



RL - it's YOUR kind of boat

June 2011

RL24 Owners Association of Australia Inc.

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From the President...

RL24 Nationals 2011 Southport

Well what a trip! Plenty of Rain! Muddy Water! No Racing! Hot & Wet!

I left Sale in Vic on Thursday 6th at 5:00am with my mate Chris, to head for Southport for our annual National Championship venture. We arrived at Taree just before 7:00pm, after an easy day on the road with nice weather and traffic not too bad. As we pulled into Taree the sky was starting to give indications of what the next day may be like "WET".

Friday we were on the road by 6:30am, it wasn't long before we had the wipers on and they certainly got a workout over the following hours of travel. We drove through to Coffs Harbour for breakfast and fuel and continued on to the Gold Coast arriving just before 2:00pm.

Saturday we rigged the boat, launch and secured her in her mooring. Next was to socialise and catch up with everyone.

Sunday morning I was off to the airport to pick up the family who took the easy way to the Gold Coast. The Plan was to go for a practice sail for the rest of the day but the weather was wet and windy and I got no commitment from the crew at all. Sunday evening we enjoyed a welcome sausage sizzle put on by the SYC where the QLD and Vic RLers were able to get to know each other.

Monday was to be our first day of racing but the weather was still wet and windy so racing was abandoned for the day with the same happening on Tuesday.

By Tuesday lunch time the effects of the Toowoomba Floods had everyone concerned and the realisation that Brisbane was about to cop it. SYC decided that the only right thing to do was to cancel Sail Paradise regatta, they did offer to run races inside the Broadwater for the RL24's so that we could get a series in. We decided after a vote at our RL24 AGM on Tuesday evening that we would not continue with the series as we were not comfortable sailing while thousands of others nearby were in and expecting devastation. Many locals had already headed off to Brisbane to help friends and family to empty houses before the flood water arrived.

From this point our attitude changed from being focused on racing, to holiday mode. The kids headed off to theme parks, shopping centres night clubs and beaches etc, while we were busy socialising and relaxing.

On the Friday we had 6 boats enjoy a great day of cruising up the Broad Water to the SYC camping spot just north of Curran Cove. This proved to be a great social day and we were all back in time for our RL24 dinner at the SYC on Friday evening. The dinner was attended by 60 people enjoying each other's company and sharing plenty of sailing stories. Rob & Dawn Legg were there along with Rob's daughter Jenni and her husband, they were all very welcome guests and everyone enjoyed talking to the initiator of the class we all enjoy to sail.

I received an email from Rob after the dinner saying how much they enjoyed the evening and showing their support for the RL24's for as long as championships continue. He also said "I came away feeling that although no races were contested, the event was still a success, never before has there been an opportunity for all crews and families to mingle as they did, and it will do a lot towards encouraging travel to away events in the future". I totally agree with Rob's feelings and ditto his words.

It was great to catch up with the QLD sailors again and I hope to catch up again at the Bay 2 Bay in May. I found it very encouraging to see all the effort that they went to get their boats to class compliant which will make it easier for next year, as it is now already done. We found Southport Yacht Club to be very accommodating and were willing to help in any way they could. Thanks to Shane, Drew and Bronwyn for all their efforts under trying conditions. I wish everyone who has been affected by the QLD floods all the best and a speedy recovery back to normal.

Even though there are no results for these championships I believe we have all come away with a very positive feeling about future championships and the interest towards next year's event was very high from the Queenslanders, with many already showing commitments, "we will be there" great to see.

We have already started to find a venue for next year stay posted, will let you know ASAP as it unfolds.

Bay To Bay 2011.

Once again I travelled up to Brisbane to join Andrew Pike on "SLYFOX" for my second attempt at the famous Bay to Bay which I enjoyed so much last year.

This year's Bay to Bay was quite blustery before the start but by the time our start got away the breeze had settled to around 15 knots with a spinnaker start. We got a good start at the port end of the line with the two closest RL24's just ahead of us breaking the line and being called back, one went back one didn't. It does pay to have your radio on.

We moved nicely under spinnaker towards Garry's keeping in touch with "SARINA" and breaking out a little distance on the other RL's. As the race progressed the breeze seemed to continuously drop off until it was about twelve knots or so and it became a real challenge to catch waves and keep the boat speed up. As we rounded the last turning mark to head into Garry's it was evident that the breeze was gradually increasing from behind as the boats behind began to mow us down. John Dynes on his modified "Joka" caught right up and passed us but couldn't quite break away. "Chill Ouat" also caught up and we had four RL24's side by side for about 10 minutes coming up to the finish line. While each of us had a go at the lead over this time it became obvious that whoever got the gust at the right time would be the first RL24SK into Garry's. Andrew watched the wind real close and just at the right time we got a gust, he hardened up a little, we gained speed and surged forward and got in front of "Sarina" and "Chill Ouat" just at the right time to be the first non modified swing keel across the line. John on "Joka" was first out of our bunch and we all crossed the line within about 5 seconds of each other, great racing.

Saturday night in Garry's was again a great night, this time we partied on a house boat that the Noosa boys had organised. This was again a great social occasion with the sailing stories flowing freely accelerated by plenty of beer & Bundy.

Sunday morning saw very little wind and heaps of tide going the wrong way, so the race committee motored us up the course about 2 miles to catch the tide going the right way, good move. Well Sunday was very slow all day and we managed to stay in touch but wondering if we would stay inside the time limit. In the end we were 3rd RL24 SK across the line with the first one being modified "Treadplate" the second being "Canuk".

This was a race where we had the spinnaker up for the entire time, that doesn't happen very often where I come from.

No RL24's featured in the division results this year as the light condition didn't suit, however I still enjoyed the race and the social side (and the sunny Qld weather) of this great event.

A special thanks goes to Pikey for having me on his boat again and to Colin Verrall for organising this great event, to the Noosa boys that was a great idea with the house boat well done.

It was still a bit disappointing to see a few boats carrying oversized sails and not declaring their boats as modified, just remember that you are only tricking yourselves and sooner or later someone will protest and you will have to be measured. If you are entering any event as a RL24 (without modifications) you must comply with the class rules and sail sizes available on this website.

Nationals 2012

We have just managed to secure our 2012 RL24 national championship dates and venue.

Royal Motor Yacht Club Toronto NSW will conduct our 2012 nationals between the 8th and 15th January 2012

Royal Motor Yacht Club Toronto at 6 Arnott Ave Toronto NSW 2283 is located on the shores of the beautiful Lake Macquarie.

Lake Macquarie is one of Australia's most popular sailing locations; the proximity to the coast usually provides the area with lovely sea breezes giving excellent sailing conditions.

We are currently working on the Notice of Race and will distribute it shortly. Please spread the word to all RL24 sailors and encourage them to come and join in with this main event on the RL24 calendar.

I strongly suggest that everyone needs to get onto organising accommodation ASAP as this area is a popular holiday spot, there is still accommodation available but you need to get in early. Please look up the options on the internet to see what suits, most are very close to the Yacht Club, the caravan park is about 2.3Kms away and has water frontage with its own ramp and jetty.

Accommodation options that I have looked into;

PARADISE PALMS Caravan Park

Address: 42 Ambrose St, Toronto, NSW, 2283

Phone: (02) 4959 1271

2.3Kms from Club

The Brighton

ADDRESS: 157 The Brighton Ave, Toronto NSW 2283

PHONE: 02 4935 8888

FAX: 02 4935 8899

EMAIL: info@thebrighton.com.au

1Km from club

Toronto Hotel-Motel

74 Victory Parade, Toronto NSW 2283 (02) 4959 1033

300 metres from club

Toronto Catalina Motel

211 Awaba Road, Toronto NSW 2283 (02) 4959 4833

1.6Kms from club

A Few Hints on Foredeck Work

You're wet. You're cold. You're under appreciated. Your tactical suggestions, correct as they are, are ignored. You are a foredeckie (bowman, spinnaker hand, gorilla).

Like practically any sport you play, be it football, cricket, tennis, golf, the most important aspect of foredeck work is footwork. Footwork and absolute minimisation of the movements taken to perform a given task. If you can apply this rule to each task, you'll find the adventure a great deal less painful, there'll be less bumps and bruises, and your kitework will be much more efficient. Additionally the impatient (but dry) sods up the back will have less to bellow at you about.

The Set

Ensure windward spinnaker sheet is free and windward tweaker (barberhaul, kicker) is in and cleated. Ask and confirm every time as it was likely to have been free at the end of the previous spinnaker leg and those sods down back are notorious for not cleaning up. More importantly you are likely to be doing this whilst still on the windward leg and you want your weight off the gunwale for as little time as possible so you don't need to be wasting precious seconds tugging away at a cleated sheet!

Having confirmed these matters, reach down and pick up your sheet, give it a nice big haul so you have plenty of slack, and tuck it into the crook of your right elbow (on Starboard tack, the left if on Port). Then move quickly to a standing position facing forward up next to the mast. Here is where the footwork becomes critical. You need to find a place to plant your feet so you don't have to take any steps. I plant my left foot hard up against the mast base and my right on the jib sheet block. Then you reach back with your left hand and unclip the spinnaker pole from the boom, bring it through under your left armpit, snap the sheet on with your right hand then push the pole out hand over hand and clip the other end on to the mast ring. It's usually helpful to lift the pole to the desired height so whoever is operating the topping lift need only reach in and take up the slack and cleat it, rather than having two crew members off the rail. Whilst all this is going on, your feet shouldn't move, they are firmly planted, and additionally, as much as possible, your weight is pushed up against the mast, usually through your hip. Once connected, it's usually critical to get your weight back on the gunwale, as the sods back in the cockpit will probably be too slow to ease the main on the bear away.

Different boats allocate different tasks on the actual set but I've always found it's best for the forward hand to operate the leeward sheet. The main reason for this is that it's the last thing that needs to be pulled on and the forward hand often needs to go up and shove the pole back forward when the bloke operating the windward sheet (or brace) has got a bit eager. If you're a crew of four you'll have one on the spinnaker halyard and one on the brace, and the skipper yelling meaningless babble from the back. If he (or she) shuts up long enough remind whoever is responsible to properly adjust the leeward tweaker. Getting this sequence right is simply a matter of planning and practice. And a good set is worth at least 2 or 3 boatlengths, much more if it gets you in front of a boat that might be slower downwind who you won't have to waste half the next leg trying to get past.

The Gybe

Once again, positioning of the feet is critical to a fast and safe gybe and there really is only one way to perform it. If gybing from starboard you move quickly up and around the front of the mast taking up a position facing forward, inside foot jammed up against the foot of the mast with the outside foot up against the leeward jib block. Then lean your whole right side up against the mast, knee, hip, shoulder. It takes a bit of getting your head around but believe me it's safer and more stable than any other position. At this point if you've timed it right the skipper should be close to dead downwind. Holding the still secured pole in your right hand, reach out for the sheet with your left. If it's hard to reach it's either because the tweaker hasn't been pulled in or the spinnaker has collapsed. If it's collapsed, then just drag along the spinnaker until you reach the sheet. The urgency has gone from the gybe and speed has been lost. If it's still full and you can't reach it's likely the tweaker has not yet been hauled in and you are within your rights to bellow at the sods down back because firstly they

have stuffed the gybe and secondly it's a recipe for a post gybe broach! Tuck the sheet into the crook of your left arm then use both hands to disconnect the pole and bring it across your front. This is the bit where a bit of grunt is often needed and that's why it's useful to be jammed up against the mast for leverage. Once across use your left hand to connect the sheet (make sure you have connected it properly) then reach as far along the pole as is reasonable with your right hand and in a big sweeping motion bring it around, let the new sheet go from the pole and connect it to the mast. Make sure you are pushing the pole out forward rather than sideways, it's easier and it means less adjustment for a correct setting for the person doing the sheets. But that's why the big sweeping motion as you need to properly end for end the pole. Now in a perfect world this could all happen at the same time as the boom is going across. But gee you'd need to be good. It really is better to have the pole done and secure then call "right" and they can complete the gybe. The reason is that once the boat has gybed, particularly in heavy weather, it becomes a lot more difficult to connect the pole to the mast. Once gybed quickly jump back down on the new windward side in case of a gust understanding that the rest of the crew are probably still working their way across the boat. Clumsy sods.

For the person on the sheets, it's a pretty simple system. As the boat bears away, bring in the leeward twicker so the foredeck can reach the sheet. First get your feet in a solid position then take both sheets and hold as lightly as you can and try to keep the spinnaker full. The more you practise this, the easier it becomes. Once the gybe is complete immediately cleat the new brace (with the pole just off the forestay, it can be adjusted once everything has settled) and get the kite properly set. Acceleration out of the gybe is critical especially if there are other boats about.

Spinnaker Trim - Reaching

Once again, body positioning is a critical aspect of trimming a kite sheet. On a reach there are two places where I would sit. If it's light, then on the windward cabin top (weight forward) and if it's heavy, then back in the cockpit, bum over the rail up against the cabin. I don't care how strong you are you need two free arms, you need to be facing the block or winch where the sheet is coming from, and you need to be sitting in a position where you have leverage. You can't properly trim the kite either standing next to the shroud (unless it's very light) or crouched beside the cabin. Your ability to trim the kite to gusts is more effective than your weight up on the side anyway. So if there's any decent breeze, then in the cockpit up against the cabin. Now you control the spinnaker rather than it controlling you.

Start with the principle that the clews of the kite need to be level at all times. This will tell you your twicker position. All the way out if it's a tight reach, all the way in on a run. Anything in between you can expect to be calling for it to be adjusted three, four, maybe five times on a standard reach. Clew too high, bring it in, too low, let it out.

With the sheet, obviously you are trying to keep it as free as possible without it collapsing or flogging. That's the basic part and most boats travel at a pretty similar pace on that basic principle. Where the faster boats make gains is when a decent gust comes along and most boats just heel over or simply round up. It's simple. As the gust hits, ease the spinnaker sheet. A lot. Someone who knows more than me might be able to explain why but all I know is that as a gust hits you can ease a foot or more of sheet and instead of the gust blowing you over, you get a burst of acceleration. And the boat stays relatively flat. Now here's why your position becomes important. As the boat accelerates, the apparent wind shifts forward again and you'll need to bring the sheet back in quite a bit. Not easy standing up near the shroud nor crouching next to the cabin. And certainly not effective. Throughout the gust, there will be significant adjustments in and out as you and the mainsheet hand try to balance and trim the boat and the sails. The longer you can manage this, the bigger your gains will be. One gust can mean seven to ten boat lengths, just through sitting in the right spot and being able to effectively perform your role.

Spinnaker Trim – Running

Trimming the kite dead downwind is pretty basic stuff and there is rarely much difference in speed between boats. If there's any breeze I'll do it standing in the cockpit where I have access to both sheet and brace. The spinnaker trimmer can far more quickly react to wind shifts than the skipper and can maintain boatspeed with correct trim whilst the skipper catches up on direction. If it's really blowing, it's important not to let the spinnaker swing too

far to windward as it can bring the boat over on top of you. If you start to get the rolls, simply haul in the sheet to the point of oversheeted and the boat will stabilise. The here is when it gets really light. Again, for two reasons, in the light stuff I will sit on the cabin top on the windward side. First, my weight is forward, but more importantly, I find that a nearly collapsing spinnaker can be more effectively trimmed by lightly adjusting the brace from immediately behind the tweaker block. So I will sit facing forward and (if on starboard) reach my right hand down and give a collapsing spinnaker a couple of sharp but light tugs on the brace. Try it a few times and you'll see what I mean. It's worth a couple of boatlengths on a really light run.



INVOICE

RL24 OWNERS ASSOC. OF AUSTRALIA.

A 0045403P ABN 75 905 426 014

MEMBERSHIP SUBSCRIPTIONS TO THE RL 24 OWNERS ASSOCIATION OF AUSTRALIA FOR THE 2010/2011 FINANCIAL YEAR ARE NOW DUE AND PAYABLE.

PLEASE INDICATE YOUR PREFERRED MEMBERSHIP STATUS BY TICKING ONE OF THE FOLLOWING:

FULL MEMBERSHIP\$30.00

ASSOCIATE MEMBERSHIP\$15.00

PLEASE MAKE YOUR CHEQUE PAYABLE TO: RL24 OWNERS ASSOCIATION OF AUSTRALIA AND RETURN IT WITH THIS INVOICE TO: **MR. PAUL CORBEN, HON. SEC/TREASURER, RL24 OWNERS ASSOCIATION OF AUSTRALIA Inc., 2 Ross Street, BAIRNESDALE Vic 3875**

MEMBERSHIP DETAILS

NAME.....

ADDRESS.....

.....**Post Code**.....

E-MAIL

TELEPHONE NO.**MOBILE**.....

BOAT NAME :

SAIL NUMBER

MK. 1, 2 OR 3?

DROP OR SWING KEEL?

PLEASE INDICATE YOU PREFERENCE FOR NEWSLETTER DELIVERY (Remember, e-mail saves the environment!)

e-mail.....

snail-mail.....

IF YOU HAVE DISPOSED OF YOUR RL 24 COULD YOU PLEASE ADVISE THE ASSOCIATION OF THE NEW OWNERS NAME AND ADDRESS SO THAT AN INVITATION TO JOIN THE ASSOCIATION CAN BE FORWARDED.

NOTICE OF RACE

RL 24 OWNER'S ASSOCIATION OF AUSTRALIA CHAMPIONSHIPS – 2012

Royal Motor Yacht Club Toronto in conjunction with the RL24 Owner's Association of Australia Inc., invites entries for the 2012 RL24 National Championships to be sailed on the waters of Lake Macquarie, from Sunday January 8th, 2012 to Saturday, January 15th, 2012 according to the program herein.

ORGANISING AUTHORITY

The Organising Authority is the RMYC Toronto 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 2011 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 8th January 2012:

From : 1000 hrs. - Regatta Registration
1200 hrs. - Information Briefing
1355 hrs. - Warning Signal Invitation Races (3 short course races Back-to-back)

Monday 9th January 2012:

1300 hrs - Warning Signal - Championship Heats 1 & 2 (Back-to-back)

Tuesday 10th January 2012:

1300 hrs - Warning Signal - Championship Heats 3 & 4 (Back-to-back)
1830 hrs - AGM

Wednesday 11th January 2012:

Lay Day - Optional Cruise

Thursday 12th January 2012:

1300 hrs - Warning Signal - Passage Race Championship Heat 5

Friday 13th January 2012:

1300 hrs - Warning Signal - Championship Heats 6&7 (Back-to-back)

Saturday 14th January 2012:

1100 hrs - Warning Signal - Championship Heat 8& 9 (Back to back)
1300 hrs - Resail if necessary
1900 hrs - Presentation Dinner

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 1000 hrs on Sunday 8th January 2012.

VENUE

Race Administration will be conducted from the RMYC Toronto 6 Arnott Avenue Toronto 2283 N.S.W. Race courses will be laid in the vicinity of Royal Motor Yacht Club on Lake Macquarie.

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 6.

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 RMYC Toronto, 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 5144171
dgs@aapt.net.au

Hon. Secretary
Paul Corben
2 Ross Street.
Bairnsdale 3875
03 51525842
corben.paul.g@edumail.vic.gov.au

RL24 OWNER'S ASSOCIATION OF AUSTRALIA INC.
NATIONAL CHAMPIONSHIPS 2012
Royal Motor Yacht Club Toronto. Toronto NSW.
Sunday 8th Jan – Saturday 14th Jan. 2012
ENTRY

Owner's Name :

.....

Owner's Address:

.....

Postcode.....

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)

In enclosing my cheque for **\$120.00 (Up to 30th Nov.2011 - or late entry cheque for \$140:00 after 30th Nov. 2009)** (payable to RL24 Owner's Association of Australia Inc. & forwarded to The Secretary,2 Ross street Bairnsdale 3875 Vic) 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 Royal Motor Yacht Club Toronto 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)