

AUSSIE 12METRE GROUP

Newsletter Number 2. April 08. (www.dldirect.net)

We thought we might start out this month with a quick whip around to see what is happening.

General: There are some 12 metre type boats out there that people have. Over the last couple of weeks we've seen Gretel type Australian 12 metres (circa 1958). This was a boat that came out about the same time as the Gretel was being sent over to America for the Cup. A bit longer than the EC12s and it had a really long rudder shaft that angled down the back of the keel in a quite old fashioned 12 metre way. In the early days we looked at this class in comparison to the EC12s and chose the EC12. It appears that there was/is a "university 12 metre model" at one of the Sydney school's of learning as well. This has the appearance of Australia 1 with a A11 wing keel on it.

A very pronounced stepped section under the hull near the rudder. Still, with a bit of work could turn into a really nice model. Same Over All length as the Nautic (60"). To do this subject properly we need to do a proper article about it and will have to wait till the next Newsletter No 3. *(photo 1)*



There are a couple of things we are looking at the moment for isolated groups of sailors. One is a little set of simple racing rules or in other words a 'quick little reminder set' to fit your sailing box lid or to put on the back of your transmitter case. These will be worked on in the next couple of weeks. In keeping with the K.I.S.S. principle. We might be able to put it on the end of this newsletter so you can cut it out and tape it to your Transmitter back or on the Start Tape Machine, to keep it handy at the lake or pond.

NAUTIC 12s

I heard the other day that a NAUTIC 12 was sold to someone in Tasmania. This is great, apart from him finding out how good these boats are, they are spreading out as well. They can contact the Nautic 12 Association about their boat? The Sydney Nautic 12 club, Ancient Mariners are going good, still sailing Wednesdays and Saturdays EVERY week. Saturdays we have started a 'race of the day' Event. This will apply on Saturdays only and it works this way; One race is designated "the Race of the day". It will be at a certain time each Saturday. There will be a special Prize for it and your name goes on a special trophy. All racing on Saturdays will be recorded. At the end of 3 months we will see who has been winning all the loot? The local council came and

cleaned out our pond last Friday. I must say the council people are really friendly, we had a nice chat to them and thanked them for their effort.

SAILS.

Most of the sailors in our club use Power Sails. Just GOOGLE the name and it will come up. These are bought in from New Zealand. Some of us also use other sails, The prices compared between both of them. We might add that they are both really good quality, are at a reasonable price and the service is really quick.

We have been having problems with gear wearing out! You can't sail twice a week every week and your gear stays pristine! I have been using those square tube (like used for IOM) booms. I see others in the club are having trouble with them too. I think the amount of wear that they get is too great for the thin walls of the booms to stay straight. We will have to A# replace them or B# put round sections on. I will be going to round sections.



(photo2) I see that New Zealand Nautic 12s have just had their Nautics Nationals event. Jim Brown came first (the same bloke who did it in Australia last year). (see photo)

The VICTOR AUSSIE 11.

Unfortunately we are going to have to let this little boat go! You see, we can't get a good supply of them, in fact no supply of them. In fact, we explored the possibility of getting them sent out by a hobby shop in the States but it appears the manager there was having his own problems with Victor on deliveries? (See Hairoil 's version (photo3) but it is not to be). Unfortunately, for they were going to suit our needs but "them's are the breaks". But we are now looking for a small 12 metre type class to fill this need, here instead.(see Vikings Page, for he thinks he may have an answer.)



A2

Well, what can we say here? YES, there are yachts around. There are moulds around. But the people may think the moulds are going to produce without being touched by human hand. So why is this happening?

As I said last newsletter (No 1) that there is one in my garage / boathouse at the moment. Forlornly it sits there. They say there was about 30 odd made. Has anyone been interested enough in making a list of owners? Surprising really. I just wonder what Benny Lexcen would say if he were alive

today? I was at his home in Seaforth (in Sydney) a few times, years ago and he was a very generous man with his models. I remember once when I was there he actually got a model of his “Southern Cross” boat down off the wall where he had all his models and said “go and mould this and see how it goes”. It was a bit over 1.5 metre in length.



Talking with owners of this A2 boat, there seems to be a theme or a problem with the hulls and this is the cockpit on the deck or should I say more specifically the waterproofing of this cockpit. Having a boat where it is very difficult to keep the briny out, can play on your nerves a bit, for as you know it can create big problems with your electrics. The hatches on these yachts are in the shape of a Chuba Chup stick (*Photo 4*). With a knob head on a long “handle”. This is set into a kind of well in the deck and not to put to

finer point on it, holds water that runs over the deck at odd times. So putting tape over the hatch is not an option here. What ever you do is going to be a hassle. I would consider a hatch cover set in silastic for the “handle” part of the hatch. A lunch box for the other part. This lunch lid should be round type, 100mm dia, mine is the K-mart variety. This sounds awful but it should look okay and keep the briny out. While we are talking about this long hatch, we ought to mention the placing of the Main Sheet post fitting. For it needs to go on the centre line of the boat and fixed to the centre of the yacht in that long hatch part, so this long hatch needs to be fixed down securely? I can see why this class has been a long time coming to be a club boat. So I will be trying this to see how it works. Still it has one feature going for it, the hull is done in white Gelcoat. I intend to fit a Nautic 12 rudder, for the original one on it seems a tad old fashioned. I’ll have to do some more work to it and I will call it “Botany Bay”. So I might do a “how to finish story” in the next newsletter or so. Another problem they talked about was the doors and hatches moulded into the deck was to a scale appearance but it somehow got in the way in general sailing terms. The answer to that is that we might be able to do a “deck under” for the sheet ropes?

Does anyone know how the sheet ropes were put in? If you’re got any thoughts on my project, give me a call. shcrewes@bigpond.net.au

EAST COAST 12s

CONSTRUCTION JIG (*Photo 5*)

Following on from my last report regarding the production of EC12’s in Canberra, I was given the opportunity to build a copy of John Zanotti’s (from Tuross Heads) construction jig. The talents of this man cannot be underestimated and we are certainly indebted to John for allowing us to copy his design.



The Jig is a fixed wooden framework having all the measurements and tolerances (in compliance with the Australian EC 12 Rules as revised 2008) transcribed onto the top working surface for ease of reference. This provides the authorized builder with an accurate device to producing multiple yachts while maintaining a constant uniformity in working on these yachts.

The blank hull is placed into the jig and secured by three cross members. The fit out commences with the builder placing the various components adjacent to the points indicated on the jig. E.g. internal frames, lead ballast, rudder, radio equipment, winch and battery etc.

On completion of the eternal fit out, the deck is fixed in the precise location with minimal chance of distortion; this certainly makes life a lot easier and is accomplished with less clean up. Similarly, the deck fit out follows the same procedure with ease and precision minimizing the numerous measurements one would usually make to ensure complete accuracy. With mast, jib, chain plates, backstay, hatch location/s and sheet guides etc.

Thanks to modern technology (the World Wide Web) I have seen a number of building jigs but none, which contain this amount of detail on John's model. If you are building one-design yachts or thinking about it, give consideration to constructing a similar jig to meet your requirements. It certainly makes life a lot easier and helps you to get on the water and enjoy the fruit of your labours.

VIKING.

ACT EC12 Metre News.



(Photo's 6&7)

1* The National Capital Radio Yacht Club (NCRYC) will be represented by no less than four members at the upcoming EC12 Nationals to be held in Brisbane on the weekend of 17/18th May 2008. The activities are frantic among the members preparing their yachts for the competition, all rigging, sheeting etc is being inspected and in some cases, replaced with new material.

With the introduction of the revised Australian EC12 Rules for 2008, all yachts have been weighed to ensure they comply with the new weight ruling of a minimum 11kg and a maximum of 11.300kg. In the majority of cases, weight had to be added which in it's self is not a big deal however; one has to be mindful of balance and place the additional lead in a position which will obtain a desirable balance!

2* The NCRYC EC12 measurers traveled to Tuross Heads (in NSW South Coast) on the 12 th April 2008 to measure our member's yachts located in that region. In all ten yachts were measured in accordance with the revised 2008 EC 12 Rules. We had a great visit enjoying their hospitality and friendship. I have included a couple of photos, which to me typifies the relaxed attitude of these youthful salts. So relax and have fun sailing with your mates!

Viking.

CANTERBURY J a Smaller Class Model Yacht

(Photo's 8&9)



As we now have the avenue to promote this opportunity to share my enthusiasm for the radio controlled "J" class model yachts.

America was the first nation to produce a semi scale R/C version based on the original big boat "Whirlwind J" in 1974. The models of "Whirlwind J" are big (to say the least) by even model boat standards with a hull measuring over 7 feet plus in

length and masts over 8 foot in height. The yachts carried 2,500 square inches of sail with a main boom measuring just under 39". Fully rigged and ready to sail the yacht weighted around sixty-five pounds.

By early 1975 there was enough interest that a provisional class was formed and the first Annual Championship Regatta held in September in Milwaukee. Nine Yachts participated with Chuck Millican becoming the inaugural winner. By the end of 1976 the class grew to 49 owners registered.

The class continued to grow throughout the Midwest and Northeast of America. Since then the class has undergone a number of peaks and troughs and I'm pleased to say, the class has survived today thanks to the dedication of the American enthusiasts.

From this class came the thoughts of a smaller class than the American's envisaged. Our New Zealand friends across the Tasman have produced an excellent model know as the "Canterbury J". This looks almost identical as the other J but in a much smaller scale. The idea for this concept originated as a matter of necessity as Lake Victoria, home base for the Christchurch Model Yacht Club (in the south island) was becoming infested with the dreaded weed problems faced by many of our Australian venues. As a result of the weed issue, sailing bulbed fin boats was almost impossible and a solution was identified in the form of a weed-free keel yacht.

Local Club member, Dave Heanly had purchased a commercial glass fibre hull of the traditional long keel yacht measuring 1.22m (48") in length which had been based on the MAP plan of the original "Ranger" J boat. The next step was to develop a suitable rig while maintaining a traditional look but with model practicality.

Following successful testing and an increasing interest in the yacht from the Christchurch club, a couple of club members entered into lengthy negotiations to purchase additional hulls, complete fittout to get them in racing trim. Fellow enthusiasts recognised the potential of the class and today, there is well over 100 yachts sold in New Zealand and Australia.

I believe the best description of this class is to quote the Canterbury J Class (NZ) Associations statement; "The basic philosophy was to have an easily sailed and built 'entry-point RC yacht' based on a one design principles to provide good resale value, and with racing dependant more on the skipper skills rather than designer/builder skill. These objects have been attained and the Class has attracted many first time sailors, mostly from the retired ranks who share the common creed, "it sure beats gardening!" End Quote.

Having been convinced of the potential of the class after reading the preceding statement and visiting their website, I didn't hesitate in purchasing a basic kit consisting of hull (No 130), deck, ballast and trim weight, complete set of instructions and drawings for the yacht cradle, sail configuration etc. As the purchase was made a couple of years ago and combined with failing memory (Senior Moment, Ed), I don't recall the exact cost however, I do recall it was under two hundred dollars and that included shipping. Try to match that with any other class!

If you are interested, I can recommend you take a look at their website: <http://canterbury-j-class.org.nz/home.html> and take time to investigate the full potential of this magnificent Class. I have included a number of photos of my Kit and one of the American “J” Class.

Viking.

.....I emailed Bob Wing in New Zealand and asked him the ‘up to date’ price he said it was (nzd) \$115 for basic hull plus finished lead \$50.(I think the Landed at your door for the basic kit, should be about AUD\$223) He also mentioned, A finished yacht of \$1050 including one colour plus Hitech winch and fitted rudder servo . All the info will be on the Class site page.

This is much lighter yacht than we currently sail in all the 12 metre classes. It is much cheaper than the Victor boat, we were looking at. It is light at (about 6.5kgs) being a one design it is possible to get them all the same, first up. Food for thought? (ED)

The Basic Sailing Rules, 2008 - Tear off and stick on the back of your transmitter.

The Basic Sailing Rules. 2008.

1# A Windward yacht KEEPS CLEAR of a Leeward yacht.

2# A yacht CLEAR ASTERN shall keep clear of a yacht CLEAR AHEAD.

3# All Yachts should AVOID A COLLISION.

4# A PORT TACK Yacht shall give way to a Yacht on a STARBOARD TACK.

5# The INSIDE YACHT must establish and call buoy room on inside overlap at all ROUNDING BUOYS.

They must be in front of the other yacht at four YACHT LENGTHS before the mark, is reached.

6# A yacht that HITS A BUOY or hits another yacht* must do a 360 deg penalty turn before it rounds the next buoy of the course.

7# A yacht that STARTS EARLY must return and start again OR hitting the FINISHING BUOY must return to the course side and finish again.

8# OVERTAKING yacht / WINDWARD yacht must keep clear of other Yachts.

9# When ALTERING COURSE in a fleet racing situation you should CALL your intentions at ALL times.

10#You must give the other skipper TIME TO RESPOND to your calls. *The yacht in the wrong does the penalty. (12M.G.)