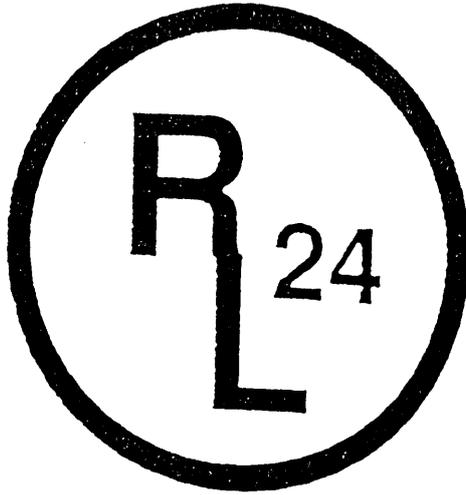


NATIONAL NEWSLETTER

SEPTEMBER 1999.

RL24 - It's YOUR kind of boat



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FROM THE BOSUNS CHAIR

As you will gather from the attached Notice Of Race, planning for the 25th. RL24 National Championships is well advanced. As signalled in the last Newsletter, the Nationals will be hosted by the Rye Yacht Club and if the cordiality of our meetings with their representatives to date is any indication, we will be made most welcome and can be assured of a well-run and friendly regatta. For the first time in a quarter of a century of RL24 National Championships, we will be sharing the Clubs facilities and courses with another T/Y class – the TS16 Association. Again, we have been impressed with the level of co-operation and goodwill that representatives of that Association have extended to us and I have no doubt racing with them will add an exciting dimension to our regatta. Nothing, as I recall, can precipitate a frenzy of sail trimming, rig tuning, hair pulling and foul language in the skipper of an RL24 quite as quickly as being passed by a well-sailed TS16 so make sure your blood pressure pills are in your first aid kit (we all have first aid kits on board, don't we?)

While on the subject of the Nationals, if you are proposing to come and require camping accommodation, could I once again urge you to make contact with the camp park Ranger, Mr. Gordon Sheppard on (03) 59 852405 or (mob.) 015 304048 on or as soon as possible after 1st September 1999 and certainly before the 15th Sept. Camping sites are at an absolute premium at the time the Nationals will be held and early bookings are essential.

As well as the usual mixture of bills and other junk, my mail occasionally includes some really interesting and exciting stuff in the form of correspondence from members of our Association. A few weeks ago, a rather bulky envelope arrived from Lyn. Bradford in Oatlands NSW containing not only a friendly, newsy letter but (Saints be praised!) *two* excellent contributions for this Newsletter. You can read both on subsequent pages to this but here it suffices to mention that Lyn. is proposing to come to Rye and to attend our AGM. He also plans to be racing but here's the rub – in addition to his well loved and used RL, *Serendipity* Lyn. also owns and races a TS16 and it is in this class that he will compete. Lyn. does a lot of his sailing on Lake Macquarie and *Serendipity* is nicely set up for comfortable cruising featuring many innovative ideas. If cruising is your scene, you'd be wise to have a yarn with Lyn. while he's in this neck of the woods.

News just to hand is that at its recent AGM, Lake Wellington Y.C. (home of the renowned Marlay Point Overnight Race) elected Ken Griffiths (*Splice*) as Commodore and Simon Walsh (*Ohau Rua*) as Vice Commodore (Racing). John Pruden (*Liaison*) is another Association member who is serving the sport with distinction as Commodore of the Western Trailable Yacht Club which has some 8 or 9 RL24s on its register.

Finally, the last page of this edition is a copy of correspondence received recently from the VYC and is brought to your attention without further comment!

RL24 Buoyancy.

One of the major advantages of the RL24 over many other trailerable yachts is built-in buoyancy. When I was looking around for a cruising yacht I was horrified to find that many of the trailerables had no buoyancy, but depended on being "self righting". After buying my RL24 some 3 years ago I noticed one buoyancy compartment had some apparent seam cracks and like most people decided to do something about it 'one day'. Recently I started exploring and found there were more problems. I am wary about filling compartments with foam as this can cause considerable damage during expansion and always leaves considerable voids unless stringent precautions are observed. It is not always realised that foam can generate pressures several hundred kgs over areas as small as 0.5 square meters unless large expansion holes are provided. It also makes subsequent repairs very difficult.

The following tests may also help racing yachts - is your boat like mine, carrying litres of water in one or more compartments?

I believe the best approach is to ensure that each compartment is in fact watertight. Unfortunately as fibre glass construction techniques rely on manual application and due to the difficulty in accessing many areas within a hull during building, compartments are often not watertight. There is a simple way for you to test buoyancy compartments and repair any holes. You will need --

- About 1.5 meters of 12.5 mm OD plastic tubing
- 6 - 12.5mm (1/2") rubber chair leg tips
- A 7/8" spade type wood drill bit
- A tin of fast setting epoxy repair putty
- You may also need a fibre glass repair kit for major damage.

Drill a 12mm hole through the base of one chair leg tip, you may need to open this out with a round file as the rubber tends to close up after drilling. Push the plastic tube through the chair leg tip from the base. It should be a tight fit.

Now drill a 7/8" hole down as low as possible, in an out of the way location in one of the compartments. Drilling it low down allows you to check for existing water and also provide a means of checking any time in the future. I drilled the holes from inside lockers wherever possible. Smooth the sharp edge of the hole.

Wedge the chair tip and tube into the hole and blow into the tube. Hold it with your tongue for a few seconds then release and see if any air comes out. If the compartment is sealed you will feel and hear the air escape, even for a big compartment like the one at the bow. Don't be surprised if no air escapes. Now blow several breaths and listen for air escaping. You will need to work in a quiet location, but generally you can hear it although you may not be able to locate the exact spot immediately. It is very helpful to have an assistant to listen for you. Some aids are: wet the back of you hand and feel for the air escaping. For small holes you can use a listening tube of 6mm plastic held in you ear. This will locate even the tiniest leaks and also leaks in seams or porous areas.

When you find a leak, mix up some putty and seal up the hole, wait 10 to 15 minutes for the putty to harden and continue looking for the next leak. Don't use silicon sealer, I found it not only takes too long to dry, it tends to lift slightly at the edges causing more leaks, which can be difficult to find. Try using plastic gloves to push the putty in with your fingers, this fills holes and smooths them nicely. After sealing each compartment plug the test hole with a chair leg tip. You can use silicon sealer to ensure they will not be dislodged.

Repeat this procedure for each compartment. Now where to look for holes. I have a Mk3, which has the following compartments (See sketch on next page):-

- The bow section which also continues down the sides of the front bunks.
- Under the floor forward of the mast.
- One on either side under the bunks between the forward and rear bunks.
- Between the cabin sole and the hull, extending from the centre board area back to the wall separating the under cockpit compartment.
- The under cockpit extending up the sides of the cockpit lockers and the coamings and forward under the rear bunks.
- Both sides of the outboard well.
- My calculations were about 700 litres in total.

Where did I find leaks? well almost everywhere, especially where access was difficult. Did I get them all sealed up? Yes, but it took many days of searching and patching. If you can get to the stage where some positive pressure is felt after holding for 10 seconds, this is sufficient.

From my experience I would suggest looking in the following locations before breath testing and seal up obvious holes. Once you have the big holes sealed it is much easier to hear and feel the smaller ones.

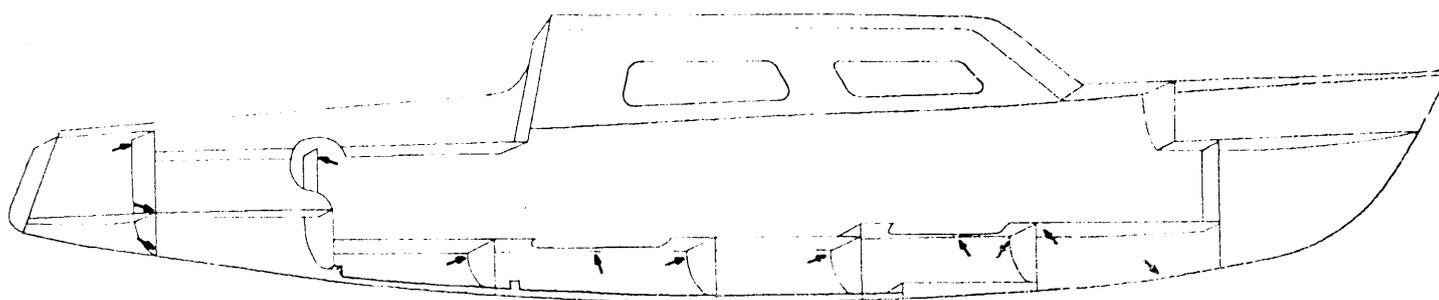
Bow compartment:

- 1 A major seam separation from the bottom hull (although not easy to see), between the under bunk compartment and the "head" space. This was obviously due to laying the fibreglass on a glass-smooth already cured hull. Leaks in various spots around the "head" compartment under the bunk top and adjacent to the lower hull.

- 2 One side also had a leak at the bottom hull joint separating the double hull area.

Under cockpit compartment

- 1 Again under the bunk tops at the hull sides.
- 2 Small holes drilled in error in the cabin rear wall in front of the coamings.
- 3 Through large 2 to 4 sq cm holes either side under the coamings right at the back wall of the bunks.
- 4 Through porous fibreglass seam in the same location just above one bunk.
- 5 Around the cockpit drain hole (into the outboard well).
- 6 inside the outboard well, at the rear top



- 2 Up under the bunk tops where they meet the hull sides, inside the side lockers. This is a difficult area to see, you need a torch and a mirror. The holes were big enough to put my fingers in.
- 3 There was a long seam leak on both sides of the hull in all side compartments where the bunk tops were lapped onto the hull sides. Torch and mirror job again. This required puttying along the **whole length** of the laps in all four under bunk storage lockers. This is a difficult location to hear the leaks, and virtually impossible to squeeze the in the putty, so just putty up the whole of the seams and save time.
- 4 A porous area in the dividing fibreglass wall on one side.
- 5 A seam leak between the under floor compartment forward of the mast.
- 8 I found a litre or two of water in the bow compartment, apparently from a poor seal in the screw-in access hatch in the anchor well. It is always a good idea to seal these screw in hatches with petroleum jelly, as a small leak can cause water to be sucked in as the air inside expands and contracts.

- corners of the coamings up, mirror and torch again.
- 7 At the bottom of the rear wall adjoining the outboard well.
- 8 I found 7 or 8 litres of water in this compartment. Probably from the cockpit drain leaks and the bottom of the rear wall which although small, was below water level.

Two compartments either side of the outboard well:

- 1 Seam leaks along inner wall.
- 2 Leaks around access ports.

It is quite likely that other RL's would have leaks in similar places due to the difficult access areas during manufacture. I hope my experience will save others several days of time in locating leaks. Look in the locations I have suggested and seal any obvious holes before looking for the smaller ones.

I strongly advise getting assistance in locating the leaks. One person blowing and one listening really makes it much easier.

Side Compartments:

- 1 Leaks under the bunk tops at the sides, both front and rear. Same as bow compartment. These holes were about 2sq cm in area.

Beating a Pounding Bottom

A big advantage the RL24 has over many trailer sailers is that the overhang at the stern allows it to be pulled up to a beach or sloping shore so you can step off and on without even getting your feet wet. Great if you have visitors aboard.

However if you leave it moored like that there always seems to be waves, washes or swells to pound the RL bottom. This is not so bad when there are no rocks around, but even on a beach the RL's bottom can be battered unmercifully.

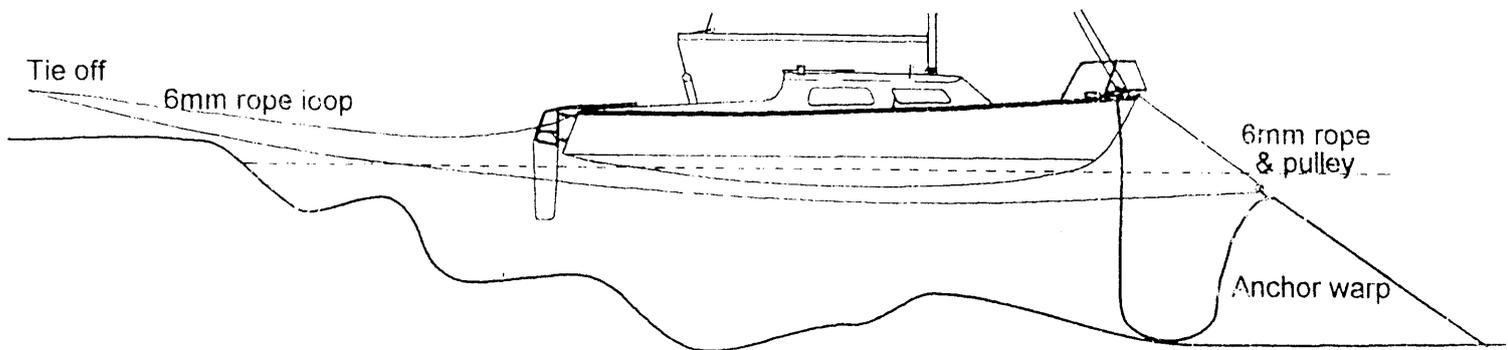
You can try to anchor out far enough to clear the bottom, but how do you do this without getting your bottom wet or even having to swim for it if the tide comes in? What you need is a way to anchor well out, but still be able to step ashore and here is how you do it.

You will need:-

- 1 small pulley, suit 6mm rope
- 600mm of 3 or 4 mm cord (Venetian blind cord)
- 40 meters 6mm nylon or other stretchy rope.
- About 10 meters 6mm or larger rope (optional)

Preparation

Thread the nylon rope through the pulley and tie permanent stop knots at either end to avoid losing the pulley. Tie the 3 mm cord, in about the middle, to the loop of the pulley.



To use

Tie one end of the 6mm rope to the towing eye or other strong point at the stem. Tie the other end to the stern.

Anchor the RL so that it rides about 5 meters clear of the shore. Using the light cord, lash the pulley securely, about 2 meters down the anchor warp from the stem. Let go the anchor warp from the boat and let it pay out while paddling the RL stern first to the shore. Step ashore taking the loop of the 6mm rope loop with you.

Simply pull on the standing part leading to the pulley on the anchor warp to pull the RL out to the mooring and then tie off the 6mm loop on some convenient tree or rock or a spare anchor buried in the sand. You may need to use the separate 10 meter rope to extend the 6mm rope when necessary to some convenient item ashore.

You can now pull the RL in or out from the shore as required and you can anchor well clear of rocks if needed.

NB: You might want to tie off your anchor warp (after allowing enough slack to reach the shore), this will avoid excess anchor warp slipping over the side and collecting on the harbour bottom. This method of anchoring should obviously not be used in your absence as the lashing cord is a ~~weak~~ link for long term mooring.

Lynton Bradford

Serendipity 417

Memo



To: All Clubs and Classes with Trailables
From: Ken Monk
Safety Officer - VYC Trailable Division
Date: 7th July, 1999
Re: Race Rule 3.3(b) and Appendix vii

To remove any confusion with the Racing Rules Book 1997-2000, specifically Rule 3.3(b) and Appendix vii, the VYC Trailable Committee is advising clubs and classes of the requirement that all trailable yachts, whilst racing, are required to have a non friction device fitted to lock keels, in the fully lowered position, to avoid keels retracting back into the hull when inverted.

Rule 3.3(b) (Page 152)

Boats with movable keels or centreboards shall have a positive non-friction device which will hold the keel or centreboard in the fully lowered position (except that boats which have a shallow, ballasted keel or which have internal fixed ballast with either a swing or drop keel lowered through a sealed case, are exempt from the lock down device provided at least 80% of the ballast is in the fixed keel or hull).

Appendix vii (Page 207)

1. Boats with Movable Ballast

Lifting Keels

Trailable boats shall not lift centreboards or drop keels while racing.