



**NATIONAL NEWSLETTER**

**MAY 1994**

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

## FROM THE PRESIDENT'S CHAIR

With the 1993-94 season coming to an end, now is a good time to have a look at what our Association offers and where we are heading in the future. This year, we have about 130 boats on the Association register Australia-wide but of those only 24 are financial members of the Association.

What this tells me is that there are a lot of boats out there which are not only not registered with the Association but their owners are missing out on the advantages of what our Association has to offer. Advantages such as

- Extremely well organised and competitive National Titles for those who strive to get the most from their boat.
- A handicap regatta sailed in conjunction with the Nationals to provide a challenge for those sailors who are improving.
- An annual get-together in conjunction with the Nationals for owners to meet and swap stories and experiences.
- A quarterly Newsletter to communicate the highs and lows of our Association and to keep members abreast of RL24 developments. The Newsletter also provides owners with a medium to advertise unwanted equipment and even their second-hand boats if they feel the lack of time prevents them getting the use from their boat the cost of owning one justifies. Remember, with no new boats being made at present, second-hand RL24s are well sought after.
- Cruising connections for those who like to cruise in company.

For the future I would encourage all owners, especially those in W.A. and S.A. (where there are currently no State RL24 Associations) to join the National Association. The RL24 is still at the cutting edge of all aspects of the trailable yacht scene and we have the numbers to be one of the most successful trailable yacht class associations in the country, with all the advantages which flow from that, if we join together. Furthermore, with the Association actively considering the options available in regard to resurrecting the construction of new boats, the more support for the Class we have, the better. Finally, there is no doubt that a strong, active association contributes substantially to the maintenance of a boats re-sale value. As I have indicated before, I feel the RL24 remains a brilliant design, easy to launch, to sail fast and to retrieve. It is great for cruising or just "messin' about" in and, for its size, is extremely cost-efficient. In all, it is a very desirable piece of equipment which becomes even more so when backed by an active and broadly based association. Put simply, the stronger the class, the better the re-sale value our boats will have so I leave you with this thought. "Protect Your Investment - Join Up."

Simon Walsh  
National President.

# RL24 NATIONAL CHAMPIONSHIPS 1995

## WHERE?

Rhyll Yacht Club,  
Phillip Island, Victoria.

## WHEN?

- Invitation races  
(3 mini heats to establish personal handicaps)  
Saturday afternoon 31-12-94
- Last heat 10am Friday 6-1-95
- Presentation night Friday 6-1-95

## ACCOMMODATION

- Rhyll Caravan Park  
(on-site vans & camping sites)  
Ph (059) 56 9220
- Motels (Rhyll & Cowes)  
See RACV, NRMA, RACQ accom. directories

## FURTHER INFO

Mick Shannon (03) 890 2122  
Ross Corben (03) 763 7732

## VICTORIAN CHAMPIONSHIPS - 1994.

The Loch Sport Boat Club on Gippslands Lake Victoria was the host for this years Victorian Titles and, as expected, the club ran an outstanding series. Race headquarters was the Loch Sport Marina which provides excellent facilities to both the cruising yachtsman or those seeking a more permanent berthing arrangement. On this occasion, the Marina management provided dry and wet berths free to competitors for the duration of the series and the Association gratefully acknowledges their generous gesture and co-operation. Out on the track, Ohau Rua was again too good in the Drop Keel Division and Simon and his boys added yet another Championship to their impressive collection with 4 straight wins. The Shannon family were without Gillian for this series but with Jenni capably filling in for her sister they were still good enough to take second. Lloyd Graham relished the brisk conditions and he and his crew sailed very well to bring "The Sting" home in 3rd. place. The Castles and "Pegasus" were back in business with Helen calling the shots again (after doing the Nationals on Cosmic Sedso) and brother Jim over from Adelaide to drive the kite. Who said this isn't a family class? They finished 4th overall but finished in the money in at least 2 heats. The Corbens scraped a fifth in "Cosmic Sedso" while Ken Griffiths ("Splice") and Rob Slater from Colac sailing his recently acquired "Crackerjack" tied for 6th. The Beck Combination from Geelong finished eighth after a great weekend-long dice with both "Slice" and "Crackerjack". Obviously, the new drop-keel in "Lowana 4" hasn't done her any harm and with a little tuning this winter, she will be a very competitive machine. Behind the Becks, Don Lewis ("Lowana 5"), Trevor Jones' "Casper" and Ron Mc.Crindle ("Bunyip") also had a series-long scrap to finish 9th., 10th. and 11th. respectively.

In the Swing Keel Division, Gary Slater (also from Colac) sailing "Lindy Lou" finished with a perfect score to take the Swing Keel Title. Paul Borg("Phantom") sailed consistently to edge out Ron Player ("Jo Jo") who also sailed well to finished third. Both placegetters were somewhat handicapped by a lack of "personpower" in the heavier breezes which prevailed in the earlier heats but they hung in there and enjoyed the cut and thrust of competition nonetheless. Although there were only 3 starters in the Swing Keel Division that's 2 more than when "Anitra" won it a few years back and who knows what's in the offing? The whisper is that at least one "swinger" has ordered a skiff mast for his boat and "probably" a suit of sails to match with a view to taking on the division. Do you know anything about this, Les Brown? We'll keep you posted! A full list of both scratch and handicap results are shown next page.

## Scratch Results

Progressive

Pos.	Sail No.	Class	Skipper	Boat Name	1	2	3	4	Points	Pos.
1	199	RL24DK	S.Walsh	Ohau-Rua	1	1	1	1	3.00	1
2	427	RL24DK	M.Shannon	Lowana 6	2	4	2	2	10.00	2
3	555	RL24DK	L.Graham	The Sting	3	2	3	6	14.00	3
4	152	RL24DK	B.Castles	Pegasus	4	3	7	3	17.00	4
5	600	RL24DK	R.Corben	Cosmic Sedso	8	6	4	5	23.00	5
6	231	RL24DK	K.Griffiths	Splice	7	8	6	4	25.00	6
7	552	RL24DK	R.Slater	Crackerjack	5	7	5	8	25.00	7
8	115	RL24DK	G.Beck	Lowana 4	6	5	9	7	27.00	8
9	402	RL24DK	D.Lewis	Lowana 5	9	11	8	11	39.00	9
10	307	RL24DK	T.Butler	Casper	10	9	11	9	39.00	10
11	405	RL24DK	R.McCrindle	Bunyip	11	10	10	10	41.00	11
12	102	RL24DK	P.Hackett	Sasha	DNC	DNC	DNC	DNC	52.00	12
1	222	RL24SK	G.Slater	Lindy Lou	1	1	1	1	3.00	1
2	52	RL24SK	P.Borg	Phantom	3	2	2	2	9.00	2
3	999	RL24SK	R.Player	Jo Jo 2	2	3	3	3	11.00	3
4	112	RL24SK	M.Laird	Lady Jane	DNC	DNC	DNC	DNC	20.00	4

## Handicap Results

Progressive

Pos.	Sail No.	Class	Skipper	Boat Name	1	2	3	4	Points	Pos.
1	231	RL24DK	K.Griffiths	Splice	7	4	5	1	16.75	1
2	600	RL24DK	R.Corben	Cosmic Sedso	9	3	2	3	17.00	2
3	307	RL24DK	T.Butler	Casper	10	2	6	2	20.00	3
4	405	RL24DK	R.McCrindle	Bunyip	12	1	3	6	21.75	4
5	402	RL24DK	D.Lewis	Lowana 5	5	7	1	11	23.75	5
6	52	RL24SK	P.Borg	Phantom	13	5	4	4	26.00	6
7	552	RL24DK	R.Slater	Crackerjack	3	8	8	8	27.00	7
8	152	RL24DK	B.Castles	Pegasus	2	10	13	5	30.00	8
9	115	RL24DK	G.Beck	Lowana 4	6	6	11	7	30.00	9
10	427	RL24DK	M.Shannon	Lowana 6	1	13	9	9	31.75	10
11	999	RL24SK	R.Player	Jo Jo 2	11	9	7	10	37.00	11
12	555	RL24DK	L.Graham	The Sting	4	12	10	12	38.00	12
13	199	RL24DK	S.Walsh	Ohau-Rua	8	14	12	14	48.00	13
14	222	RL24SK	G.Slater	Lindy Lou	14	11	14	13	52.00	14
15	112	RL24SK	M.Laird	Lady Jane	DNC	DNC	DNC	DNC	68.00	15
15	102	RL24DK	P.Hackett	Sasha	DNC	DNC	DNC	DNC	68.00	15

## WESTERN TRAILABLE REPORT

The RL24s are well represented in the WTYC and most headed off to Yarrowonga Y C for Easter. As usual they performed well in the racing, but the 5kn wind speed limit on the lake ensured the Castle 650 took the honours this time. (Sailed by Kevin O'Neill ex *Bumble Bee*.)

A swarm of bees, believed to have a hive in *The Sting*, caused a few problems both on the water and off. A couple of the locals in a Timpenny were seen antagonising them at one stage! Which resulted in spaghetti and water fights which continued until all members had been "got."

*Phantom* (Paul Borg) was seen sailing off into the sunset as Paul, who was clinging to a mark, was rescued by *Bunyip*. It was believed the girls on *The Sting* had something to do with this!

New members Ed, Chris and Aiden Wilkins, sailing *Almitra*, couldn't avoid joining in the fun, but proved to be good sports who fitted in well. Welcome aboard!

## MARLAY POINT OVERNIGHT RACE - 1994.

"It was a dark and stormy night" is a corny way to start any story but in the case of this years MPONR it is also a gross understatement. The on-site weatherman predicted winds of 15kts. dropping away during the night to around 5 kts. with the possibility of early morning fog patches. At the race briefing it sounded like ideal conditions but in the event the wind piped to 20kts or more and it rained most of the night for good measure. Nevertheless, it was a great race, offering competitors a stern, unrelenting challenge with plenty of excitement and interest. A total of 19 RL24 crews started at 10pm. and quickly hoisted spinnakers to take advantage of the strong westerly whistling across Lake Wellington. At least 3 went across the Lake to the new navigation beacon replacing the lovely old scaffold buoy and down to the entrance to Mc.Lennan Straits under the hour - impressive stuff. With the breeze up, the normal mixture of trauma and frustration through the Straits was avoided and the fleet shot out into Lake Victoria like a cork from a pop-gun. Somewhere near Loch Sport the RLs suffered their first casualty - "Ohau Rua" retiring after a knock-down. There was no damage and after tidying up, Simon simply motored to the protection of Loch Sport. The seriousness with which his crew viewed this incident can be gauged from the comment noted on "Ohau's" log at the end of the race and reproduced here in the summary of all RL24 log sheets. Well said, boys! Of course we should remember it's easy to be nonchalant about these things when you're well prepared and Simon and his crew were VERY well prepared - to the extent of having flares taped to the tiller.

By about 1pm. conditions were pretty bad but had stabilised. However, as the fleet neared Paynesville for the first time, the rain became torrential and no doubt many spirits, already severely battered, were simply crushed (or drowned) by this extraordinary downpour. Whatever the reason, quite a few skippers from a variety of classes wisely called it quits and retired to the safety and comfort of Paynesville. For those who ventured on, the conditions suddenly offered a new dimension in the form of a very nasty sea which was running in Lake King. As Bruce Castles said, the waves "were square". Lloyd Graham ("The Sting") who was going great guns and was second RL behind "Sasha" had to retire in Lake King some time after rounding the Shaving Point mark at Metung when the boat was overwhelmed and required outside assistance. Lloyd thought his problems were over once he'd been taken in tow so you can imagine his reaction when he and his crew discovered the rescue boat was, itself, sinking rapidly by the stern. "The Sting" was cast adrift once more as the rescue boat headed flat out for the shallows off Metung and was beached. You can read Lloyd's version of his nights sailing elsewhere in this Newsletter. On the other side of Lake King, Paul Borg ("Phantom") paused to check out a boat in trouble and found himself required to pluck the 4 crew off the quickly submerging "Moonlighting" - NOT an RL24. Paul headed back to Paynesville where good sense prevailed and he, too, retired. The beat back to Spermwhale Head from Metung was a tough slog but the broad reach from there to the finish was such a wonderful relief it was almost a pity to stop racing. Pete Hacketts race finished at 4.54am. when he crossed the finish line sailing his dads "Sasha". Pete was heard to remark "we were out of control for 90% of the time but what a ride!" What a ride, indeed. Pete and his crew blasted around the course to finish 2nd. in Division C being beaten only by a large trimaran and knocking off all manner of hot-shot

(and expensive) flyers. Congrats, Pete, and thanks for keeping the RL flag flying high.

A summary of each boats log follows. For those interested on such things, this years race sadly saw 20 dismastings, 10 yachts abandoned or sunk and a total of 27 incidents attended by the fleet of 16 rescue boats.

MARLAY POINT OVERNIGHT RACE 1994 - RL 24 RESULTS.

BOAT NAME	McLENNAN STRAITS	HOLLANDS LANDING	GLYC RAYNESVILLE	M'ILLAN STRAITS	POINT KING	SHAVING POINT	CARSTARS BANK	POINT WILSON	FINISH (ACTUAL)
SASHA	10.53pm	11.58pm	1.53am	2.07am	2.25am	2.45am	4.00am	4.37am	4.54am
COSMIC SEDSO	11pm	12.11am	2.14am	2.30am	-	3.20am	4.37am	5.15am	5.36am
LOWMANNA IV	11.07pm	12.13am	2.20am	-	-	3.25am	5.03am	-	6.05am
REGGAE LADY	11.06pm	12.22am	-	2.52am	-	-	-	6.03am	6.20am
SPLICE	11.05pm	12.20am	2.15am	2.50am	3.15am	3.50am	5.10am	6.00am	6.23am
BURKE	11.10pm	12.15am	2.00am	2.45am	"Pen Stopped Working"	-	-	-	6.38am
ALICIA II	11.05pm	12.17am	2.23am	-	-	3.30am	5.48am	6.30am	6.55am
FINNISTERE	11.04pm	12.35am	3.00am	3.20am	3.50am	4.30am	6.00am	6.50am	7.33am
DHAU	10.53pm	11.58pm	"Loch Spurt - 12.30am in THE PASS"	-	-	-	(Quote from Logbook)	-	-
LOWANNA VI	10.55pm	12.00	Retired.	-	-	-	-	-	-
THE STRANG	Log lost - was	second behind "Sasha"	Retired.	"Hill Shaving Point."	-	-	-	-	-
PHANTOM	11.15pm	12.30am	2.35am	3.20am	3.35am	Rescued 4 crew from "Moundlantis"	-	-	-
No Logs Available For "Jo Jo"	-	-	"CHICKEN & CHIPS"	"BUNYIP"	"KITE ELITE"	"CRACKERTRACK"	"AREL"	-	-
of "Toucan"	ALL Retired	or DNS.	-	-	-	-	-	-	-

## OLNEYS GONG

For the benefit of those Association members who don't live between the Murray River and Bass Strait, it should be said that the most prestigious and coveted trophy offered by the Victorian Association is undoubtedly Olneys Gong. The gong is, in fact, a large and very handsome authentic ships bell cast in brass. Traditionally, it has been awarded to the handicap winner of a race conducted annually at Rhyll Yacht Club during the RL24 "Rhyll Weekend". The name commemorates the contribution made to the Association over the years by Geoff. and Arch. Olney, the Associations first Life Members. This year, the Committee decided to nominate the Marlay Point Overnight Race as the event to determine the recipient of this lovely trophy with boats mostly handicapped on the basis of their performance in the State Titles. As a result of his outstanding performance in the MPONR, Peter Hackett sailing "Sasha" is the winner of Olneys Gong for 1994 with "Cosmic Sedso" and "Lowana 4" filling the minor placings. The results table is as follows.

Fcs.	Sail No.	Class	Skipper	Boat Name	Hcap	E.Time	O.Time	Points	Pos.
1	102	RL 24 DK	P Hackett	Sasha	102.60	414.38	403.88	0.75	1
2	600	RL 24 DK	R Corben	Cosmic Sedso	104.13	456.98	438.85	2.00	2
3	115	RL 24 DK	G Beck	Lowana 4	104.90	485.15	462.50	3.00	3
4	181	RL 24 SK	B Kellor	Reggae Lady	104.50	500.32	478.78	4.00	4
5	231	RL 24 DK	K Griffiths	Splice	104.65	503.03	480.68	5.00	5
6	07	RL 24 SK	G Parsonson	Burke	104.50	518.75	496.41	6.00	6
7	33B	RL 24 SK	L Browne	Alicia 11	104.50	535.22	512.17	7.00	7
8	?	RL 24 SK	J Williams	Finnistere	104.50	573.73	549.02	8.00	8
	999	RL 24 SK	R Player	Jo Jo 2	114.29	DNF		25.00	
	222	RL 24 SK	G Slater	Lindy Lou	108.44	DNF		25.00	
	112	RL 24 SK	M Laird	Lady Jane	104.50	DNF		25.00	
	103	RL 24 SK	A Duthbertson	Toucan	104.50	DNF		25.00	
	098	RL 24 SK	R Wallace	Kite Flight	104.50	DNF		25.00	
	007	RL 24 SK	C Oram	Chicken N Chip	104.50	DNF		25.00	
	76	RL 24 SK	G Opie	Arel	104.50	DNF		25.00	
	32	RL 24 SK	P Borg	Phantom	113.42	DNF		25.00	
	555	RL 24 DK	L Graham	The Sting	102.62	DNF		25.00	
	552	RL 24 DK	R Slater	Crackerjack	104.67	DNF		25.00	
	427	RL 24 DK	M Shannon	Lowana 6	101.21	DNF		25.00	
	405	RL 24 DK	R Mc Grindle	Bunyip	105.24	DNF		25.00	
	402	RL 24 DK	D Lewis	Lowana 5	107.81	DNF		25.00	
	307	RL 24 DK	T Butler	Casper	106.66	DNF		25.00	
	199	RL 24 DK	S Walsh	Ohau-Rua	97.62	DNF		25.00	
	152	RL 24 DK	B Castles	Pegasus	103.27	DNF		25.00	



WINNING ISN'T EVERYTHING BUT.....

In a race out of St.Kilda Marina last September, Ron Player (Jo Jo) gave the rest of Western Trailable Yacht Club fleet (including a number of RLs) a real hiding. However, Ron, with typical modesty was claiming no credit for his runaway win as his account of the circumstances of the race shows.

"I put pen to paper to record, in the words of the Bette Middler song, ..... "human kindness is overflowing", a gesture unparalleled in the annals of the sea; namely a conspiracy to allow JO JO 2 to win the first race of the current series. For those not there, the spectacle of the entire fleet except the then leader, JO JO, going far afield to round an unscheduled distant buoy had to signal a conspiracy based on human kindness. How Ron Mc.Crindle, the undoubted ring leader imposed his will on the likes of Les Brown (who probably founded the Anti-Disciplinarian Movement) smacks of sheer genius. When did the conspiracy start? It must have been when Lloyd Graham rang and offered to crew for me. Everyone knows I can't see buoys when calm, let alone when under stress so someone who knows the buoys had to be conned into coming with me. Don Lewis and John Browning probably just went along with the plot whereas Paul Borg's benevolent side took over and he withdrew from the race claiming he had a crew member ".....shivering from the cold". My thanks to Shirley Voyer who came down to watch the race and helped me unravel the Machiavellian nature of the plot. Anyway, Gentlemen, you achieved your desired end. Let not the Handicapper harbour false delusions about merit on my part. My role was minor to that of the marvellously engineered conspiracy and for which I thank you all".

Now, we all know that beside, if not way out in front of, every modest man is a very canny woman and in this case it's Ron's ultra tolerant and long suffering wife, Vivien. Here's her version of the same event.

" Fortune favours the lucky today,  
the brave may sink or swim,  
Likewise the skilled may not be thrilled  
to be at fortunes whim.

It's been a while since Fortunes smile  
has sought out Captain Ron.  
He's played the role of also-ran,  
his face was sometimes long.

At close of day, "How did you go?",  
I scarcely dared to greet him.  
For his demeanour told it all,  
some other boats had beat him

Today, thanks to a canny crew,  
he foiled the opposition.  
The others chased the wrong lost buoy -  
JO JO took first position.

The sky is grey, the rain is cold,  
wind whips the churlish sea.  
But a gleeful look is on his face,  
when he comes home to me.

He says he's not competitive,  
he races just for fun.  
But he can't hide the glow of pride,  
announcing, "Well, we won!". "

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FOR SALE FOR SALE FOR SALE

MAINSAIL (Coulahan) fully battened but no battens supplied. RL24  
insignia in green. Very little use. Ideal cruising sail. \$100.  
Contact Ross Corben, (03) 763 7732.

\* \* \* \* \*

"SPECTRA" (KEVLAR) ROPE - 6mm. Ideal for halyards etc. The RL24  
Association has access to supplies of this exotic high performance  
material at \$2.35 PER METRE - substantially less than its normal  
retail price. For details, contact Bruce Castles (051) 442639 or  
Simon Walsh (051) 441133.

\* \* \* \* \*

TO ADVERTISE IN THE RL 24 NEWSLETTER, PHONE YOUR DETAILS TO ROSS  
CORBEN (03) 763 7732. ALL ADS. ARE FREE. DEADLINE FOR COPY FOR THE  
NEXT EDITION (AUGUST 94) IS JULY 15TH. NEXT.

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## 1993 GEELONG - QUEENSCLIFFE RACE

*The Sting*, *Lowana 1V* and *Lowana V* entered the race which was sailed in 10-  
12kn westerlies, later going more to the south at 12-15kn. The race was  
relatively uneventful for *The Sting* and *Lowana 1V*, however the story for  
*Lowana V* was somewhat different...

Crew from *The Sting*, sailing near by reported a close encounter, lasting  
only about 15 seconds, but 15 seconds Don Lewis would rather forget! During  
the shy reach out of the north channel by Eagle Rock channel marker the  
brace threw in the towel and left the kite ballooning from well above the  
preferred position.

Reacting with lightening speed to the sudden heel, the crew released the  
sheet. Unfortunately the retrieving line was left hanging loose from the  
kite now flapping from the masthead. And you guessed it...yes the line  
wrapped itself around the channel marker.

*Lowana V* slowed with a jerk, the mast arched back at an unbelievable angle,  
knuckles whitened and BANG.... the retrieving line broke allowing the crew  
to sail on, breathing a huge sigh of relief. Surely, surely this is  
deserving of the much coveted Piddling Little Trophy?

## SURVIVING A CAPSIZE

Despite the elaborate sales rhetoric about self-righting abilities which accompanies every new trailable yacht, the one thing all such boats have in common is that, in certain circumstances, they can be capsized. Recently, two of our members endured such an event and in the interests of assisting other members to either avoid or at least cope with a similar situation they have outlined their experience and how they handled it in the following paragraphs. First, Simon Walsh.

After my second capsize in 2 seasons during this years Marlay Point Overnight Race, I have learned a few lessons which may be of interest to other RL24 owners.

Preparation is your best friend during and after the capsize.

1. Keel Lockdown - for normal racing my lockdown pin is fitted on our way out to the race start. This pin allows keel retraction of approximately 33% to make the boat easier to handle on reaches in planing conditions. However, having the keel up by 1/3 during a capsize severely reduces its righting moment. Remembering that the RL24 is not self-righting in all conditions even with the keel fully down, having it slightly up further compromises the boats righting ability. Therefore, the skipper of the boat must accept this extra risk if he chooses to raise the keel. If I feel the conditions or racing circumstances make the possibility of a capsize greater than usual I fit a piece of wood over the lockdown pin and on to the top of the keel. This physically stops the keel being raised or skidding up on its own in the event of a capsize.
2. Crew Briefing - Everyone who sails an RL24, including all crew members, should be aware of the fact that RLs can capsize. It's important that everyone accepts this fact so that procedures can be developed to right the boat. Everyone on board must be involved in this process because it takes more than just the skipper to keep the boat afloat and then right it after a capsize.
3. Storm boards - Whenever I feel a capsize is a strong possibility, STORM BOARDS GO IN. The only controls on our boat inside the cabin are the rig tension (always on hard in heavy weather) and the keel raising tackle (always locked down in heavy weather). Therefore, access to the cabin is not necessary.
4. Stowage of Equipment - Anything heavy should be stowed so that in the event of a capsize nothing dangerous falls about in the cabin. This includes toolboxes, fuel tanks, batteries, outboard motors, Eskies, anchors and camping equipment. MANY boats have been lost because batteries or fuel tanks have smashed the cabin windows in a capsize and allowed the cabin to fill with water. Although carrying the motor on its bracket slows the boat down (the weight in the "end" of the boat slows its progress through chop) the bracket is the safest place for the motor.

With good preparation and acceptance by the crew that a capsize is a possibility, you hoist your spinnaker in 25kts. (Like hell I do !

- Ed.) While attempting a gybe, you capsize - what happens next? If you capsize with your keel up the boat will normally turn "turtle". So you need to immediately account for every member of crew and ascertain the state of their health. Some may be badly frightened or even injured in which event their needs take priority. Presuming everybody is O.K. detail a member of the crew to start attracting the attention of the nearest boat if it hasn't already seen you. If sailing at night, grab your flares (which should be stored in the cockpit) and let one off. If, in daylight you have the slightest doubt that you've been seen, let a flare off then too. Next, if possible, uncleat all sheets as this reduces resistance should it be possible to attempt to right the boat at the scene of the "prang". The main and jib sheets, being usually better attached to the boat, are very useful to hold on to to prevent crew from drifting or being blown away from the boat. It is absolutely essential that every member of the crew STAY WITH THE BOAT until rescued. If possible, climb onto the hull by way of the rudder box but be prepared for a very slippery surface on which to try to cling. The boat will float providing you have the required amount of sound buoyancy. Remember, if the cabin is full of cans of food, drinks, tools anchors and chain etc. more buoyancy will be required. When a rescue boat arrives, tackle the job of getting the crew aboard it as soon as possible. Then worry about taking your boat in tow. Ask if they can possibly provide a "swimmer" who can attach the tow line and spend some time just tidying up the floating debris which inevitably surrounds an upturned trailable yacht. The reason for this is that you and your crew will almost certainly be much colder and more tired than you realise and to re-enter the water to undertake these essential tasks is a risk to be avoided if possible. The "swimmer" might even be able to let a shroud or the forestay go, depending on the prevailing conditions, which solves the problem of what becomes of the mast when you reach shallow water. On the other hand, with all sails still attached, it is a very difficult thing to manage but it must be restrained to some degree otherwise it will almost certainly hole the hull or do other damage. Of course, the decision on whether or not to let the mast go depends heavily on a number of things, not the least being how it is stepped on the boat.

So far, we've talked only about the worst-case scenario - turning turtle - and there is no doubt that this is a very serious situation. However, if you should capsize with your keel fully down, things are still tricky but redeemable. Normally, the boat will float with the mast laying along the top of the water. Providing no water gets into the cabin, the boat will stay afloat in this position. By placing one crew on the keel and one at the tip of the mast, the boat can be assisted to SIT in this position. A small amount of extra buoyancy at the mast tip (eg. a spare lifejacket or two) will stop the boat going "turtle" because of the very good leverage exerted from out there. You must now make the decision about whether or not to stand the boat up immediately or to first remove and stow some of the sails and other loose gear. Obviously, if the boat is taking water quickly (hatch open etc.) you should right the boat immediately because if the boat fills, you will have to be rescued. Things to remember here are that once you stand the boat up with its sails up it will drift sideways and possibly capsize again if you're not on board to control it. However, getting back on board is not so easy. If you don't stay in touch with the boat, ie holding on to it as it is righted, it will drift faster than you can swim. Therefore anyone at the mast-tip

must pull themselves back along the rigging to the boat before righting takes place. With the spinnaker and jib lowered and stuffed in the front cockpit, the boat will be more controllable when righted and easier to re-board. Two people on the keel will be more than enough to right the boat. However, these people will have difficulty getting back on board as they finish up in the water as the boat comes up. Therefore a boarding ladder or at least steps on the transome is essential. The best way to get on the keel is over the cabin but you must move quickly as your weight is helping to capsize the boat until you drop onto the keel. At this point, you'll be wishing you'd never polished the ruddy thing. Don't right the boat until everybody is ready and is clear of the hull as it comes back to the upright position. One person must get in the boat as soon as possible to try to control it and to assist the other crew to come aboard. As soon as the boat is righted, methodically tidy up straightaway. Tangles and knots can easily cause another capsize. The best preparation is a practice capsize on a nice day in the company of another boat. You will quickly learn from your experience.

If you sail within your capabilities, capsize is not a problem you will normally be faced with. The RL24 is relatively underpowered and has very forgiving sailing characteristics. However, if you do capsize, it's safer to be prepared than scared.

Now Lloyd Graham writes of his encounter with the elements in this years Marlay Point Overnight Race.

It promised to be a perfect Marlay Point. You know, light, following winds, perhaps a touch of fog in the morning for atmosphere, sun rising behind a mass of colourful spinnakers etc.

The weather man with all his whiz bang electronic predictors and gadgetry gave this forecast at the briefing to a standing ovation. After all hadn't we all been making the trek to Lake Wellington for several years to experience this magic?

The big guys started last at 2200 hours in about 15 knots down wind. As they worked hard on the kites and surfed the typical steep waves the shallow lake is notorious for, the first seeds of doubt were sown.

The wind slowly increased and the first signs that the magic spell was not quite right came at the entrance to The McLennan Straights. After rounding the light crews strained in the dark night to find the elusive green marker. Boats were aground in all directions. Shouts and flagging sails penetrated the night air.

The fact that the light was not really there came home with a jolt as the drop keel dug into the mud. The crew, having learnt a lesson in the Nissan Regatta, battled the storm board before winching up the keel.

After clearing the chaos *The Sting* enjoyed a fast run, incorporating numerous gybes, down Lake Victoria and through the Mc Millan Straights, passing Paynesville round 0150. A rather untidy gybe at Point King was quickly forgotten during the exhilarating kite ride to Metung, planing most of the way.

Shaving Point marked the start of the long beat back in the now 25kn wind. The crew were feeling the effects of the hour and hiking out with 2 on the gunwale was taking toll on the reflexes. Some how, some where toward Castairs Bank the skipper suddenly lost his grip on the tiller and *The Sting* suddenly lost her way on the water and tacked. Three crew hiking on

the now leeward side and the sails cranked into the cleats on the now high side had the predictable result. Over she went.

Greg managed to climb onto the keel as the other 3 went swimming. Despite attempts to free sails and weight on the keel, the wind and waves acting in opposition prevented the boat from righting. During this time the keel had partially housed, probably due to a loop of rope being caught during the commotion at the entrance to the Straights. *The Sting* was upside down in about 30 seconds.

*The Sting* has regulation buoyancy and the inverted hull floated high in the water, providing some refuge for the crew.

After some 30 minutes the crew hailed a passing yacht, partly to protect themselves as the nav lights were fading and *The Sting* was hard to see in the dark. A flare was fired and soon a crash boat appeared. Lack of motor power, a failed motor, a sinking shark cat, another failed motor all provided an abundance of fire side stories about the rescue.

Finally the third crash boat to take them in tow managed to make it safely to Metung where *The Sting* was retrieved by a grateful financier in relatively good condition about 0930 in the morning!

As with all such incidents there are lessons to learn and pass on. Firstly the RL24 with intact, regulation buoyancy will float even if swamped. The buoyancy tanks do fill up if in the water for a long time. (Several hours in this case.)

Crew should all be given a prearranged role in a capsize. The 2 crew trying to climb on board, over the cabin certainly aided the inversion. Also if some-one had been at the mast head to support it, the boat may have stayed on its side for longer giving a better chance of righting it.

Safety gear inside is useless. Flares, wire cutters, torches etc. should be on the person or strapped to the tiller or in the cockpit. We noticed the crew from Ohau Rua wore belt bags with their gear in them! Were they anticipating something??

The crew had nothing but praise for the people involved in the rescue. They are a credit to their organisations. Well done!

## QUO VADIS?

Since about early 1993 it has been clear that there is no longer a viable constructor of RL24s. For a number of reasons, this situation has become a matter of concern to many members of the RL24 Association, not the least being the obvious impact it has on the growth of the class. In addressing this concern, a number of options have been canvassed including the possibility of flopping a mould from an existing boat. While this would make new boats readily available, this option is generally seen as a long term possibility to be explored thoroughly, cautiously and without haste. More immediately, a number of Victorian members have suggested that more RLs might appear on the water if the Association was to assist materially anyone who was keen to redevelop their existing RL24. Behind this notion is the idea that there are probably many RL24s of varying vintage around Australia which are under-utilised because their owners are unsure of how to set them up with a view to maximising their performance potential. A further inhibition (common to most of us) is the expense usually accompanying performance development projects.

Against this background the Victorian branch of the Association recently adopted a proposal which authorised its committee to purchase and modify four ex-18ft. skiff masts for use on RL24's. The all-up cost of these masts and associated rigging when modified and resold to RL24 owners is considerably less than the price of new equipment. Further, when used in conjunction with an appropriate suit of sails (about which expert advice is provided as part of the mast package) the performance improvement is significant. The selection of masts, modifications, advice etc. all comes from Simon Walsh, current National RL24 Champion (3rd year running) and National Association President. Simon generously donates his time and expertise to this project and the price charged for the masts covers only the Association's capital outlay and Simon's material costs. To date two masts have been sold while there is serious interest in the others. The supply of masts for modification is currently satisfactory but as the operation is time consuming, potential customers would be well advised to talk to Simon as soon as possible.

As mentioned earlier, this is a first step to encourage more RL24s back into the water. Fairly soon, Simon and his father Jack will be working on a means of reducing, if not eliminating, the trauma associated with converting a swing keel to a drop keel configuration, again, by the cheapest possible method. If you are interested in applying any of these developments to your boat, you can contact Simon on (057) 44 1133.

# LAKE MACQUARIE EASTER NIGHT RACE

The conditions for this race could only be described as perfect. The smaller boats began their race at 3.00 p.m. and disappeared into the distance. Our division started at 4.00 p.m. in a fairly strong southerly and so we began with a tough windward leg towards Wangi where positions changed constantly. Then a couple of two sail reaches around the point to Shinglesplitters with the previous division still out of sight.

Dusk was approaching and the breeze began to die as we worked up to Frying Pan Bay so some of the boats changed to bigger headsails. Coming out of this bay we had to round Pt. Wollstonecraft in the dark and a few boats hit the bottom here due to the unlit channel markers. As we slowly worked up to Cam's Warf the lights of the first division could be seen at last. From Cam's Warf we had a "dream run" all the way to Peers Point in about 10 knots of breeze.

Time for a peanut butter sandwich and a Mars Bar or if you sail on *In Hoc II*, time for chicken schnitzel and a bottle of wine! At Speers Point both fleets were sailing together apart from a couple of flyaways from the first fleet. A short beat to windward to the finish at Toronto saw "*Slippery When Wet*" (RL24) get fastest time in the first fleet and "*Flaps*" first home in second.

All the boats were back in the marina by 10.15 p.m. and able to enjoy a sausage sizzle and a few drinks. Kevin Troy (RL24 *Slippery When Wet*) won the small boat division and was first overall on handicap while Gary Sanderson "*Men With Wind*" won the bigger boat division.

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To join or renew your membership of the RL24 Owners Association of Australia for the 1994/95 season, please return this form to either:

Simon Walsh  
President  
RL24 Owners Association of Australia  
PO Box 1077  
SALE  
3850

Bruce Castles  
Secretary  
RL24 Owners Association of Australia  
12 Willow Crt.  
SALE  
3850

If you have disposed of your boat it would help us greatly to up-date the register of RL24s if you would advise us of the name and address of the new owner, if known. As newsletter production costs have risen substantially in recent times, the Association is no longer in a position to send newsletters to non-members. Regrettably, if we do not hear from you by 15th August 1994, we will be unable to send you future editions.

CUT HERE



## APPLICATION FOR MEMBERSHIP OR RENEWAL OF MEMBERSHIP RL24 OWNERS ASSOCIATION OF AUSTRALIA 1994-1995 SEASON



NAME: \_\_\_\_\_  
(GIVEN NAME) (SURNAME)

ADDRESS: \_\_\_\_\_

POST CODE: \_\_\_\_\_

PHONE No: ( \_\_\_\_\_ ) \_\_\_\_\_  
(POST CODE)

BOAT NAME: \_\_\_\_\_ SAIL No: \_\_\_\_\_

HULL COLOUR: \_\_\_\_\_ DECK COLOUR: \_\_\_\_\_

SWING KEEL  OR DROP KEEL

Membership fee of \$22.00 is enclosed.

SIGNED: \_\_\_\_\_

Mr Bruce Castles  
Secretary  
RL24 Owners Association of Australia  
12 Willow Crt.  
SALE 3850