 owners to come and celebrate this milestone, we understand that not everyone is into serious racing so there will be a cruising division with no spinnakers and you can just camp on your boat if you wish. This is a great chance to meet others with a similar interest and enjoy social sailing or serious racing.

From the Editor....

Cosmic Corbens

*This is my fifth go at writing this piece and if it's no good this time, well bad luck. Darryn will kill me if the newsletter doesn't go out this week. So if the self indulgent memories of the newsletter editor are of little interest to you, I suggest you head straight to the final paragraph.

My first recollection of Ross Corben is of a 10ft tall bearded bloke at a place called Barmera in South Australia. I was about six and about a dozen of us kids were jumping off his shoulders into the hotel swimming pool. I only had one go....a big bellywhacker.....I thought I was going to die. I know I would have met Ross earlier, probably at the previous Nationals at Lake Wellington or even before, but that's my earliest memory.

I do remember Tarya, Ross's daughter, from Lake Wellington (no, not because of THAT, that was much later ☺) and his son Tim. Tarya because she would knock around with my twin sister, Gillian, and the RAAF planes flew "RIGHT OVER THEIR HEADS" and Tim because he and Jim Castles had a birthday party and we made cakes out of Lake Wellington mud and threw them at this brick building and I got a smack on the bum for it. To this day I don't know why I got that smack, no-one else did and there were heaps of us doing it. But I digress.

I also remember Ross from Barmera because he had the green boat and if you hung around for long enough after the races you'd score a soft drink and some cake. I did quite a deal of hanging around.

My next active recollection is three years after Barmera at Lake Hume. We didn't go to Sandgate (1979) or Speers Point (1980) I imagine because the distance was a bit much for 8 kids (to that point). I know there were events in between, RL weekends, state titles, and Marlay Point races, but they all seem to merge into one. At Lake Hume both Dad and Ross were running new boats. Dad had the deep red Lowana IV, and Ross had a beautiful green Talitha. Side by side they were without a doubt the prettiest RLs I've seen, and it is to be noted that both Ross and Dad have gone with white boats since. I probably should have learnt something from that.

Lake Hume is where I first remember Paul "Duckabomb" Corben. I'll come back to the nickname. Paul was something of a disappointment really. He spent most of the time sleeping and he couldn't spend too much time in the sun. Lake Hume was a simply fantastic place. It was as hot as Hades and we kids spent the entire week swimming in the lake, and because it was fresh we didn't have to have showers at the end of the day. It's a while since I've looked forward to a Nationals like I'm looking forward to these ones coming.

Now Ross Corben is to say the least a unique character. I remember he would ring our place and whoever answered would talk for a bit then yell "DA AAAD, IT'S RO OOOSSSS". Mum would put Dad's dinner back in the oven and say "See you in an hour or so" and Dad would head off to the study. Funnily enough, when Ross rings me today, Kristy will say "See ya James" and I'll head out to the balcony for an hour or so. The reason for this is that Ross is a particularly interesting bloke to talk to and he has a special talent for calling a spade a one-person-operated, manually-controlled, foot-powered implement of simple and robust yet adequately efficacious ligno-metallic composition designated primarily though by no means exclusively for utilization on the part of hourly-paid operatives deployed in the agricultural, horticultural, or constructional trades or industries, as the case may be, for purposes of carrying out such excavational tasks or duties as may from time to time be designated by supervisory grades as being necessary, desirable, expedient, apposite, or germane with regard to the ongoing furtherance of the task or objective in hand or, on the other hand, underfoot.

Loquacity aside, Ross is a terribly generous bloke with his time and his expertise. He knows about stuff and is always ready to benefit his friends with his varying areas of expertise. I remember an occasion when Dad and I were trying to fix an electrical problem on his trailer. In fact we weren't even trying as we had no idea where to start. In a rare moment of genius I mentioned to Dad that Ross and Bruce Castles were having a cuppa not 100m up the road. Dad knew exactly what I was talking about and we trundled the trailer up to where they were and recommenced scratching our heads. Within 30 seconds Dad and I were seated sipping Nescafes and Ross and Bruce were hard at it under the trailer. It must have been a complicated problem because it took two cups of coffee before they were finished.

One thing, though, about Ross was that he was never a terribly competitive yachting. This is not to his discredit. I sailed with him a few times and one could quickly see that he was never going to trouble the engravers. The reason for this is quite simple. He knew all the theory and possessed all the skill but he never was able to muster the single minded intensity required to win a National title. There were sea eagles to look at, various attributes of makes of yacht to talk about, variations of names of opposing boats to be made up, and the pros and cons of various types of timber for the various tasks performed, oh and of course food to eat.

Another thing about Ross is that he is a father. Tim's the oldest. He's living in Netherlands (I think) and doing something scientific. The aforementioned Tarya (Hi Meggs if you're reading this) is living in Melbourne, married to Constable Todd and mother of one. Then there's Duckabomb. The term "duckabomb" is an old Shannon term used to describe flatulence of significant volume. Its application to Paul came about on a drive (yes, flatulence and driving, a poor mix) and my little brother Charlie and Paul had perhaps had too many of those sausages that they serve up before the Marlay Point race. What resulted was an hour or so of two little boys in the back seat communicating through their bottoms and giggling hysterically the entire trip. I'm not sure poor Mum ever really recovered from that. It's a reputation young Paul has found difficult to shake although I think he remains in some respects quite proud of it. As he should.

Paul's racing career has been somewhat chequered. Really, he should have been a far better yachtsman from a far younger age. As a baby only a few weeks old, he sailed the Whitsunday Islands with his family for 3 months (I still can't believe you managed that one, Jan) in Timtarri, their first RL24. At about age 4, he was competing in overnight races and being sent to bed for hallucinating about cars driving in the water, only for a car to actually come driving through the fleet depriving poor Ross of the last remaining shred of authority he had on the boat. He did a short stint on the foredeck but he was in the office in no time and skipper by about age 14 (Dad still won't let me helm, I had to buy me own).

Now this is where things got a bit tough for Paul because he was fiercely competitive, but he'd inherited his Dad's concentration span. Now racing the relatively modern Cosmic Sedso, year after year he showed flashes of brilliance and found himself at the pointy end of the fleet quite often, but one always had the feeling that if one snapped away at him for long enough, he'd make an error and you'd sneak through. Never was this better illustrated than at Paynesville one year he (in Cosmic Sedso) and I (in Warrigal) took a flyer out to the right on the first beat and rounded the top mark minutes ahead of the rest of the fleet. As we headed down the first reach in an unassailable position Paul called out something to the effect of "Let's not mess with each other and just concentrate on us both beating the rest". I didn't respond (Pete Hackett had his hand on my throat and would have throttled me if I had) but Paul went on to put it in the drink at the next mark in relatively benign conditions.

Now it might appear to this point that I'm just sledging the kid and I guess I am, Lord knows there's plenty to sledge. But there is in competitive sport, whichever sport you are talking about, a necessary quality to success. Coaches, at least the good ones, talk about it all the time, it's a common theme in biographies, and it's the single quality that will overcome lack of natural talent every time (which is not to say Paul lacks natural talent, just that this particular quality is more important). That quality is persistence.

Paul has persisted and persisted and persisted in RLs and his victory at Toronto this January past is defined primarily by that persistence. It is an accomplishment of which he should be enormously proud. I know that I am proud of him (as patronizing as that may read) and I conclude by saying, again perhaps a bit paternalistically, that he is an absolute credit to his parents, Jan and Ross.

Congratulations, Duckabomb.

“RL24’s to Celebrate 40 years”

Next January the RL24 class will celebrate 40 years of national championships, we are only aware of the original trailersailer, the “Hartley 16” that has continually had national championships for over 40 years. This will be a significant milestone for the RL24 class and the association are working hard to ensure it will be a fun series to celebrate the continuous 40 years of the class.

Rob Legg designed the RL24 to be a trailable boat that would be as happy on the race course (around the buoys or passage) as taking the family cruising for the weekend. The proto type was launched as a moulded ply version in 1972 and after testing, went into production almost straight away, so the first fibreglass trailersailer was born.

The RL24’s have been able to improve their performance over the years due to the class rules allowing people to slightly alter sail patterns, masts and rigging within the rules, this has enabled owners to replace masts and sails with modern style performance rigs as technology progresses. The main restrictions on the class rules being the hull & deck must come from an approved mould, the mast has maximum length, working sail 20sqm and spinnaker 20sqm, one main, one jib & one spinnaker.

Due to there being some speed differences between the original swing keel boats and the latter drop keel version the association runs national championships to allow all RL24’s to compete. We have a division for Drop Keels, Swing Keels and a cruising division. The cruising division is for those who wish to leave all their cruising gear on their boats and sail without spinnakers. This enables even the oldest boats with the oldest rigs to be involved and enjoy the atmosphere that the National gatherings provide. We also have a magnificent trophy provided by Rob Legg for the best presented boat at the nationals. Some families have been attending nationals for over 35 years, and many have had 2,3 and sometimes up to 4 different boats over the years. Some of these boats are being sailed by the third generation RL24 sailors some on the original boat that their grandparents purchased brand new.

The 40th nationals will be hosted by Albury Wodonga Yacht Club on Lake Hume from 7th January to 11th January 2013. The RL24 owners association would like to encourage all RL24 owners to come and celebrate this milestone, we understand that not everyone is into serious racing so come and join the cruising division with no spinnakers and you can just camp on your boat if you wish. This is a great chance to meet others with a similar interest and enjoy social sailing or serious racing.



40th



National

Championships

Abury Wodonga Yacht Club

6th – 11th January

2013



For
please

<http://www.rlyachts.net/> or contact the RL 24 Owner's Ass. President Darryn Dyer on 0409 338 916 or the Secretary Paul Corben on 0439 032 852

more
information
visit

NOTICE OF RACE

RL 24 OWNER'S ASSOCIATION OF AUSTRALIA

"40th RL24 National Championships 2013"

Albury-Wodonga Yacht Club in conjunction with the RL24 Owner's Association of Australia Inc., invites entries for the 2013 RL24 National Championships to be sailed on the waters of Lake Hume, from Sunday January 6th 2013 to Friday January 11th 2013 according to the program herein.

ORGANISING AUTHORITY

The Organising Authority is the AWYC on behalf of the RL24 Owner's Association of Australia.

RULES

The Championship will be governed by the Rules as defined in the *Racing Rules of Sailing 2009-2012*. The prescriptions and regulations of Yachting Australia will apply.

ADVERTISING

Advertising will be restricted to Category A.

ELIGIBILITY AND ENTRY

The Regatta is open to all RL24s whose owners are financial members of the RL24 Owner's Association of Australia Inc. Eligible boats shall enter for the Swing Keel, Drop Keel or Cruising Division using the attached Entry Form which shall be lodged with the Hon. Secretary, RL24 Owner's Association of Australia 2 Ross St Bairnsdale 3875 by Wednesday 30th November 2012 accompanied by the Entry Fee of **\$120.00**. Cheques should be made payable to the RL24 Owners Association of Australia Inc.

Late entries **WILL** incur a late entry fee of **\$20:00**.

REGATTA PROGRAM/SCHEDULE

Sunday 6th January 2013:

From: 16 00 hrs. - Regatta Registration
17 45 hrs. - Information Briefing
18 00 hrs. - Welcome BBQ

Monday 7th January 2013:

09 00 hrs. - Warning Signal Invitation Races (3 short course races Back-to-back)

Tuesday 8th January 2013:

09 00 hrs. - Warning Signal - Championship Heats 1 & 2 (Back-to-back)

Wednesday 9th January 2013:

09 00 hrs. - Warning Signal - Championship Heats 3 & 4 (Back-to-back). (Resail immediately after scheduled Heat 4 if required.)
1830 hrs. - AGM

Thursday 10th January 2013:

09 00 hrs. - Warning Signal - Championship Heats 5 & 6 (Back-to-back). (Resail immediately after scheduled Heat 6 if required.)

Friday 11th January 2013:

09 00 hrs. - Warning Signal - Championship Heats 7. (Resail immediately after scheduled Heat 7 if required.)

WARNING SIGNAL

Warning Signal times of each day's Heats will be displayed on the Regatta Notice Board by 1700 hrs on the preceding day. Additional methods of communicating Warning Signal and other relevant information to each participating skipper may be employed. All Divisions will start simultaneously.

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.

SAILING INSTRUCTIONS

The Sailing Instructions applicable to races in the Series will be available from the Regatta Office after 1600 hrs on Sunday 6th January 2013.

VENUE

Race Administration will be conducted from the Albury-Wodonga Yacht Club, Ebden Lake Hume Wodonga. Race courses will be laid in the vicinity of Albury-Wodonga Yacht Club on Lake Hume.

COURSES

Most, if not all, courses for all Divisions will be Olympic triangle 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 1700 hrs on the day preceding the event.

PENALTY SYSTEM

RRS 44.1 and 44.2 apply. (2 tacks and 2 gybes)

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. Three races are required to constitute a Series. When fewer than five races have been completed, a boat's Series score will be the total of its race scores. When 5 or 6 races have been completed, a boat's Series score will be the total of its race scores excluding its worst score.

When 7 or more races are completed a boats worst 2 scores will be excluded.

SUPPORT BOATS

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

RADIO COMMUNICATION

While racing, a boat shall neither make nor receive radio transmissions which are not available to all boats. This restriction also applies to mobile telephones.

PRIZES

Prizes for the RL24 Championship will be awarded to:

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

SAFETY

The Safety Category applicable to this series is Y.A. Special Regulations Section 2.01.7 Category 7.

In addition the following shall apply.

3.24.3(b) Outboard motors shall be mounted in the normal operating positions 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

INSURANCE

All competing yachts shall have public liability insurance for an amount not less than five million dollars. Such insurance should cover all risks arising while the competitor is participating in any way in the Championship whether ashore or afloat. **The owner/competitor shall provide evidence of current insurance with the Entry Form (Photocopy please, NOT just a Number).**

DISCLAIMER

Competitors participate in the Regatta entirely at their own risk. See RRS 2009-2012 Part 1 Rule 4 "Decision To Race." Neither the AWYC, nor the RL24 Owners Association of Australia Inc. will accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during or after the Regatta.

FURTHER INFORMATION:

Contact:

Hon. President

Darryn Dyer

1 Nicole Crt.

Sale 3850

Ph. 03 51447171

dgs@aapt.net.au

Hon. Secretary

Paul Corben

2 Ross Street.

Bairnsdale 3875

03 51525842

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RL24 OWNER'S ASSOCIATION OF AUSTRALIA INC.
40th NATIONAL CHAMPIONSHIPS 2013
Albury-Wodonga Yacht Club. Lake Hume VIC.
Sunday 6th Jan – Friday 11th Jan. 2013
ENTRY

Owner's Name :

Owner's Address:
.....Postcode.....

Owner's Home Phone..... Mobile.....

E-Mail (if available).....

Skipper's Name:

Boat Name:

Sail Number: Boat Colour:

Spinnaker Colour(s):

Entered for : SWING KEEL DROP KEEL CRUISING (Circle one)

Y.A. National Membership No. Owner..... Skipper (if not Owner).....

Comprehensive Insurance :Please attach photocopy of policy showing amount covered for. (Valid third-party liability min. \$5 million)

I Enclosed is my cheque for **\$120.00, (Up to 30th Nov.2012 - or late entry cheque for \$140:00 after 30th Nov. 2012)** (payable to RL24 Owner's Association of Australia Inc. & forwarded to The Secretary,2 Ross street Bairnsdale 3875 Vic)

or

I have Direct Credited \$120.00, **(Up to 30th Nov.2012 - or late entry for \$140:00 after 30th Nov. 2012)** to RL24 Owners Assc of Australia BSB 063-510 Acc#1013-5552.

Please use sail # as reference.

I agree to compete in compliance with recognized principles of sportsmanship and fair play (RRS Part 1 and 2). I accept that competitors participate in this Regatta entirely at their own risk. Further, I understand that neither the Albury-Wodonga Yacht Club nor the RL24 Owners Association of Australia Inc. will accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during or after the Regatta.

.....(Owner)(Skipper-if not owner)

RL 24 National Championships 6th – 11th Jan. 2013

Below is some additional information to help plan your Nationals campaign.

AWYC contact: Terry Caldwell, AWYC Vice-Commodore
awyc.vice.commodore@gmail.com Mobile: 0400533741

Facilities at AWYC:

- Meals available from Saturday lunch until Sunday dinner
- On site, limited powered as well as unpowered camping sites – \$5 per person per night. Contact Terry Caldwell (0400 533 741) for bookings)
- Catering on all days, includes breakfast/lunch/dinner as required
- Kiosk & bar offering snacks & drinks
- BBQ and pizza oven available
- Ample parking & rigging area
- Showers & toilets
- Concrete boat ramp for launching trailables

Plan your Stay:

If you wish to extend your stay, the club grounds will be available from Saturday, January 5 to Saturday, January 12, with the AWYC racing resuming on Sunday January 13.

Other accommodation

- **Lake Hume Resort** 02 6026 4444. Motel accommodation
- **Lake Hume Tourist Park** 02 6026 4677. Units
- **Boathaven Holiday Park** Ph: 0260206130. Standard Cabin (up to 6 people) Caravan and camping powered.
- **Blazing Stump Motel** 02 6056 3433. Cabins and Units.

Directions to AWYC:

From North

Exit (marked Lake Hume) Hume Freeway (M31/A31) in Albury at Riverina Highway (B58), turning left and travel east to Lake Hume Resort for a right turn into Talgarno Road (C541) past Trout Farm and over Murray River where road becomes Bonegilla Road. About 3km after the river turn left into Old Weir Road (AWYC sign at foot of small hill), turn in through gate 400m on right, then another gate 80m on right. If you reach the Army barracks you've gone too far!

From South

EITHER: Same as for coming from the North except turning right into B58

OR: Exit Hume Freeway (M31) at Wodonga just after "Exit to Tallangatta" sign, staying in right lane of this exit, then turn right at round-about under the freeway onto Bandiana Link Road (B410). Turn left onto Murray Valley Highway (B400) through Bandiana, turn left at Bonegilla. Travel along Bonegilla Road (C541) for about 2.5km then turn right into Old Weir Road (AWYC sign at foot of small hill), turn in through gate 400m on right, then another gate 80m on right. If you cross the river you've gone too far!

