



# NATIONAL NEWS



JUNE, 1983.

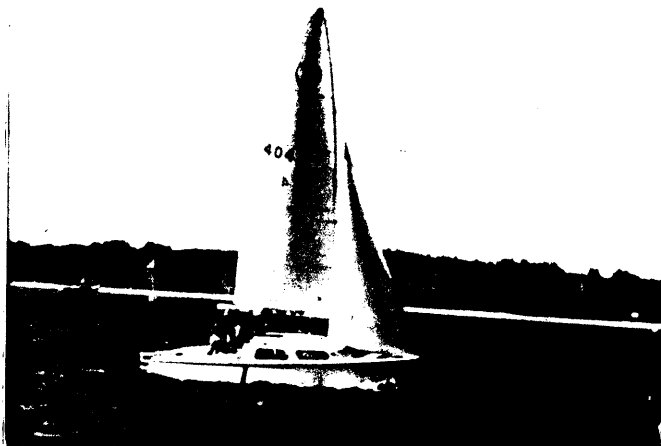
**OFFICE BEARERS.** The following committee were elected at the May annual general meeting, Southport :-

President, Ken Hackett (Sasha)  
Vice-president, Dick Armstrong (Solace)  
Secretary, Bruce Castles (Pegasus)  
Treasurer, Trevor Jones (Casper)

## EDITORIAL.

New committees in most organisations usually mean new ideas, fresh enthusiasm. The new people now running the affairs of the RL24 Owners Association of Australia are certainly no exception. Members will be happy to know that the fabulous RL24 class - as popular as ever after 10 years - will continue to be backed by a strong and vigorous owners association. Inevitably new brooms bring some changes, hopefully for the better. Some variations on past practise have already been determined. Firstly fees - The National organisation will no longer collect fees for State Associations. Membership fees due and payable on 1st July 1983 for the National Association are \$8 - payable to the National Treasurer (see separate invoice). Your State Association will bill you separately for their membership fees. The second significant change is in newsletters. National News will be published six times a year and circulated to all members of the National Association. National News will incorporate news from all States and should thus relieve the States from the cost of producing separate State newsletters. Representatives have been nominated in each State to co-ordinate their local news for inclusion in National News. Of course news sheets like ours are about communications and rely totally on members communicating. All the editor can do is make it easy for you to contribute. To that end we have established a firm editorial programme so that everyone knows when material is required :- First National News is of course June, future copies will be published every even month, i.e. Aug, Oct, Dec, Feb etc, and copy deadlines are 1st day of each publishing month. The State news co-ordinators will be the focal point for their respective areas and will be chasing members for contributions. You may also send material direct to the editor.

Editorial crew is : Editor, Ken Hackett, 155 Foster St. Sale 3850 AH (08) 444346.  
Co-ordinator, Queensland, June Legg, Box 50 Runaway Bay A.H. (075) 371656  
Co-ordinator, N.S.W. Michael Stevens, 1a Davidson Ave. Warrawee 2074. A.H. (02) 480519.  
Co-ordinator, Vic. Dick Armstrong, 6 Paul Ave. East Keilor. A.H. (03) 3361432.  
Co-ordinator, S.A. Dick Clampett, 16 Wilpena St. Eden Hills A.H. (08) 2781919.  
Others are yet to be nominated.



Dump Truck - doing it easily.

## THE TOP RL's.

1. Dump Truck. Mark IV hull, North sails with fully battened mainsail. Large main/small headsail approx. 15:5, Peelgrane mast with swept back spreaders and no lower stays or backstay, ultratight rig controlled by 18:1 tackle on forestay. Flat cut reaching spinnaker with Kevlar sheets (crew use gloves). Sailed 4 up.
2. Radical Lady. Mark IV hull, North sails with fully battened mainsail. Large main/small headsail approx 15:5, Peelgrane mast stepped on keel line, with mast bend control by ram at cabintop, ultratight rig controlled by hydraulic adjusters on side stays and forestay, no vang but curved traveller at boom height for full width of hull, large opening to front of cabin for easy spinnaker handling. Sailed 4 up.
3. Sequoia. Mark IV hull, Manders sails with fully battened mainsail. Conventional main/headsail ratio approx 14:6, Peelgrane mast. Sailed 3 up. (Owner Rob Legg, helmsman George Backhouse).
4. Sundance. Mark II hull, with swing keel, North sails with fully battened mainsail. Peelgrane mast. Hull weight minimised by stripping unnecessary internals. Sailed 3 up.
5. Pegasus. Mark I hull with swing keel, Brooke sails with leech battens, loose footed on jumbo boom. Keeley mast with upper and lower sidestays plus adjustable back stay. Sailed 4 up.

## AUSTRALIAN CHAMPIONSHIPS.

Perfect score to Dump Truck. Congratulations Peter Yeomans and crew Michael Conon, David Stone and Mal Morris. Peter has put a lot of thought and effort into developing the fastest RL24 he can within the class rules. First with Street Car, then Calibre and now Dump Truck he has been the pacesetter in keeping RL24's up with the latest go-fast trailer sailers. His clear superiority in our class is surely a challenge for us all to do our homework and get up there and topple his dominance. Peter of course, will be out to resist all comers in his home state next year.

This issue was mailed to all RL24 owners on our current register. However we know our register is not up to date due to difficulty keeping up with yachts changing hands. If you have sold your RL would you please help us catch up by (a) forwarding this copy to the present owner (b) advise our National secretary. Future copies of National News will only be sent to you if you forward annual subscription due 1.7.83.

THE RL24 10th. ANNIVERSARY NATIONAL TITLES 1983

Championship Results

State	Sail No.	Boat Name	Skipper	Inv.	Ht.	1	2	3	4	5	6	7	Dis.Tot.	Place
Qld.	3	Cyrious	D. Price	16	22	18	24	DNS	DNS	18	26	174	23	
Qld.	91	Tiki	P. Robinson	24	29	DNS	22	24	24	26	25	186	28	
Qld.	111	Safari	J. Berry	17	7	8	9	11	3	16	4	72.7	6	
Vic.	115	Lowana 1V	G. Vaughan	12	10	15	16	15	20	13	17	125	15	
Qld.	146	Relic	R. Parker	DNS	18	16	10	14	18	11	7	112	14	
Vic.	152	Pegasus	B. Castles	9	3	3	4	6	8	6	6	54.5	5	
Qld.	153	Summer Wind	W. Steenland	DNS	24	26	26	25	25	25	24	185	27	
Qld.	188	Sundance	W. Walters	13	2	2	3	3	9	8	10	46.4	3	
Qld.	192	Worippa	R. Mollah	26	23	27	18	DNF	27	28	18	177	24	
Vic.	199	Ohau Rua	J. Walsh	8	11	7	14	9	7	5	5	78	8	
Vic.	231	Splice	K. Rainey	11	6	10	5	7	12	9	12	83.7	10	
Vic.	244	Solace	R. Armstrong	25	26	25	DNF	21	22	22	27	179	26	
Vic.	269	Streetcar	L.Rippingale	5	9	12	11	12	6	12	15	97.7	12	
Qld.	300	Tecumseh	R. Collins	21	17	19	13	16	15	15	16	128	17	
Qld.	303	Calibre	P. Graham	4	12	9	15	10	5	7	13	91	11	
NSW	308	HaremScarem	S. Stanford	20	27	22	25	26	21	20	21	171	22	
Qld.	310	Lady Luck	E. Luck	19	16	17	17	20	16	17	19	138	18	
Vic.	332	Anitra	R. Corben	18	20	23	20	19	23	24	22	163	21	
Qld.	339	Marilyn M	A. White	10	5	4	6	8	13	14	11	79.7	9	
Qld.	345	Isle of Lucy	Z. Szabo	22	25	28	27	27	DNS	DNS	DNS	203	29	
S.A.	361	Finesse	R. Clampett	23	21	20	21	17	19	19	14	146	19	
Qld.	400	F Troop	D. Parmenter	14	13	13	8	13	17	27	23	123	16	
Qld.	401	Sequoia	G. Backhouse	7	8	5	2	4	4	2	1	32	2	
Vic.	402	Lowana V	M. Shannon	3	14	11	7	5	2	10	8	73	7	
NSW.	404	Dumptruck	P. Yeomans	1	1	1	1	1	1	1	3	0	1	
Vic.	409	Bumble Bee	P. Mahon	15	19	24	28	23	14	23	20	159	20	
NSW.	415	Radical Lady	J. Lucas	2	4	6	12	2	10	4	2	49.7	4	
NSW.	505	Treasure Is.	M. Stevens	6	15	14	19	18	11	3	9	102.7	13	
Qld.	1334	Swizzle	W. McCormick	DNS	28	21	23	22	26	21	DNS	177	25	

THE RL24 10th. ANNIVERSARY NATIONAL TITLES 1983

Handicap Results

State	Sail No.	Boat Name	Skipper	Inv.	Ht.	1	2	3	4	5	6	7	Dis.Tot.	Place
Qld.	3	Cyrious	D. Price		20	4	23	DNS	DNS	2	27	135	26	
Qld.	91	Tiki	P. Robinson		19	DNS	1	13	23	25	21	131	25	
Qld.	111	Safari	J. Berry		3	16	17	21	1	23	1	77.7	3	
Vic.	115	Lowana 1V	G. Vaughan		9	28	27	14	22	7	25	140	27	
Qld.	146	Relic	R. Parker		27	8	2	22	24	-12	5	103	11	
Vic.	152	Pegasus	B. Castles		12	14	11	20	12	11	6	101.7	-8	
Qld.	153	Summer Wind	W. Steenland		28	21	15	7	25	22	24	150	28	
Qld.	188	Sundance	W. Walters		2	11	20	24	14	19	12	109	16	
Qld.	192	Worippa	R. Mollah		1	25	5	DNF	21	27	2	104	13	
Vic.	199	Ohau Rua	J. Walsh		21	3	21	8	10	3	10	84.4	-4	
Vic.	231	Splice	K. Rainey		6	24	12	4	19	14	15	103.7	12	
Vic.	244	Solace	R. Armstrong		4	18	DNF	2	18	21	26	118	18	
Vic.	269	Streetcar	L.Rippingale		18	19	18	17	5	9	20	121	-21	
Qld.	300	Tecumseh	R. Collins		5	23	7	19	11	-12	18	107	15	
Qld.	303	Calibre	P. Graham		26	1	13	6	3	5	22	74.4	2	
NSW	308	HaremScarem	S. Stanford		16	5	10	12	13	10	19	101	7	
Qld.	310	Lady Luck	E. Luck		8	22	24	15	8	8	23	120	19	
Vic.	332	Anitra	R. Corben		15	17	9	10	26	26	16	129	24	
Qld.	339	Marilyn M	A. White		7	12	19	18	17	24	7	116	17	
Qld.	345	Isle of Lucy	Z. Szabo		13	26	16	23	DNS	DNS	DNS	174	29	
S.A.	361	Finesse	R. Clampett		10	10	14	3	16	20	11	96.7	6	
Qld.	400	F Troop	D. Parmenter		11	9	6	25	20	28	14	120.7	20	
Qld.	401	Sequoia	G. Backhouse		14	7	4	26	7	4	3	67.7	1	
Vic.	402	Lowana V	M. Shannon		25	6	3	16	4	17	8	84.4	-4	
NSW.	404	Dumptruck	P. Yeomans		22	13	22	27	9	16	9	127	23	
Vic.	409	Bumble Bee	P. Mahon		17	27	28	1	2	18	13	102	10	
NSW.	415	Radical Lady	J. Lucas		24	20	26	5	15	6	4	106.7	14	
NSW.	505	Treasure Is.	M. Stevens		23	15	25	11	6	1	17	101.7	-8	
Qld.	1334	Swizzle	W. McCormick		29	2	8	9	27	15	DNS	121	-21	

1984 AUSTRALIAN TITLE.

Will be held on magnificent Nelson Bay, Port Stephens, N.S.W. Last week of January 1984 had been nominated but this could change as it clashes with the date set for Victorian State Titles. This will be resolved in the very near future and will be advised in August National News, together with Notice of Race from the N.S.W. Association who are organising the Port Stephens series. Nelson Bay is a premium venue for a sailing regatta but it is a very popular tourist centre. Camping spots are heavily booked, but booking does not open until 1st September. So-----make up your mind you are going before end of August to get a spot. There is no camping at the Yacht Club. Suitable spots appear to be Soldier Point and Salamanda Bay but the N.S.W. organising committee will have full accomodation details in August News.

1985 TITLES.

Victoria will host the championships in 1985. We have accepted an invitation to stage the series at the Rhyll Yacht Club on Westernport Bay. This is the home club of 5 RL24's including Mike Shannons Lowanna V and Geoff Vaughans Lowanna IV - popular competitors at Southport. Rhyll is a resort cum fishing village on Phillip Island, about 140 Km out of Melbourne. The sailing water is a wide open bay, subject to tidal effects, with ample space for large, true olympic courses.

AUSTRALIAN OR NATIONAL RL24.

Although it has been talked about on and off for some time we have never actually got around to applying to the AYF for recognition as a national class. Well, action is now being taken. We are instigating moves to have the RL24 approved as a class able to compete for National (as opposed to Australian) championships. Not sure yet of actual requirements but we understand class associations must operate in four states, with some minimum number of yachts registered. Will keep you posted of developments

RL24 IN THE WEST

Australia is a big country. You had better believe it when you have to trail a 24 ft. yacht from west coast to east coast to sail in an Australian championship.

This was last done in 1979 when Ken Bartley hauled Joken to Sandgate from Port Hedland and proved very competitive to finish overall 4th in the series.

There is quite a strong fleet scattered through the huge state that is W.A. and we would like to see them send a yacht to another title. So moves are afoot to achieve just this.

It is intended to raise funds to offer some financial assistance for a W.A. yacht to enter a future title - perhaps the 1985 event.

RL28 OWNERS.

Membership of the RL24 Owners Association of Australia is restricted to owners of RL24's. However some RL28 owners, some former 24 owners, have expressed interest in being part of us - they do not have an association of their own.

Down south the RL24 Association of Victoria have organised their constitution so that "people interested in RL24's" may become members of the State Association. In that way old stalwarts like the Geoff Olney's (Scud) and newcomers to Rob Legg designs via big brother 28, can keep in touch. Other states may think about this. We are more than happy to extend the circulation of National News to anyone interested for an annual subscription of \$8.

APPLICATION FOR MEMBERSHIP

Over recent years, with some RL's changing hands, the Association has lost track of a few owners. Sometimes the folk who adopt these pre-loved RL's are either not aware of our group, or do not know how to go about joining us. So.....(I) this National News goes to all owners we know about whether Association members or not, as a complimentary copy (II) enclosed are 2 application forms so when you run into an RL owner who is not a member you have a form to hand across. We are not a charitable organisation though, so August National News will be posted only to financial members of the National Association.

CLASS BASIC HANDICAP.

Strictly speaking this is Victorian type news. However owners in other States will be interested in the latest CBH developments, especially as it affects the RL. CBH, for the uninitiated, is the peculiar handicap system evolved by the Trailable Yacht sub-committee of the Victorian Yachting Council - it replaced the old VYC yardstick system. With the advent of the Mark IV RL24 the VYC saw fit to apply a different handicap, thus creating two RL24's - the RL24 SK (swing keel) and the RL24 DK (drop keel). Furthermore the CBH for RL24 DK was set at a very fast .723 compared to .708 for other RL's. The Victorian RL24 Association have approached the VYC, pointing out that (a) our association sponsored events do not penalise a Mark IV as it is quite within class rules and (b) even though the CBH measurement formula may require a faster handicap, the figure of .723 is unjustly severe. The outcome is that while we still have to suffer a distinction in VYC sponsored events, at least the difference is now minimal - the just published CBH figures for 1983/84 season show the RL DK as reduced to .713, RL24 SK is unchanged at .708. A list of revised CBH figures is printed here for general interest.

PROPOSED C.B.H. FOR 1983/84

Class	C.B.H. 1982/83	Proposed C.B.H. 1983/84
Ultimate 18 DK	572	589+
Blazer	754	754 *
Ultimate 18 SK	566	584+
Sonata Sprinta	659	655-
Bonito 22	642	652+
Castle 650	713	708-
Seaway	723	720-
Cole 23	668	665-
Timpenny 670	662	662 *
T26	747	743-
Sonata 7	653	650-
Careel 18	581	579-
Ultimate 16	575	577+
Noelx 25	717	710-
Sonata 6.7	723	718- *
Ross 780	793	770-
Sunbird 25	649	645-
Ultimate 23	625	620-
Sonata 8	725	720-
Careel 22	659	655-
Boomerang SK	632	623- *
Baroness	618	615-
South Coast 22	707	689-
Serena	635	622-
* RL24 DK	723	713-
Boomerang DK	639	630- *
Hood 20	612	608-
Binks 25	689	679-
Cole 19	617	609-
Hartley 21	619	609-
Sabre 22	643	635-
Hutton 24	683	675-
Flinders 28	675	669-
RL28	724	713-
Sea Bits	588	585-
Cunningham 19	625	630+ *
Matilda	579	582+ *
Duncanson 25	693	689- *
Sun Maid 20	610	615+ *

CLASSES SHOWN ARE THOSE WHICH HAVE HAD CBH CHANGED FROM LAST YEAR

PRE-LOVED GEAR.

National News is a willing medium for advertising yachts, fittings or sails. No charge is made for this service - simply send your copy to the editor.

FOR SALE ; RL24, Sail No. 231. Mark III fitted with Legg drop keel. Brooke sails. Keeley mast. Excellent condition, proven performance. \$13,800.

Ken Rainey, 14 Allambie Rd, Sale, 3850. Phone (051)444382

SOUTH AUSTRALIAN NEWS.

Well - no news this issue, but the following from the The Knitwear Kids:

"Zzz...zzzz...Random thoughts from afar."

"Have yer ever sailed before, mate?" he asked cautiously. "Who, me? Three times, but never reached the starting line; forgot a plate or some such thing, and kept washin' up on the beach."

"Like to look after the pointy end of mine at Southport next month?" he challenged.

"Why not, learning nothing down here....."

Thirty six hours non-stop in an excuse for a Bedford, towing a ton, exchanging decent beer for sunshine. We arrived at the sailing squadron clubhouse, Runaway Bay. RL's everywhere, so I headed for the 1982 champ boat on a sponsored espionage mission, primed to probe the secrets while they were off guard. The thing was on its side, on the lawn, complete with clothesline rope for sheets, gouges along its hull from a recent trea- launching and its skipper sipping a stubby under a mexican hat while his wife and kids prepared the barbie. Got his priorities right, I thought, but doesn't look much like a sailor to me: no drop keel, little battens, crew who owned a Holland 25, and a skipper without a beanie! Confidence rose at once: I had this year's titles in the bag.

Ten minutes to the starting gun- we'd done 4 x 360 degrees turns for some reason, taken compass bearings, thrown corks overboard, checked the esky then "CRUNCH" - stuck on a sandbar. Four other boats ventured over to take a look, incredulous, and suffered the same fate. Another 360 degree turn, something about a winch-plate, the starting gun and we were off! My first real race, adrenalin pumping and everything ship-shape at the pointy end where I was to be housed for eight days with the anchor, the esky, our three cameras, our lunch, the bilge pump, and a spare beanie just in case.

"Cardboard! Cardboard!" Some clown was headed straight for us, screaming "Cardboard" at the top of his voice! "Throw! Throw!" screeched our skipper, ashen-faced and apparently addressing me. So, quick as a flash I let the anchor go, spun us through what was later agreed to be the quickest tack seen throughout the entire titles, and lost our sheet-hand overboard. A quick rescue, relentlessly on then to the first mark, which we severed beautifully with that ever troublesome plate (apparently a design fault in this class), then another 360 degree turn. With the course more resembling a ballet than race thus far, no anchor, sheet-hand soaked to the skin, our Vegemite sandwiches soaked and the fleet bearing down on us from dead ahead, we "threw" again. This clever manoeuvre was apparently designed to take advantage of the current, but once in its grip we left the "Deep Hole" and were well on our way to the Surfers Spit. You've guessed it - the tide was not coming in as we'd thought, and the pre-race briefing could have been worth attending after all.....After the race we checked the results, bought some clothesline and a large straw hat, advertised for a sailmaker to join the crew the next day, and decided our best tactic now was to work on our handicap.

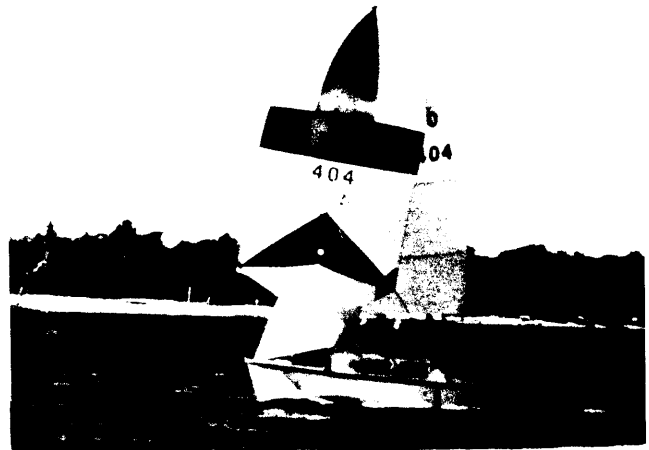
Five races down, followed the fleet home each time, an enormous handicap up our sleeves, midnight oil burned over our photos and measurements of dagger-boards, keels, mast rake, spreader angles, cleating systems, and two enormous fillet-mignons and an avocado inside each of us. The "creme de la creme" was on, and we felt we had it well and truly in the bag. Anyone could do well in the hecks, with such short legs, just a matter of being lucky enough to get across the start line first, without running aground, and keeping an eye on the tide.... The big one, THE LONG RACE, was another matter: a test of real seamanship, wind already up to a steady 22 knots, and we were dressed for the kill - gloves, kneepads, stopwatches, and good warm beanies each. The gun, and we were off, second across the line and third to the first mark. Up with the kite (previously folded and tied using the secret Coxon roll-tuck-tie method) and nothing between us and the next mark 7 miles away but the Tipplers Pub, and as we had our stubbies with us, not even this rated as a distraction. The second mark, 25 knots and a gybe required - but how can you gybe with a bloody great spinnaker, contriving with the tide to provide an unscheduled trip across Moreton Bay !!! I wanted none of this so slipped quietly down the front hatch.... - Back on deck and throw the pole!! Up like a shot, unclipped both ends, the strap, topping lift and threw!

I had been a handy lad with a javelin some years back through the air it went, a magnificent parabolic arc - breathtaking, literally. Such a sight it was that the boat pressing us from behind, faltered, all hands mesmerised by the flashing silver spar. And then it happened; they gybed unintentionally, striking our skipper behind the ear with their boom, knocking our sheet-hand to the cockpit floor, winded, and causing me to duck so suddenly that my beanie, (seven generat at sea) followed the pole, and sank! We'd been nailed our weeks of pre-title tactical planning had come to nothing. I can see it all so clearly now - those whispered messages, confusing manoeuvres, secret code words among the rest of the fleet (WATER! CARDBOARD! BOYS' ROOM! WINDY BOAT! BEARS-UP, BEARS-DOWN!), all so carefully planned to deprive us of the long race line honours. Well, beanie or no beanie, a skipper now dead in one ear and a sheet hand the colour of cement, my blood was up.

- Pull the bollards, trim the cleats, ease the transom and belay that plate! I screamed, again and again and again. Then, WATER! CARDBOARD! BOYS' ROOM! over and over. It was like magic...boats veered away, gaps opened up, sails luffed as skippers stared and through we went, knocking them off one after the other. The finish line, and THIRD (on handicap) - would have been first, but for that bloody channel marker, the fishing boat, the skier not watching where he was going and the sudden change of tide direction as we rounded the leeward mark....

Back home again, photos all tampered with a little and now enlarged, adorning the lounge-room wall. The new depth sounder I bought in Coff's Harbour on the trip back, carefully engraved, is the envy of all at my local club (they all sail Australs, so are unlikely to read this...)

A new spinnaker on order from Mike, Dump Truck's one tactical weakness now thoroughly worked out, and a new beanie all but completed. I'm in training already for Port Stephens; a retractable pole, self-furling spinnaker, hydraulic plate, silk-pleated sheet and tape recorded commands prepared for my quadraphonic P.A. system mounted on the spreaders! Due not is given to all of those CARS AND TRUCKS AND INDIANS AND ISLANDS: watch out for the secret weapon from down south in '84, we've had her name moved to her transom so you will all get to know her well next January!



Dump Truck - no problems here

Deadline for copy in  
August National News -  
1st August.

**NEWS FROM THE GARDEN STATE**

**NATIONAL BOAT SHOW 1983**

The Melbourne "Herald" and the Victorian Yachting Council are again combining to present the National Boat Show, at which both power and sailing craft will be on display. The Show will be at the Exhibition Buildings from 7th to 13th July 1983 and the RL24 Association has been allocated Stand No. V 12 in the Eastern Annex.

As agreed at the Annual General Meeting at Rhyll earlier this year, Ross Corben is co-ordinating the Association's exhibition and he reports that plans are well advanced for a rather innovative RL24 display. However, Ross is seeking the assistance of members who might provide

- Colour photographs of RL24's at work - cruising or racing. These will be mounted, with "blue tack" on display boards and will be returned after the Show.
- Ticket writing skills. We need to update our specification boards and prepare additional material highlighting specific design features etc.
- Floor coverings - preferably sea-grass matting or carpet in good order to cover an area 7.5 M x 8.8 M.
- Help in erecting the stand on Tuesday July 5th from 7 - 10pm and again on Wednesday July 6th at about the same time.
- Help in dismantling the stand on Wednesday July 13th from 10pm onwards.
- Attendance on the stand to represent the Class during the Show. We are required to have a Class representative on the Stand from 5pm each week night and from 10am to 10pm on Saturday 9th July and Sunday 10th July 1983.

Ross can be contacted after hours on (03) 763 7732 or at work on (03) 652 9760.

Note : The national committee have voted a grant of \$200 for display material for the show. This material will be available for any other future promotion in any State.

**REGISTRATION OF TRAILABLE YACHTS.**

The VYC Trailable Yacht Sub-Committee Chairman, Allan Hardess, states that legislation now has been passed. Fees for registration will be per annum.

\$40 for boats over 3.5 power units  
 \$8 for boats under " " "  
 (3.5 power units equates to a 7.5 HP Evinrude or 8 HP Honda.)

Also on transfer of ownership, fee is expected to be 5% stamp duty. The Boating Industry Association (BIA) made several submissions, showing they wanted trailable yachts registered. The trailable yacht lobby appears to have been ineffective. To quote Mr. Hardess (May 5th) : "At this stage it would seem that the only meaningful method of enforcement will be at launching ramps. The question of stamp duty at this stage is unresolved. I feel that a lot of confusion will surround the whole implementation and to avoid setting up unnecessary precedents for persons individually I would suggest that it may be wise to consider dropping the ambiguous term 'TRAILABLE YACHT' from use in conjunction with classes of retractable keel yachts, many of which may be trailable only when the owners intend to do so. I would therefore suggest to all classes that may be affected by the legislation that they should consider deleting unnecessary reference to the use of the term 'trailable'. It is intended to discuss a possible name change of the VYC Sub-Committee concerned at the meeting on May 25, with one suggested title being 'RETRACTABLE KEEL YACHT SUB-COMMITTEE'. In view of these thoughts, I would suggest that you may also give some careful consideration to the advisability or otherwise of drawing attention to trailability on any proposed stands at the coming Boatshow. Any owner of an unregistered yacht as defined by the Bill could risk prosecution."

Hmmmm.....!!! Wait for the next thrilling instalment. Of passing interest might be some statistics extracted from the Ministry of Tourism's current budget for Tourist Fund - Motor Boating :-

Receipts	Balance C/F	143,500
Registration Fees		1,200,000
Increase in Reg. Fees after legislation		1,200,000
Trailer Sailer inclusion		40,000
Fines		50,000
Loan repayments		20,000
		<hr/>
		2,653,500

Expenditure		
TRB Admin. Costs		862,500
Police Boat Squad		603,000
Facility Development		448,000
		<hr/>
		1,913,500

Surplus 740,000

**BRASS MONKEY**

The Brass Monkey Series of 9 races is held in Hobsons Bay fortnightly. We, the RL24 Association have again been invited to sail in the series and join in socially after each race at the clubhouse for refreshments. Take advantage of the competitive racing on the following dates :

- Race 2 11 June
- 3 25 June
- 4 9 July
- 5 23 July
- 6 6 Aug
- 7 20 Aug
- 8 3 Sept.
- 9 17 Sept.

Check on your group No. before each race. Meet at Ferguson St. Pier. 11.30 for lunch. It is only necessary to enter once! Last year 12 RL's took advantage of this chance for winter sailing! The first race of the series took place in 20-25 knot winds (NW) Due to changes in the channel piles in Hobsons Bay some boats sailed further than the correct course. Never-the-less RL24 Sea Webb was able to show the entire fleet a clean set of heels by taking line honours from Widgeon 2nd and Thermopylae 3rd, 2 high performing keelboats. Charlie was presented with a nicely turned tray.

1st	Sea Webb	Charlie Webb-Wagg	(RL24 Pts 6)
2nd	Widgeon		
3rd	Thermopylae		
	Boab		
	Pazazz		
	Waschallah		
	Sirroco		
	James Warren		
	Vitamin C		
	Bunyip		Pts 4
	Shamrock		" 3
	Jumbuck		
	Jacqui		" 2

RL24 Points allocated : 1 Pt for winning  
 1 Pt for starting  
 1 Pt for finishing  
 1 Pt for each RL yacht beaten.

For further information and sailing instructions contact Dick Armstrong 3361432. Bus. 3121499.

**'84 STATE TITLES.**

As announced in the last newsletter the championships next year will be at Marley Point, Lake Wallington, hosted by the Lake Wellington Yacht Club. There is now, however, some confusion on the date. We have accepted the invitation for Australia Day weekend in January but now find this clashes with the intended dates for the '84 Australian championships. So-----watch next National News for confirmation of dates.

## CRUMPETS, COFFEE AND PORT.

Don't forget Saturday 30th July, 8.00 p.m. A repeat of last years very "laid back" night around Corbens log fire. A relaxed evening including some film of the Whitsundays with knowledgeable commentary. Come and meet other RL crews and their mates. 161 O'Connor Rd. Knoxfield.

## FEES

As noted in the editorial your fee for membership of the Victorian Association \$5 is now collected by your State treasurer, Trevor Jones. Since Trevor is also National treasurer you may if you wish, send one cheque to cover your National fee as well. i.e. a total of \$13. This applies only to Victorians as RL owners in other states will send their State dues to their relevant State treasurers. BUT, please try to send in your cheque promptly as we are currently in a very delicate financial condition. A separate invoice is enclosed.

## VICTORIAN ASSOCIATION COMMITTEE

President	Ken Hackett (Sasha)
Secretary	Bruce Castles (Pegasus)
Vice.Pres	Dick Armstrong (Solace)
Treasurer	Trevor Jones (Casper)
Committee	Jack Walsh (Ohau-Rua), Ross Corben (Anitra)
Measurers	Ken Rainey (Splice), Doug Lee (La Mancha)
VYC Rep.	Keith Hayes (Sublime)
Newsletter Co-ordinator	Dick Armstrong.

Number of financial members, 1982, was 43 owners.

Australia's greatest  
and fun for all the family!

# The Herald NATIONAL BOAT SHOW 83

Incorporating



Presented by the Boating Industry Association of Victoria  
and the Victorian Yachting Council

**ROYAL EXHIBITION BUILDING**  
**JULY 7-13 1983**

THOUSANDS OF  
DOLLARS WORTH  
OF PRIZES!

- SAILING
- CRUISING
- FISHING
- SKIING
- RACING
- CAMPING

## QUEENSLAND NEWS.

The State Association up north has temporarily lapsed. Renewed enthusiasm however, was very much in evidence at the Southport regatta and things are again looking up for RL owners in the sunshine State. John Berry, former Victorian, now of Sandgate is initiating moves to get things off the ground again.

Meanwhile June Legg has agreed to be co-ordinator for National News and has reported the following gossip.

Rob and June Legg trailed their RL24, "Sequoia" to Ballina in April for the inaugural Richmond River Regatta. Two races were organised over two days. Sequoia came 1st in the first race and 2nd in the second race, winning the regatta overall.

On the Queen's birthday week end, the Runaway Bay "Round Crab Island" (2 or 3 times) classic is being held. George Backhouse is sailing "Sequoia" and Rob and June are sailing George's RL28, "Wizard of Aus". Will let you know the outcome. (No, the depth sounder is not fitted to his mast).

June has been appointed "Editor" for the Runaway Bay Yacht Club magazine, and of course continues as Registrar of our Association.

## N.S.W. News.

President.	Arch McQueen.
V. President &	
Publicity officer	Michael Stevens.
Secretary	Simon Stanford.
Treasurer	Don Mullen.
Race Secretary	Phil Spence.
Safety Officer	Bob Hill.

Number on register (including ACT) 62

Michael Stevens is co-ordinating all N.S.W. news items so please send any interesting RL tit-bits to him at 1a Davidson Ave, Warrabee, 2074.

RL24's still a force.

Under this heading Australian Sailing wrote up the 1983 state titles, won by Peter Yeomans and crew in Dump Truck with placings of 1-1-2-1. The series was sailed on Pittwater with placings to Moby Dick (Phillip Grazier) 3-2-3-2 and Treasure Island (Michael Stevens) 3-4-5-3. The handicap and family trophies were taken out by Treasure Island.

## TASMANIA.

Did you know there are two RL24's sailing Australia's southern waters. Perhaps we may hear some news from the Apple Isle?

## CIRCULATION.

This issue : 260 copies - all the RL24 owners we know of. June Legg estimates there are up to 100 other RL owners "gone missing".  
Next Issue : Hopefully most owners will want to belong, will pay their \$8, and we will have a similar circulation.

## NEXT ISSUE:

We will have :  
How I did it. by Peter Yeomans  
Replacing a swing keel with a Drop Keel. by Jack Walsh.  
Cruising the Gippsland Lakes. courtesay Sunmaid Assoc.  
Boat Show report by Ross Corben.  
Membership List from our registrar June Legg.

We will need : Letters, articles, photos, funny stories etc. from YOU.  
Lets keep the communication going - an active and alive association makes your boat more enjoyable AND more envied. Contact your State rep. or Ken Hackett in Sale.

Stop Press : RL24's do it again. Race 2 of Brass Monkey Series, June 11, saw us again clean up a hot fleet. Details in August.

WHERE TO GO CRUISING - Ian Gloster (Sunbird "Coffee Grinder")NO. 1 - WILSON'S PROMONTORY, CORNER INLET AND PORT ALBERT

Wilson's Promontory: the southern extremity of the mainland of Australia, 240 km. south-east of Melbourne, projects into Bass Strait as a mountainous peninsula, 35 km. in extent north and south and 13 km. broad at the middle. It is connected to the mainland to the north-west by a low sandy neck, 16 km. long and 5 to 8 km. broad, forming what is known as Yanackie, which separates Waratah Bay from Corner Basin lying north-east. The promontory consists of rugged mountain ranges of granite, some over 600 m. thickly wooded on their upper and less exposed parts, but towards the west and weather side, they are nearly destitute of vegetation and descend abruptly to the sea.

The promontory contains some spectacular scenery with its mountain peaks, deep verdant gullies and its breathtaking coastline of steep granite headlands and sweeping white beaches.

Timber cutters were active in the area before it became a National Park in 1909, with trees in Sealer's Cove area attaining great height of 60 m. and 8 m. in circumference. Some Lilly Pilly trees were 6 m. in girth. Though many of the giants are now gone, the promontory still has many wild flowers and considerable wild life.

The promontory was discovered in 1798 by Bass and named by him after Tom Wilson of London, who coached Bass in his Degree in Surgery.

Wilson's Promontory and Bass Strait can be subject to severe gales and stormy seas, and is not recommended for the inexperienced yachtsman. Visiting yachtsmen should carry ample provisions and not plan a tight schedule, as you may not be able to leave due to bad weather.

The best time to visit the area is during the period, January through to April when the weather is most predictable.

Corner Inlet: On account of its shape, and at a prominent corner of the coast, the name is generally given to the whole of the funnel-shaped bight, including banks and channels, situated between the north-eastern shore of the promontory and the southern shore of Latrobe or Big Snake Island leading to the entrance of Corner Basin.

Corner Basin: This extensive sheet of water lies between Wilson's Promontory and the mainland to northward with channels having depths of 68 m. and 27 m. in places leading between sandbanks and numerous mudflats. Its northern and southern shores are fronted by mangrove islands whilst its western shore is regular and precipitous in places and fronted by scrubby timber. The southern portion of the western shore is low-lying, but the northern portion has a gradual slope upwards over coarse grass country, to the Hoddle Range 295 m. high.

Professional fishermen operate from Pt. Franklin, Pt. Welshpool and Pt. Albert on the northern shore and are amongst the highest standard fishing ports in Victoria. The absence of facilities for recreational boating have limited the number of pleasure craft and there is an under lying pressure to restrict launching facilities and thus maintain the status quo. The only main development in the area has been the oil rig production and wharfage area at Barry's Beach between Toora and Welshpool. This is strictly only for vessels engaged in the production of oil rigs and should be kept clear of at all times.

NATIONAL PARK: This is how the "Prom" is categorised and has the usual restrictions. Camping on shore is for one night only per camping area and you must camp in set camping spots. A permit is required. Cats and dogs are not permitted. Camping areas are in Waterloo Bay, Refuge Cove, Sealer's Cove and Tin Mine Creek on the northern shore. A park ranger is in attendance in these areas during the normal holiday periods, to ensure the regulations are enforced.

**Charts:** The recommended Admiralty Chart for the area is AUS 801, now AUS 350 (metric). A Broadbents map of the area is also available which contains some useful information. A copy of the Sailing Directions for Victoria and Bass Straits is also recommended to those cruising the area.

**Tides:** Tidal Difference (ref. to Port Phillip Heads).

Place	Hrs.	Mins.	Rise:Spring	Neap
Waratah Bay	-0	13	2.4	
Glennie Islands	-0	4	2.7	
Refuge Cove	-0	16	2.4	2.1
Rabbit Island	-0	25	2.4	2.1
Corner Inlet Entrance	-0	25	2.4	1.5
Welshpool Jetty	-0	28	2.4	1.8
Port Franklin	-1	09	2.7	2.0
Bennison Channel, Foster	-1	14	2.4	1.7
Port Albert Entrance	-0	10	2.4	

The high tides are generally 1.5 times and the low tides equal to those as listed for Port Phillip Heads.

Tidal streams of the order of 3 knots can be encountered in the Corner Basin.

**Facilities available:** The following gives a list of the facilities available:

	Yanakie	Pt. Welsh <sup>1</sup>	Pt. Albert	Port Franklin
Distance from Melb.	193 Km.	199 km.	230 km.	190 km.
Water	*	*	*	*
Petrol		**	*	
Food		*	*	**
Gas		*	*	
Camping	*	*	*	
Launching Ramp	*	*	*	

\*\* within walking distance)

There is virtually no other places to obtain provisions, apart from some fresh water sources on Wilson's Promontory.

**Launching Ramps:** The ramp normally used and closest to Refuge Cove is at Port Welshpool. This is a wooden, all tide, ramp and is slippery at low tide. It may be unusable in some on-shore wind conditions. Other ramps are at Port Albert Yanakie, Shallow Inlet and Waratah Bay.

Shallow Inlet and Waratah Bay are not recommended as approach from the west is on the weather side of the promontory, and is exposed to south westerly gales which can spring up without notice.

**COMMUNICATIONS:** Radio Frequency : 27.890 MHz  
 Port Welshpool (AVOG) - VH 3 ADN  
 Port Albert (RVCP) - VH 3 AIQ  
 Mann's Beach (GSC) - VH 3 AARI

**Medical:** There are medical practitioners and a hospital at both Teora and Foster, and a large public hospital at Yarram which is 13 km. from Port Albert.

**Waratah Bay:** Favourable weather anchorage exposed to southerly to easterly weather Bay is 14 km. across, 6 km. deep with depths to 20 m.

The anchorage light is on the south-west side of the bay, flashing every 10 seconds with white, green and red sectors.



Shallow Inlet: Launching place is at Sandy Point which has natural hard sand into a deep hole. Water from the inlet, proper, is restricted at low tides. The depth of the water in the inlet varies with the prevailing winds, being occasionally dry at low tides.

Norman Island: Favourable weather anchorage, offering protection from south westerly to north westerly gales. This island, like most of the offshore islands, is steep with deep waters on the outside. Good accessible landing at the south east section of the island.

Oberon Bay: Favourable weather anchorage exposed to south westerly to north westerly weather. The largest of the three bays on the east coast of the promontory and affords best anchorage. Bay is 3 km. across, 1½ km. deep with a sandy bar on which there is a heavy break. Best landing is in the south eastern corner.

CAUTION: Overnight anchorages on the west coast of Wilson's Promontory NOT recommended as they are generally exposed to south westerly gales which can spring up without notice of their approach.

Great Glennie Island: - The largest of the offshore islands near Wilson's Promontory and is 140 m. high near its southern end and almost 3 km. long. Favourable weather anchorage offering protection from nor'west to sou'west winds. Landings and anchorages can be made under the saddle in the little bay in the centre of the north eastern side. On the seaward side of these islands the water drops sheer.

Emergency provision cache (for distressed mariners only).

Citadel Island: Lies south of Dannevig and Great Glennie Islands, is circular in shape, 110 m. high and takes its name from its resemblance to an ancient fortress. A white light, flashing every six seconds, is elevated 120 m. on the island.

Wilson's Promontory Lighthouse: The circular stone tower, 20 m. high, painted white stands on South-east Point of Wilson's Promontory. The light shows 4 white flashes every 15 seconds, is elevated 116 m. and is visible for 26 miles.

Yachtsmen coasting the promontory in this area are advised that the water is deep close in to the shore and off-lying islands. The only hidden danger in the area is Carpentaria Rock which is submerged 2 m. and lies 1.3 miles at 088° from Anser Island summit.

Waterloo Bay: Favourable weather anchorage exposed to the swell from both sides of Bass Strait. Anchor in the south-west corner in a small cover under the anchorage light. This spot offers good shelter to yachts caught in an easterly before reaching Refuge Cove. The bay, from 700 m. north of Waterloo Point is open to strong westerlies which funnel through the valley.

The anchorage light stands on Waterloo Point at the southern end of the bay, and is elevated 20 m. flashing every 10 seconds with white, red and green sectors.

Fresh water is available from creeks discharging in the middle and south-west corner of the bay.

Refuge Cove: Is an excellent harbour and is the only anchorage on Wilson's Promontory which is sheltered from all winds and is of easy access. The cove is 500 m. deep, 800 m. wide, with an entrance width of 300 m. and a depth of 20 m. shoaling to 6 m. in most places close to shore.

Anchor in the southern end in southerly winds; the north western beach being better in northerlies. Recommended that yachts anchor close inshore and have a stern line ashore, preventing surging around the anchor with the gusty winds coming down from the high ground. The high land embracing Refuge Cove almost completely screens it, making it a difficult place to sail into.

Refuge Cove light stands 100 m. south of the southern head of the entrance at an elevation of 24 m. flashing every 6 seconds, flash 0.5 seconds, with red and white sectors. Vessels should approach in the white sector to 100 m. north east of the light, then proceed west through the red.

Fresh water creeks flow in the south east and north west corners.

CAUTION - There are open mine shafts in the area.

Sealers Cove: Is an all weather anchorage if able to anchor in Sealers Creek at the southern end of the bay. The cove is about 1100 m. wide at its entrance extending to 1400 m. with depths to 6 m. A heavy swell often rolls in and may break well off shore, preventing entry to Sealers Creek. With no swell, Sealers Creek is an easy access to shallow draft vessels on the upper half of the tide; once therein, dead flat waters sheltered from all winds. If unable to enter Sealers Creek, you are advised to anchor overnight in Refuge Cove.

The anchorage light stands on the south bluff, elevated 21 m. flashing every 10 seconds in red, green and white sectors.

Fresh water is available from a small creek on the southern shore.

Cliffy Island is an island of the Direction Group, it lies approximately 7 miles  $096^{\circ}$  from Rabbit Island and consists of a round granite boss rising to 43 metres.

A lighthouse tower, constructed from granite, stands 14 m. high and carries a white light, elevation 55 m. which flashes for 1 sec., eclipse 7 seconds.

Rabbit Island is small and about 1 km. offshore from the promontory, 1000 m. long, 400 m. wide is about the halfway mark between Corner Inlet and Refuge Cove. The island offers protection during moderate westerlies close in off the sandy cove under the trig station, about the middle of the west coast.

Fresh water is available from a spring.

Whale Rock lies 270 m.,  $170^{\circ}$  from the white beacon at Lighthouse Point, on the north eastern side of the promontory, and dries to 1 m.. It is a danger to small craft coasting the area at high water.

Entrance Channel - Corner Inlet Approach channel has a passage 200 m. wide, depths to 8 m. with bars on both sides with depths generally 3 m.. Trailable yachts and shallow draft vessels need not follow the channel but should beware of the shallows near the entrance where depths are less than 1 m. at low tide. The shallows can normally be seen by the broken water.

After entering Corner Basin, it widens up to 1500 m. and in the area known as Singapore Deep, reaches a depth of 65 m.. The waters about 3 km. inside the entrance branch into several channels intersecting extensive sand and mudflats that uncover and occupy by far the greater area of the basin. The five main channels which drain the basin are Benison and Middle Channels which run south-westwards, Franklin Channel running westwards for 11 mile, Toora Channel running north westward for 6 mile and Lewis Channel running northward for 3 mile, then eastward past Port Welshpool.

Chinamen's Beach: situated on the western side of Mount Singapore which is on the north east extremity of the promontory and facing corner basin. This is a good anchorage for trailable yachts in all conditions except northerlies, being a clean beach set amidst rock outcrops. Fresh water is available from a nearby creek.

Yanakie Landing: The launching ramp is situated at the end of Foley's Road approximately 6 km. from Yanakie township. Shallow concrete ramp, only suitable for launching at mid to high tide, (dry at other times). Surrounded by shallow areas with access to the Middle Channel. No jetty for loading purposes. No wet mooring areas close to shore. Suitable only for shallow draft vessels and can be rough in a north east wind.

Doughboy Island is a white faced granite islet, conspicuous from all quarters, steep to northward and eastward, lies on the southern bank of Doughboy Channel about 2 miles from the forks at the Franklin Channel head. A blind channel, up to 2 m. deep borders the western side of the islet from which a landing can easily be made.

This island is one of several similar islands in Corner Basin and is the one of easiest approach.

Port Franklin township is located at the head of the tortuous Franklin River Channel and is set on flat land near the mouth of the Franklin River. The river makes an excellent harbour for small boats and most facilities are available within a short distance.

Toora Landing: a natural hard sand ramp exists near the remains of the old pier although it is not recommended for trailable yachts. Narrow Tortuous channel through mud flats to join main Toora Channel. Safe under all winds but no wet moorings available in the area. Nearest facilities at Toora township 5 km. north.

Port Welshpool: Launching ramp is situated inside the fisherman's harbour, near the large slipway. Single wooden ramp fairly steep and slippery, but suitable for large vessels. Good ramp for most conditions. Consult Ports and Harbours Depot Officer in Charge, for local knowledge.

The western and northerly side of Lewis Channel to Corner Basin is marked by light beacons and the other side by piles.

Temporary berthage may be had at the Fisherman's Pier, although may be unsuitable in some wind conditions.

Swashway (Snake Island Passage): This passage, which separates Big and Little Snake Islands, is suitable for shallow draft vessels from about half tide. The approach to the channel from the west is from the Corner Basin entrance, following a channel close to the west shore of Big Snake Island which will turn eastward and pass between the two islands near the Little Snake Island shore. The eastern exit from the passage is in the vicinity of the Middle Ground, approximately 2 miles east of Port Welshpool.

Middle Ground Passage: between Port Albert and Port Welshpool can be made by boats drawing 1.5m. at high tide. The channel extends eastward from Port Welshpool Jetty and is marked at intervals on the northern side by pilettes and brushbeacons. The track passes north of North Mangrove Islet, then eastward for half a mile, thence southeastward for another half mile to the Bullock Horn Pile, at the head of Bullock Horn Channel. From the pile, the course of the channel is southeastward 2 miles towards the red bluffs under the timber, at the head of the gulf, from which it joins the main Snake-Midge Channel to Port Albert.

Port Albert: Ramps sited at local harbour, one for public use and the other via the caravan park. Ramps are concrete, in good condition with one suitable for large vessels. Wet moorings and pier berths may be available, but check with the locals. The ramps are suitable for all conditions.

Vessels should not attempt to enter Port Albert entrance bar passage unless with calm waters or local knowledge. Outer end of leading lines is marked by charted buoys. A small black or green conical buoy must be sited before entry past outer buoys. This marks the end of the channel spit and should be passed close with the buoy to starboard. Vessels under sail should take care as the tides set athwarts the bar, flood at about 240° and ebb about 60°. Entrance depth can shoal to about 2 m. in rough weather, the preferred route is via Welshpool and the Middle Ground passage.

The main north channel to Port Albert is marked on the west bank by piles and on the east bank by piles and light beacons. An alternative route is via Snake Island and Nidge Channels around Sunday Island. These channels are marked by piles.

