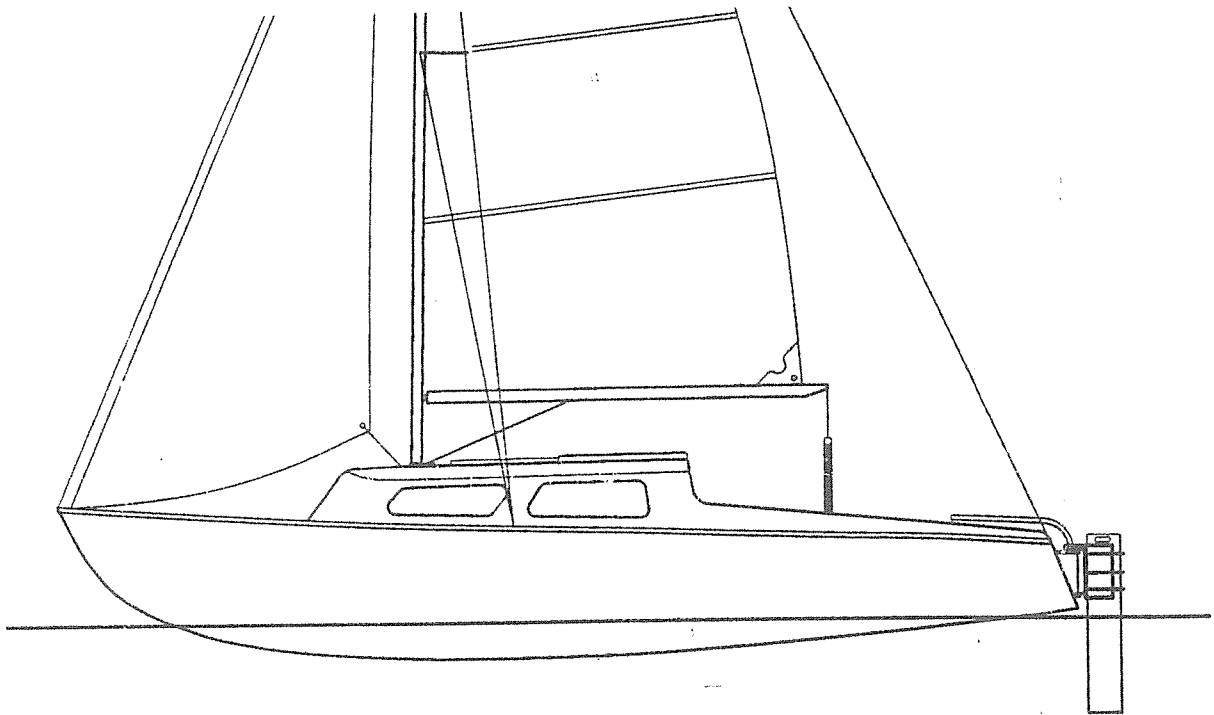




**NATIONAL NEWSLETTER**



**JULY 1991**

**RL24 - It's YOUR kind of boat**

# PRESIDENT'S PRATTLE.

Hello everyone! The last few months have been extremely busy for the Graham family. Christopher has been sailing on Saturdays at Albert Park Lake, I have been doing a V.Y.C. course and Lloyd has been organising the RL24 stand at the Boat Show. Needless to say *The Sting* has not been on the water much.

We did blow the cobwebs away in a Western Trailable race a few weeks ago. Ken Hackett came along and we gave him a taste of what it is like to "work" on a boat. We clocked 14+ knots under shy kite and Ken admits that the blunt end is easier work than the pointy end! He can come again - we won by a mile!!

The recession made its self felt at the Boat Show this year. I don't have any official feed back yet, but from our observation attendances were well down. However interest in the RL24s was not. We have quite a list of people interested in the Demonstration Day, so your support will be appreciated. (See the notice in this newsletter.) Again many thanks to members who gave their time so willingly to assist at the show.

Also a big thanks to Ina & Werner Stephan for putting *Manana* on show. Werner, Don Lewis, Ron McCrindle and Lloyd spent quite a few hours polishing the hull and generally sprucing her up for her debut at the show.

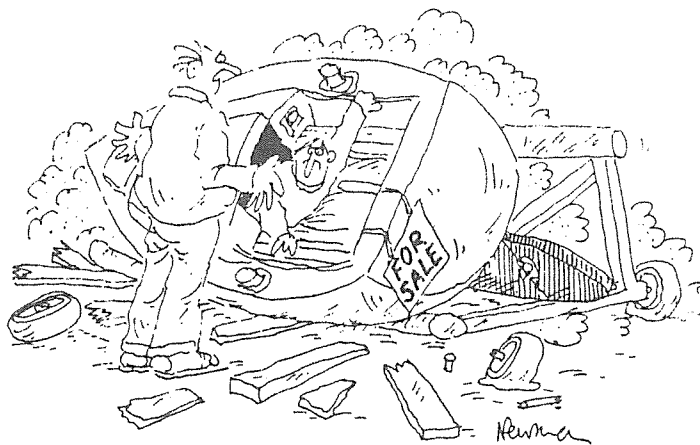
The National Titles are being organised by a working party at Lake Wellington, in which the Castles and Woods figure prominently - their report follows. They, and their helpers are doing a splendid job on what promises to be a great week for all RL24 owners - racers or not. Pass the word around.

It is fee time again, so send your remittance to our trusty Treasurer, Ron, and make sure you are financial for the Titles!

There are a few important dates mentioned in this newsletter for Victorian members, so get the diary out now and pen them in as you go. Interstate members may be able to plan their business trips to Melbourne to coincide with some of our events. (That is if any still do business south of the boarder!)

See you soon. Happy Sailing!

Sue Graham.



'All I did was kick the damn tyre ...'

# NATIONAL RL24 WEEK - 1992

## LAKE WELLINGTON.

Preliminary notice is hereby given of RL24 Week 1992, to be conducted at Marlay Point from 3rd to 10th January, 1992, to include the National Titles.

In contrast to previous years, the organisers are going to some trouble to make this week an event significant to the whole spectrum of RL owners, not just the racing freaks.

To this end, a suggested cruising itinerary has been drawn up, to partially dovetail into the Race Programme so that the Cruising Types can also participate in some of the races if they wish.

As is already known to previous visitors to Marlay Point, there is ample camping space available on Club property, the Clubhouse, including showers and gas barbeque, is open to visitors all week, there is easy access to ample launching and mooring, and it is generally a hassle-free and inexpensive place to have a holiday.

Recipients of this Newsletter who would not normally attend National Titles are urged to make this event a special occasion. As a healthy Class Association is of great benefit to all owners, please pass on to any other RL owners known to you a copy of this preliminary notice.

### PROPOSED PROGRAMME.

Racing :-

Date	A.M.	P.M.	Evening
3		Invitation Race	Welcome Barbeque
4		Race One	
5	Race Two	Race Three	
6	Lay Day or Long Distance Race		Salty Yarns/ Poetry Night
7	(either way round to suit weather)		Annual G.M.
8		Race Five	3 Peaks Hcp.
9	Resail Prov.	Race Six	Presentation Night.
10	Resail Prov.	Race Seven	

Cruising :-

3		Invitation Race	Welcome Barbeque
4		McLennan Straits fishing cruise, O/nite Plover Pt.	
5		Return to Marlay Pt via Reedy Hbr. Poddy Bay, Bott's Landing.	
6		Car Cruise to Hills (Local Guide) (on lay day)	Salty Yarns/ Poetry Night
7		Long Distance Race	
8		Picnic Cruise to, and Tour of Historic "Strathfieldsaye".	Annual G.M.
9		"Swap Meet" for gear, fittings etc.	3 Peaks Hcp.
10		Picnic, Swim Cruise to Avon River	Presentation Night.

The local organising committee intends to produce a "mud map" of the Lake Wellington area for the use of visitors, showing points of interest not marked on normal maps of the area. Other cruising venues accessible to the Lake Wellington area are really dependent on the time available, from the Port of Sale to Lakes Entrance, at the other end of the Gippsland Lakes.

This is a tentative program and any suggested alterations or additions will be gratefully considered. We want to make this a fun week for as many of us as we can reach. As with all previous Titles, we are those that COME!

# MARLAY POINT RACE RESULTS.

The following table, kindly provided by Bruce & Barbara Castles, is interesting to peruse even if you did not compete in the Marlay Point Overnight Race. The boats marked with an asterisk have swing keels. The boatspeed 22 is listed for comparison. The times were obtained from personal log sheets, and due to the circumstances in which they were completed, may not be 100% accurate.

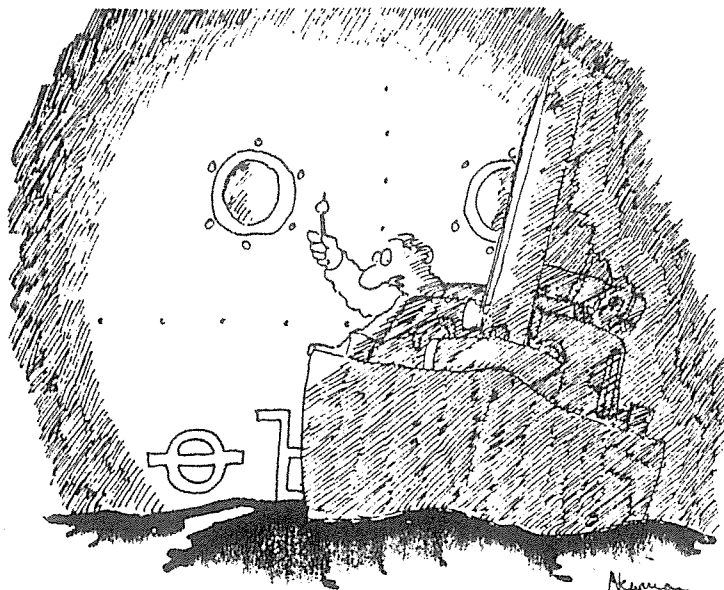
ACHT	STRAIGHTS	HOLLANDS	GLYC	McMILLAN	PT.KING	SHAVING	CARSTAIRS	PT.WILSON	FINISH
OWANA V1	11.51 (51)	1.22 (91)	3.50 (148)	4.15 (25)	4.35 (25)	5.15 (40)	6.23 (68)	6.52 (29)	7.17 (25)
HAU RUA	11.55 (55)	1.24 (89)	3.50 (146)	4.15 (25)	4.35 (20)	5.15 (40)	6.30 (75)	7.01 (31)	7.23 (22)
EGASUS	11.55 (55)	1.30 (95)	4.00 (150)	4.25 (25)			6.40 (135)	7.12 (32)	7.32 (20)
TREETCAR	11.57 (57)	1.29 (92)	4.04 (155)	4.31 (27)	4.52 (21)	5.31 (39)	6.44 (73)	7.14 (30)	7.37 (23)
PLICE	12.01 (61)	1.36 (95)		4.42 (186)	5.02 (20)	5.45 (43)	6.50 (65)	7.18 (28)	7.44 (26)
INGS	12.00 (60)	1.40 (100)	4.10 (150)	4.35 (25)	5.00 (25)	5.40 (40)	6.45 (65)	7.15 (30)	7.45 (30)
ASPER	12.00 (60)	1.40 (100)	4.23 (183)	4.55 (32)	5.15 (20)	6.05 (50)	7.15 (70)	7.45 (30)	8.07 (22)
UNYIP	12.03 (63)	2.07 (124)	4.39 (152)	5.07 (28)	5.28 (21)	6.16 (48)	7.22 (66)	7.52 (30)	8.13 (21)
HE STING	12.03 (63)	1.56 (113)		4.56 (56)	4.56 (56)	6.00 (64)	7.21 (81)	7.56 (35)	8.18 (22)
NCOUNTER	12.10 (70)	2.00 (110)	4.29 (149)	4.52 (23)	5.18 (26)	6.35 (77)	7.13 (38)	8.01 (48)	8.35 (34)
OWANAIV	12.57 (117)	2.15 (78)	5.05 (170)	5.45 (40)	6.00 (15)	6.45 (45)	8.03 (78)	8.40 (37)	9.15 (35)
NITRA	12.13 (73)	2.09 (116)	5.03 (174)	5.35 (32)	5.56 (21)	6.40 (44)	7.40 (59)	8.42 (62)	9.29 (47)
RACKERJACK	12.15 (75)	2.10 (115)	5.02 (172)	5.30 (28)	5.52 (22)	6.39 (47)	7.59 (80)	8.58 (59)	9.48 (50)
ALINKA	12.21 (81)	2.38 (137)	6.07 (209)	6.37 (30)	6.59 (22)	7.52 (53)	10.00 (128)	11.27 (87)	12.07 (4)
INNISTERRE	12.10 (70)	2.45 (155)	5.35 (170)	6.26 (51)	7.00 (34)	7.52 (52)	10.03 (131)	12.22 (139)	13.00 (3)
EWELTIME	12.20 (80)	2.45 (145)	6.40 (235)	7.00 (20)	7.45 (45)	8.40 (55)	12.30 (230)	13.07 (37)	13.36 (2)
DATSPEED	11.41 (41)	0.49 (68)	2.35 (106)	2.59 (24)	3.11 (12)	3.47 (33)	4.45 (58)	5.14 (19)	5.30 (16)

## DEMONSTRATION DAY.

Sunday 1st. September.

ST. KILDA MARINA. 10am - 3pm.

We have quite a number of people interested in participating in a "demo" sail on an RL24 as a result of the Boat Show. If you can come along we would be delighted for your help. The more boats the better. If you are unable to bring your boat, come anyway:- we need crew and members available to answer questions. Keeping the RL24 profile high is a sure way of maintaining interest in the class, and hence maintaining the value of your investment. Support the Association between 1000-1500 hours.



'Well, if we are clear of the shipping lanes it's a very low aircraft . . .'

## PORT & CRUMPET NIGHT.

That's got your attention hasn't it? This night has become a Victorian institution and should not be missed! Imagine gathering around a roaring fire with a glass in hand, the smell of toasting crumpets, good company and tall stories. What better way to spend a cold winter evening?

Ross & Jan Corben have again kindly offered their home for this night, so make the most of their hospitality. (Ross is already thinking of all those jobs on the new boat for which he needs a hand!)

The evening starts about 8pm. Ring Sue Graham 03 870 5439 if you need accommodation. BYO drinks and a plate of supper to:

161 O'Connor Road, KNOXFIELD.  
Phone: 03 763 7732.

---

Thanks to Ross Alcock for this story.

"L" PLATES TO THE FORE IN THE MILANG TO GOOLWA.

The biggest fresh water race in the Southern Hemisphere!

Early in 1989, through my job working with the unemployed, I got involved in wooden boat building in a minor way. After getting stuck into the stitch & glue method I got the bug to build myself a sailing dinghy.

As a husband with 33 years experience I casually mentioned the subject to my wife, Helen, to see which way the wind blew. She took the wind right out of my sails - "That's a good idea, I always feel at home on the water!!

This from a woman who has been "on the water" about 6 times in her life! I quietly got in touch with Duck Flat wooden boats and we poured over plans and designs. The outcome was that we both wanted an 8m trailer sailer with the lot! This from a middle aged couple (well I am), who had never built a boat or had more than a couple of trips on a cat.

No, this isn't a wonderful story about 2 people with no experience who won a major race - far from it.

On hearing this yacht building story, my son Graham, (who had already seen his square parents run away to the bush to build a log cabin), said, "Dad, Deb and I would like the sort of boat you're talking about. Why don't I buy one and you put in some brass for extras?" Well after a time we bought an RL24 "Gravytrain", and we were into sailing the Lakes at Goolwa. (The mouth of the Murray River in S.A.)

Graham, who has not had a lot of experience, felt that the parents would get more use of the boat if we could handle the craft ourselves; so started training in that direction. This meant that the *Old Man* would run up around the sharp end playing with jibs, boom vang and gang bangs. That left his mother on the tiller! Well...!

After about an hour she got the hang of it. After the first day I thought, Who is this woman? Comes alive on a boat, steers beautifully, sees wind gusts coming and WONT LET GO OF THE TILLER. She is too busy to get the coffee, but will take her eyes off the main sheet and tell tails to tell me where it is stowed.

After about 5 days of this introduction training Graham drops the word - racing! I blanch with terror. I KNOW HOW MUCH I DON'T KNOW! "It will be OK" says Graham, "Phil will come along as forward hand. You and Mum can handle the main sheet and coffee." I have a suspicion who will be the coffee boy and it wont be Helen.

After a day practicing timed runs at a start line and sundry other race tactics, we're ready, or will be when I make the jib pole. (Never seen one mind you, but it could be handy if the wind is light.) "We're not using the spinnaker Dad." Thank goodness for small mercies!

RACE DAY.

Graham and Phil have sailed the RL from Goolwa to Milang the day before. We drive to Milang on race day. I'm in top practiced form for the day. I made the picnic lunch the night before. We drive over the hill into Milang - Wow! 500 boats waiting to start. That's right, 500 sailing boats of ALL shapes and sizes. Local sea scouts in a small dinghy to uniformed pro look crew in a floating gold mine.

Graham is ready to go but Phil is a bit quiet (for Phil). The story goes he went around the docks last night helping new found friends to repair their radios. They were most appreciative; "Would you like a port to keep out the cold Phil?"

"Cast off," said the skipper at the helm. Phil casts off, I run up and down the deck waving a boat hook that I won't need - yes I do! Outboard won't drive in reverse. We drift into other boats, foul anchor lines, Phil's friends shout at us. Eventually we escape red faced, but confident.

"Bit rough isn't it," says the Old Man. "It will be better when we get the sails up," says the Skipper. "We just have to pass the committee boat to show our number." The whole fleet has the same instruction - all pass the committee boat. Talk about a traffic jam with no brakes!

It is time to raise the sails. Phil is sitting up the pointy end "being quiet." The coffee boy's got the job. Boat pitching madly, can't find which rope, skipper explaining (not quietly) which one, Helen calling "all those other boats are getting close Graham. Fun isn't it?"

Eventually we are all systems go - we are racing!! It's great. We have just passed 2 boats. We CAN do it. Helen is very busy on the main sheet. Wind gusting to 50 knots (You weren't there and that's what it looked like to me!!!) Decide not to make coffee just now.

One hour later, all going well, I've been busy bang bang and things. Time to talk - others tack before us and are coming toward us: who has right of way? Skipper decides we have: "They often bluff like that." (Why are his knuckles white on the tiller?) If they are bluffing I'm bluffed! Ever had a 30 footer come aboard between your legs? Neither had I until then. Phil is not quiet anymore. He is speaking to the other skipper about his parents!

Suddenly we are alone. Hull not damaged below the waterline. "We'll continue," says the skipper. I look around, boats everywhere in the middle of the wind blown lake. ("So we had a choice?" I said to myself.) Crew is quietly, but inefficiency going about their business - must be a bit shaken up. Helen breaks the silence, "How about some lunch?" Phil brightens up.

Disasters come in threes don't they? The *Old Man* has left the lunch home in the fridge. Phil's gone quiet again! Others have not! Racing continues - we are passing boats, gunnels in the water. (That's good isn't it? I'm not frightened, well not a lot!)

The fleet is tacking again and we have to give way to EVERYONE, even the cats who have finished the race and are returning through the fleet to Milang. It's very busy tacking, going about and dodging other careless boats. We're doing well, quietly efficient.

Boat bearing down on port side. Graham is shouting and waving: he must be cross. What's that in his hand? \*£\*\*\*@£ it's the tiller! It's broken and he can't steer. Suddenly we are all shouting. Phil's shouting and dancing - he MUST be better.

If there is going to be a panic, let it be organised. Graham is leaning over the blunt end, head down, bum up, trying to steer by the rudder. Helen and Phil are shouting directions because the skipper can't see very well out of the end that's pointing forward. The coffee boy has just been promoted to boat builder and is replacing the tiller arm with the boat hook. (Wouldn't be dead for quids!!) Didn't hit a thing. Things settle down and we sail on. The wind is now gusting and we are picking up places. The gunnel is in the water again. It will never heal up if we keep getting it wet like that!

I am giving Helen a break on the mainsheet, very busy it is to, keeping the heel on the boat and allowing for gusts. How could Helen do this; watch tell tails and warn the skipper of marauding boats. What else could go wrong?

She whispers in my ear. "Fun isn't it. What do you think we can build our own?"

## RL 24 Association of Victoria

### Training and Safety Programme.

This programme is directed towards those members of the Association that do not as a rule have charge of the family yacht, but wish to gain skills in basic boat handling, sailing, mooring etc. for their own pleasure and as an additional safety factor if the regular skipper is for some reason unable to function.

As it is very difficult to demonstrate safety or simulate dangerous situations, the following paragraphs are intended to give food for thought and we hope you will retain these notes for future reference.

### Boating Safety --- What is it?

Ultimately it is keeping the boat afloat and keeping all the crew aboard the boat. Keeping the boat afloat is a function of avoiding situations which place it in danger, be it weather, or rocks, reefs, other boats etc. Avoiding all these problems involves keeping watch and being aware of your surroundings, and this is probably the greatest contribution you can make to safety.

Weather-wise, try to be aware of the forecast weather for the time and area where you are sailing, and maintain a listening watch on radio for weather warnings, (usually on 27.88mhz.) Watch for low heavy cloud or dark areas on the water to windward, or erratic behaviour of nearby other boats that might be copping already what you are about to get. If you are enjoying good conditions, but observe high cloud moving quickly, keep a close watch for water-level weather coming from the same direction.

If you are caught out in a squall or violent weather, the following hints may be helpful:-

1. Don't be backward getting your sails down, the harder it blows, the harder it is to do the job. You can always put 'em back up if the front isn't as bad as you thought.
2. With your sails down and securely strapped to the deck or stowed below, motor straight into the wind. This is now a situation of relative safety from which you can take your time to sort out your best options, either to run for cover or maybe to just keep doing what you are already doing for a while. The worst of a squall front is usually passed in  $\frac{1}{4}$  or  $\frac{1}{2}$  an hour after which you can expect strong wind for quite a while from about the same direction. Keeping in touch with the weather forecasts will help you to judge whether you are dealing with a frontal pattern which will moderate, or a gradually building system that keeps getting stronger. This latter situation doesn't make the decisions for you in the way that a squall does, so it is completely up to you to say "this is too much wind, from here on we motor and/or seek shelter."
3. It's important to know about the area you are sailing in, particularly when you are contemplating a run for shelter from bad weather. Many more yachts come to grief around the edges of the water than out in the middle. Being blown onto a lee shore, or caught in shallow water where the waves are breaking are classic problems occurring when yachts make an ill-considered dash for somewhere that turned out to be less hospitable than it looked on the map. Always have maps of the area where you are sailing, make your own notes on them for future reference, and make a mental note of havens you have passed on the day, with a bit of luck one of them could be just the spot you need!!!

## Boating Safety ---cont.

Keeping the people on the boat is equally important in the safety equation. Losing someone overboard, while being a source of great amusement on most occasions, can also be probably the most dangerous situation encountered while sailing. The two most likely causes of man overboard incidents, being knocked overboard by the boom or falling off the foredeck while handling a spinnaker or headsail, are both potentially very dangerous.

The person knocked over by the boom may be disoriented or unconscious, and if the cause of the mishap was an involuntary gybe, those remaining on board may have lost track of where the person fell by the time they have regained control.

In the case of someone falling from the foredeck, this is nearly always a downwind situation, making it a longer haul back than it looks. If the forward hand falls off with the kite still up, the skipper is faced with not being able to begin going back until someone else has doused the spinnaker, with the regular forward hand already gone. For every minute taken to get turned around, you face three minutes of work back into the wind. The chances, under these circumstances, of losing sight of the victim, or of he/she not being able to survive 20 minutes or more in the water are a bit of a worry, to say the least.

Having lost someone, or more than one, overboard, the following hints may be helpful.

1. Encourage the habit of wearing lifejackets on deck in circumstances that make these sort of happenings likely. At least carry a coloured floating pillow or similar in the cockpit that can be immediately thrown overboard when required.
2. If the spinnaker is up and you want it down quickly, throw the brace and halyard free and pull the kite into the leeward side of the cockpit and down the companionway. Try this someday not under emergency conditions to make sure the halyard and braces are long enough to do this trick.
3. When you are sailing downwind and want to go back, you will find that a gybe will get you back on the track much quicker. Prove this for yourself with a plastic bottle or similar some day- it's true.
4. Immediately detail someone to maintain visual contact with the person in the water no matter what is going on aboard the boat if you don't immediately return to the spot you are in strife- one piece of water looks pretty much like another.
5. Approach the person in the water so as to leave them in the lee of the hull, trail a rope over the side, preferably in a large loop. Get the person to grab the rope and then bring he/she closer so you can get a good grip. Don't try to make a direct hand to hand contact or you'll finish up with more people in the water. Lifting a big, wet person into a cockpit can be a fair lift. Try to get the person's arms or hands onto the gunwale and then get a grip on them further down, like the seat of the pants, or even try to get one leg over and then roll he/she into the cockpit.
6. While making the pickup, keep the helm down to avoid having the boat bearing away and picking up speed. If you are motoring, shut the motor off as soon as you have a proper hold on your pickup, so as not to risk chopping up any feet with the propellor.

Make a point of creating hypothetical crises and figuring out what to do about it while you are cruising, it's an interesting way to pass the time and will increase your sailing skills and make you a safer cruiser.