

From Roy Martin

For the 1977 Australian Championships at Lake Wellington, the committee want to establish a firm policy on the number of sails which a competitor may use.

We have been discussing this amongst Victorian owners and already a wide range of opinions has been expressed. Unlike many one-design classes Bob Legg chose to limit only the maximum sail and spinnaker areas. Owners are free to vary the sailplan as they see fit.

At the moment a boat can have any number of sails as long as any combination of working sails on the boat at one time does not exceed 20 sq. metres. Such complete freedom could allow anybody prepared to spend freely on gear and sails to dominate racing within the class. It would even be possible to have different masts and rigging used during one series.

Various levels of restrictions are possible:

1. Totally unrestricted, including mast.
2. Number of sails unrestricted but only one mast per season, unless accidentally broken.
3. Only one or two sails per season.
4. Number of sails unrestricted but only one or two nominated suits to be used in a championship series.

No doubt other practical combinations could be adopted but we present this list to you as a thought starter. What we would like you to do is consider the possibilities over the next month or so. If you want to put forward arguments or suggestions write to me by the middle of August. We will publish comments in the August/September Newsletter.

Depending on the reaction of members we will probably put out a voting paper with the next Newsletter with the idea of having a policy agreed on for publication in the October/Nov. Newsletter.

As a final thought, because this could be an important decision for the long term development of the class, do you think that it should be made on a simple majority vote or should we look for a two-thirds or three-quarter majority?

We think that this sequence will give everyone the opportunity to have a fair say in the setting up of any rule limiting the number of sails. We don't mind how many letters we get.

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Lake Wellington, Here They Come!

With a mere 6 months left before the Trailerable Yacht Event of the Decade (the AL24 National titles 1977, that dolt in the 2nd row) tension is mounting in at least four States as skippers plan their assault on the Bob Legg Perpetual Trophy. In Victoria Bruce Castles is putting the finishing touches to a new boat ("Pegasus") which is to replace the faithful flyer "Sundance" (Sail No. 105).

Bruce has frequently been seen sneaking in and out of Noel Brooke's sail loft and together they have come up with a new and quite radical sail plan. Then there's Ken Lockett who was observed recently taking more than a social sail with one of the country's leading sailmakers and it's odds on that "Sasha" (Sail No. 102) will also be treated to a new wardrobe of sails. Did someone mention a wingmast too?

Closer to Melbourne (where it's colder) Roy Martin, Mike Shannon and your editor are fighting frostbite and pneumonia to sail in a 7 race winter series conducted by Royal Melbourne. The hope is that practice (and tuning) makes perfect but so far all we've picked up are colds. Meanwhile in S.A., Barry Arnold was keeping in form by competing at Broken Hill in a regatta held there over the Queen's Birthday weekend while in Queensland it's rumoured that a number of hot boats are planning an all-out campaign to take the title "back home". There's even a whisper that Harold Peacock might bring his boat down "by road" and since there is no Mains electricity supply at Marlay Point, Harold shouldn't be too much of a risk to the spectators if he comes!

With a growing fleet of RL's north of the Murray there could be some surprising performances from the New South Wales skippers. Paul Hopkins, for example, has incorporated a number of original and radical ideas in the rigging of his boat and it will be one to watch for if Paul can find the time to compete.

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### S.A. State Championship 1976.

Current National Champion Barry Arnold has added the 1976 S.A. State title to his collection for the second time. Sailing "Coolibah" (Sail No. 79) with his crack crew of Bill Sharland, John Arnold and Jock Schmiecher, Barry won with 3 firsts and a third from "Cavalier" (Sail No. 74) skippered by Lyall Mutton and "Hide Away" (Sail No. 80) sailed by John English. Although Barry's score of 5½ points put him well ahead the minor placings were almost tied with Lyall on 15 and John on 15½ points. The first heat of the 5 race series was the Tripolis, the other 4 being held over the ANZAC weekend at Whyalla. Ten boats took part.

The third heat sailed on Sunday morning rates as the most eventful RL24 race ever sailed in S.A. The heat started in gusty northerly conditions with the strong wind warning siren on the pier shrieking in the background. Wind velocity was around 40 knots at times. "Cavalier" has the honor of being 1st around the first mark but on the 3rd leg she lost a crewman over the side and lost 5 places while the "deserter" was retrieved. On the 5th leg Roy Butson sailing "Lyndell" (Sail No. 73) was dismasted by a strong gust while Ron Fiest in "Shiralee" (Sail No. 88) also retired. The real drama unfolded in the last leg when a particularly savage gust flattened "Zot" (Sail No. 77) with Stan Britton on the helm. Unfortunately the mainsheet jammed and she rolled right over and had to be towed in by the rescue boat. A verbal report of the incident indicated that "Zot" remained afloat while inverted.

The fourth heat was abandoned because of more bad weather but the fifth started and proved to be the most closely fought of the series. At the end only 2 minutes separated the first and last boats, a very fitting conclusion to an exciting series.

S.A. Association Office Bearers.

At the Annual General Meeting of the RL24 Association of South Australia held at Whyalla on 24th April, 1976, Ross Stacey was elected Chairman for the 1976/77 season while Ron Hutton accepted the job of Secretary/Treasurer. John English is the S.A. Association's Measurer. The meeting was informed that the Lake Bonney Y.C. intends to seek the 1978 RL24 National Championships.

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Notes On The Measurement of RL24's

(These notes were prepared by Bruce Castles who, with Peter Trigger, is a National Measurer).

All future State and National titles will be open only to owners who hold signed measurement certificates for their yachts.

It is in our interests as a class to ensure ALL RL's "measure" and your official measurers are anxious to make the measuring procedures as smooth as possible. It would help minimise the need to reject and re-measure if all owners do their homework before submitting their yachts for certification. In particular you should get hold of a copy of the current AYF prescriptions and study Addendum E.

The following notes may help to clarify a few issues -

1. Sail measurement is in accordance with Addendum E, Section IV. This requires measurement bands on mast and boom as specified in paragraph 1. Location of measurement bands is arbitrary but once established defines the limits of your sails on the spars and the dimensions defined by these bands become the vital statistics a and c (paragraph 3 (1)).

The measurement date and the area of the sail expressed in  $M^2$  shall be marked near the tack, indelibly, by the measurer.

2. Section IV, paragraph 2, specifies that the area of spars should be included when calculating maximum sail area. However, the originally recommended sail plan for RL24's indicates a cloth area of  $0 M^2$  excluding spars. Therefore, para. 2 WILL NOT apply to RL24 sail measurement.

Leaving the area of spars unmeasured could lead to the use of "wing" type masts and the committee will be discussing ways of providing for this contingency.

3. Spinnaker pole measurement is made with the pole clipped to the mast ring. The maximum dimension is 2.667 m (8'9") from the front of the mast to the outer extremity of the pole fitting. Some owners have made the pole itself exactly 2.667 m. These poles will be overlength when attached to the mast ring.

4. Mast height is measured from the deck moulding directly under the mast.

5. Centreplate weight is difficult to measure in the case. The measurers will accept plates supplied by authorised RL24 builders as these plates are certified correct. Other plates will be subject to weighing, although the measurer at his discretion, may waive the requirement where plates obviously exceed minimum weight.

6. A comprehensive definition of hull weight is at present being sought from the designer/builder. Details will be circulated when available.

As soon as the measurement certificate is finalised it would ease the burden on measurers if owners got together with others in their area to organise "measuring" days. Measuring procedures can be streamlined when measurers can set up "mass production" techniques and enlist a few assistants.

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Sailboat '76

By now you will have read in the yachting press that this year's Sailboat show was, as last year, an unqualified success. Certainly a lot of interest was shown in the RL24 display despite a last minute change in location which was forced on us when the organisers found that the Soling would not fit in the space allocated - heightwise.

Niel Bourbaud, of course, presented his boat for display in immaculate condition and many people visiting the stand remarked that "Safari" was amongst the best finished boats on show. Special thanks must go to Niel and his tireless crewman Ron McLaughlin who put so much effort and enthusiasm into representing the class on the stand through a very hectic weekend. We are also very much indebted to Geoff Olney who manufactured the display panels, arranged for an 8' x 4' aquatic mural to be painted by well known Mountains District artist Bill Perry, and spent hours on the stand.

Many other members and their wives also helped in various ways and the committee thanks them too for their generous support. Incidentally, although the display was presented under the auspices of the Association, Rob Legg has kindly agreed to meet the costs and to "kick in" to the Association a commission on any boat sold as a result of the show. So if you know of anyone ordering an RL, get 'em to tell Rob they saw it at Sailboat '76!

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Queensland State Titles 1976.

Both Jim Wassell and Des Stanaway have very kindly sent me reports of the Queensland State Titles held at Yeppoon and conducted by the Keppel Bay S.C. As in the S.A. titles, 10 boats competed in winds reaching 40 knots at times. Conditions were such that heats 2 and 3 were amalgamated over a less exposed course and even that was shortened. Two boats sailed on reefed mains only but Des reports that, with the benefit of an all-up crew weight of 50 stone on his boat (he didn't say how many people!) and 14' of it on the wire he coped very well with a reefed main and genoa. Perhaps that explains the results which show -

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|--------------------|--------------|----------------------|
| 1st "Scarlet Lady" | Des Stanaway | (Sail No. 29)        |
| 2nd "Escape"       | W. Walters   | (Sail No. not known) |
| 3rd "Garuda"       | Jim Wassell  | (Sail No. 4)         |
| Landicap Trophy    | Jim Wassell  |                      |

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Queensland Trailer Sailer Championship.

This eventful championship was held at Easter and was conducted by the Port Curtis Y.C. at Gladstone. Des Stanaway again obliged by sending me the results in which AL24's featured prominently in more ways than one. The results were -

- 1st "Escape" AL24 (W.Walters/L.Marxsen) (Sail No. unknown)
- 2nd "Lazybones" AL24 (T.Watson/S.Williams) (Sail No. 22)
- 3rd "Highway" 21

Congratulations to both AL skippers for "cleaning up" in what appears to have been a very hectic series. But with Geoff Cue sailing "Tiki" we can only commiserate as he suffered the traumatic experience of having his boat fall off a wave, roll over and eventually sink. The boat was later recovered with, it is believed, only moderate damage although what an accident like that does to a skipper is hard to say. On the other hand perhaps the old line about an ill wind was meant just for this situation as news of the incident has made a lot of owners more conscious of the need for positive buoyancy and there are many heads wrestling with sums involving weight and volume.

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The Bard From Barrera

Following his win in the 1976 National Series at Lake Burrendong, Barry Arnold received a congratulatory telegram from Victoria's Ken Lockett. Ken's message also suggested that Barry make the most of his glory since it would be a different result in 1977. Barry, for his part, accepted the challenge and fired off a return cable which read,

"We'll excell in our AL  
when we trail to Sale to sail.  
But if we don't, by hell  
we'll find a hotel  
and drown all our sorrows in ale."

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Cruising Corner

For those of us who enjoy nothing more than simply messing about in boats the anti-cyclones which engulf most of Australia during the winter months, provide superb cruising weather be it on the mist shrouded Port Phillip of a Sunday afternoon or in more exotic waters such as those adorning the Queensland coast.

A magnificent cruising area which was little known to me was the Myall Lakes which run northwards from Port Stephens on the central N.S. coast. There are 4 lakes in the system, all of them being linked by the Myall River. In company with Bruce and Barbara Castles and their 3 kids, Jan and I with our 2 young crew, spent an absorbing week there during the 1975 September school holidays. During that period we saw only half a dozen or so other boats and for most of the time we had the lakes to ourselves. Our cruise began at Teagardens about 80 kms. north of Newcastle where there is an excellent concrete launching ramp opposite the police station. A courtesy call to the local constable to inform him of our proposed movements brought an invitation to leave our cars and trailers parked outside the station under his watchful eye.

From the Teagardens the river winds northwards for 25 km. or so before opening onto the Broadwater at Tamboi and it's necessary to motor all the way. However, the constantly changing scenery more than compensates for the irritation of the outboard with the pleasant pastoral vistas at Monkey Jacket contrasting with the semi-tropical backdrop further along. The margins teem with bird life and we lost count of the spoonbills, egrets and square tailed kites, the latter invariably in pairs, we disturbed as we made our way "African queen" style along the river.

The Broadwater gives way to the "Two Mile" at Bombah Point and in turn it is followed by Lake Boolambayte, after which comes the Nyall. It is roughly as large as the others put together, measuring some 14 km x 8 km and with its background of timbered slopes and valleys and a number of intriguing islands it is a very attractive area. Unfortunately, as we discovered, it is not "all good water and deep" but with a little care the vast majority of it is navigable. The water itself was fresh and clear and we drank it freely. The lake is also virtually tideless and we found a snug anchorage in a small bay at the northern end. It was marked "Leranie" on the map which, incidentally was Robinsons Great Lakes of the Central North Coast No. 429 and available at the general store at Teagardens.

Snug anchorages aren't a feature of the Nyall system but with patience and a little care the right spot can always be found. Invariably, we were able to nudge the boats right up to the bank and secure a line to a sturdy tree which made it easy for the kids to go ashore or come aboard. They did this maybe a million times a day. But they enjoyed themselves immensely and although the elder ones missed some of the three R's, the experience was probably better for them than a whole term at school.

Space, or the lack of it, precludes a full description of our cruise but I hope the foregoing has served to whet a few appetites. With this year's September vacation looming up it's a good time to start thinking about what could be a magnificent holiday for you and your family.

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#### Personal Pars

+ Talking of cruising, Geoff and Arch Olney leave Melbourne soon for 6 to 12 weeks cruising in the Whitsunday Passage area or wherever their fancy takes them. Some people have all the luck.

+ Pat Mahon, Bruce Castles and Murray Smitheran have at least one thing in common - they are all trying to sell RL24's. Interested buyers can reach Pat on (03)994759, Bruce on (051)442639, while Murray's number is 80 2154.

+ "Yogi Bear" (Sail No. 107) has a new crew member - Melissa Trigger whose Mum, Thelma and Dad, Peter, welcomed her aboard on 24th June, 1976. Congratulations to the three of you.

+ John English won't be contesting the 1977 Nationals as he's otherwise engaged - crewing in the Sydney-Lobart.

+ If you think this Newsletter is short on "goss" (to quote the Lady herself) it's because the normally effervescent June Legg has been really battling with a whopping dose of pneumonia and has been unable to send me the usual pile of news. I'm delighted to say that June is now back on her feet and feeling much better.

+ Registered membership stands at 152 but our Treasurer is having difficulty convincing the bank manager we have any members at all. So if your subs. are due, give him a nice big surprise - PAY 'EM!

+ If you want to contribute to this Newsletter or air an opinion about anything to do with KL24's, write to either the Class Secretary Ms. Rae Mahon, 24 Wattle Ave., Beaumaris 3193, or myself, Ross Corben, 161 O'Connor Road, Knoxfield 3180.

+ Finally, "Men in charge of boats nearly always change character"

Joyce Sleightholme in The Sea Wife's Handbook  
(Angus & Robertson).

Knoxfield  
July 1976.