



# NATIONAL NEWS



## AUGUST, 1983

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### EDITORIAL.

Thank you to the large number of owners who responded promptly to our June call for renewal of membership. National News is solvent and is off and running, attempting to cater for the diverse interests of RL24 owners throughout Australia. National News tries to be interesting, informative, even controversial but will fail miserably unless members let us know their thoughts, ideas, grizzles, triumphs and good times in RL's. Thanks to our contributors this month - more wanted for October please.

### WHERE HAVE ALL THE RL'S GONE?

Up until May 1983 a total of 417 RL24's had been built. But we have only 240 addresses and not all those are correct!! We would like ALL owners to have the opportunity to belong to a livewire association that is concerned with maximising RL24 enjoyment. So----next time you come across another RL, either cruising or racing, ask him if he is a member and invite him to join.

### WE WERE WRONG.

The championship results published in our last issue were in error. The placings for seventh and eighth yachts in heat 7 were shown incorrectly. The correct results were LOWANA V seventh, RELIC eighth. This correction also requires a correction in final placings for Lowana V who was in fact 6th overall with 72 points and Safari who, with 72.7 points was 7th overall. Sorry about that.

### 1984 AUSTRALIAN CHAMPIONSHIPS.

We can now confirm the programme for January 1984. Seven heats will be sailed over the week January 23rd to January 29th. Venue of course is Nelson Bay, Port Stephens, N.S.W. We did hope to have the Notice of Race and entry form for this issue but now expect the N.S.W. organising committee to forward this soon under separate cover. Championship events are only open to financial members of the RL24 Owners Association of Australia.

### Michael Stevens reports:

Port Stephens is three hours north of Sydney and is the summer holiday area for Sydney and Newcastle. It is an enormous expanse of water with generally NE winds, moderate to reasonable, with up to 60 fathoms of water in the sailing area. I will organise charts of the area to be included in the sailing instructions but I advise that motel, campsites and caravan sites are difficult to obtain.

The area forms the beginning of the beautiful Myall Lakes and I would advise any families who have not been to the Myalls to come up early and "have a look". It is two days motoring to get from Soldier's Point on Port Stephens to the top of the second lake but well worth the effort

Caravan parks close to the Port Stephens Yacht Squadron are:

Soldiers Point Caravan Park (next to Yacht Squadron)  
Ridgeway Av. Soldiers Point 3201 (049) 827237.

Water Wonderland, Soldiers Point Rd. Soldiers Point  
2301. (049) 827300.

Port Stephens Holiday Park, Fleet St. Salamander Bay.  
2301 (049) 823474.

Salamander Bay Caravan Park, 208 Soldiers Pt. Rd.  
Salamander Bay 2301. (049) 827287.

Booking open September 1st and are always very heavy for January.

### CRUISE THE MYALL LAKES IN JANUARY.

From Simon Stanford.

Last year Rhonda, myself and our three daughters Nichole, Prudence and Fleur took our RL24 HAREM SCAREM and cruised the Myall Lakes for three weeks. It was the happiest time I have spent in years! Those of you who are planning to come to the Nationals at Port Stephens in January 1984 should allow at least an extra 5 days and enjoy the Myall Lakes as part of your trip.

Here is a suggested itinerary:

- Day 1 - Motor up the Myall River from Port Stephens to the main camp in the Myall Lakes, Legges Camp. This is the only place you can buy ice and provisions. There is also car parking and a boat ramp so you can drive there if you wish.
- Day 2 - A leisurely sail up the lake system to Tickerabit or Shelly Beach. Both have beautiful sandy beaches and offer protection from the prevailing S/Easters or N/Easters respectively.
- Day 3 - Head right on up to the superb upper reaches of the lakes and stay the night at either Neranic Sands or Kataway, again dependent upon the wind.
- Day 4 & 5 - Make your way slowly home and wish you could stay longer.

So, you ask, what makes the Myall Lakes so special. I'll list the reasons ....

- The water is almost fresh, so the family doesn't get 'salt water sticky' and you can bath in it.
- There is no tide so you can anchor right on the beach.
- All foreshores are National Park and totally unspoiled; but you can pitch a tent anywhere you wish.
- The anchorages I have described are protected and idyllic. Tea trees come right down to the waters edge.
- There is absolutely no commercialisation. You even have to take your own water.
- The lakes are generally deep enough for RL24's and offer magnificent unspoilt sailing.
- The scenery is breathtaking.

Just a couple of other points. Mungo Brush and Violet Hill are designated camping areas, but there are no water or supplies there. Legges Camp is the big supply depot, but it does not sell liquor (so take sufficient with you). If you get caught short at the head of the lakes you can walk about 1 km to the general store at Bungwahl (thats about all there is at Bungwahl) where you can get food, ice, ice-creams and booze; a life saver.

### COPY DEADLINE.

Contributions for October National News must be sent in September to reach the Editor no later than 1st October. Send via your state news co-ordinator or direct to Ken Hackett, 155 Foster Street, Sale 3850.

### STATE NEWS CO-ORDINATORS.

QLD. JUNE LOG.  
Box 50 Runaway Bay.

N.S.W. MICHAEL STEVENS  
1a Davidson Ave.  
Warrawee.

VIC. DICK ARMSTRONG  
6 Paul Ave.  
East Keilor

S.A. DICK CLAMPETT  
16 Wilpena St.  
Eden Hills.

## NATIONAL BOAT SHOW.

The 1983 Herald National Boat Show was held in Melbourne's Exhibition Building from the 7th July to the 13 July last. Once again the Victorian Yachting Council joined the Boating Industry Association to present the Show which attracted a total of 73,865 paying visitors during its 7 day life span.

Unfortunately the sailing section was not as well supported as in previous years with only 40 classes represented. Of these, only the RL 24, Boomeroo, Boomerang, Careel 22, and TS 16 came from the ranks of trailable yacht associations. These were supplemented by commercial displays representing the Sonata, Farr, Noalex, Ross 780, and South Coast range of trailables.

This year the RL 24 Association displayed 2 boats. One was Mick Shannon's state-of-the-art Mk 4 LOWANNA while the other was Doug. Lee's newly acquired Mk 3 ARCHENA. Doug's boat was presented in "basic boat" form to demonstrate the stage from which many RL owners begin to build up their yachts. Both attracted a lot of interest and favourable comment.

The work involved in presenting a display is considerable but as usual members helped out in a variety of ways. Len Rippingale donated the high quality pamphlet we distributed and Thelma and Reg Roberts, Graham McDonald and Rae Mahon gave up days of time to represent the Association on the stand during working hours when most members were not available. Many others gave up evenings or weekends to support the Association and, of course, Doug and Michael graciously and courageously provided their boats in addition to a great deal of time. To all who participated in our Boat Show presentation, the Committee extends its thanks.

### CAPTAIN HATCHETS MAGIC CARPET.

Next to the brace of RL 24's, the most talked about feature of the recent Melbourne Boat Show was the luxurious carpet on the floor of the RL 24 stand. The pile was ankle-deep and at least 10,000 people asked where it came from. This was a bit of a problem because all we could say was that an illustrious member of the Committee saw it fall off the back of an insurance company truck, so to speak, and next thing you know, there it is in Melbourne under a pair of RL 24's. Only temporarily, of course. It's now back on the truck and the driver doesn't even know it fell off. It's beyond our ken, though. We've never seen Sasha smooth operation.

### HELP.

Can anyone assist with the storage of the Associations walk-up steps and platform (now dismantled), two display boards (1m x 2m) and three rolls of carpet, each about 4m long? If so, a very relieved Jan Corben would be pleased to hear from you on 763-7732. Ross can arrange delivery.

### PROMOTION.

#### 1. Performance on the road, rigging area and launching ramp.

Take another look at each yacht on your short list. Does it nestle snugly on its trailer? Or is it perched uncomfortably high and unwieldy and obviously needing ideal ramp conditions? Is the rig neat and easily raised? Or is it heavy, complicated, and not really designed with this phase of its use in mind?

*The RL24 sits on a trailer, which is designed by the designer of the yacht. The trailer needs only a single axle, and the boat can be launched without immersing the hubs. Its 3/4 rig is child's play to raise and lower, and it trails easily behind the family hack. In fact plenty are trailed about behind four cylinder machinery.*

#### 2. Performance under sail.

Do you intend to cruise or race? Do you need a rig that can be handled by a family crew or can you get along with headsails that need a team of apes to handle? Do you want your sailing to be fun, or just a rather boring means of transport from A to B?

*The RL24 is a delight to sail, has snug, easily handled gear, and as for speed — well, we won't comment, just ask around.*

(The above is an extract from a snappy pamphlet - Part of the Ross Corben orchestrated boat show stand which did us proud).

### WHAT IS AN RL 24.

We now have four distinct models of our famous yacht as the design has been developed during the last 10 years. Many of us, however, are sometimes just a little confused as to what is a Mark 1, 2, etc. Well..... here is your instant guide to RL 24's:

### RL24 Original Mark 1.....

Moulded in sink, plywood floor and platecase. This model had wooden gunwales, over-rotating, untapered mast, with diamond, roller furler on the headsail, very narrow cockpit coamings, and flanges on the small forward well and motor well turned up. The quarter berths were cramped for height, and the ice box was contained in the cockpit locker. About 120 of this model were built. A 100 kg. swing centre board, distinct chine line in hull moulding, marginal floatation.

### Mark 11.

Fully moulded interior, including floor (giving 75mm more head room). Centreboard weight increased 20 KG. quarter berths lowered, tapered mast, and in the last run of the Mark 11, fixed masts with spreaders. Buoyancy chamber forward enlarged. Big open forward well with edges turned down. Cockpit floor raised 75 mm. About 140 of this model built.

### Mark 111.

Interior moulding changed to provide large ice box inside to port, centre platecase enlarged to house bigger and heavier plate, hull freeboard raised 75 mm, cockpit coaming widened, masts tapered and fitted with permanent back stay and lowers. Head sail hanked to forestay. New fabricated rudder head fitted with top bracket to make vertical, rudder blade lengthened 100 mm. Chain plates moved forward 100 mm. Approximately 160 of this model built.

### Mark IV.

This model was introduced to accommodate the vertical lift centreboard, and fully battened mainsail. The hull is available with either the Mark 111 or Mark IV interior. The Mark IV interior has a bulkhead and galley to port. Increased sitting room through the removal of the ice box moulding, and the galley is now aft of the bulkhead. The centreboard is of fibreglass with lead in its bottom half. The mainsail area is increased by 1.5 sq. metres, and the headsail reduced by the same amount. The chain plates have moved aft 120 mm again to help compensate for the absence of a back stay. The centreplate weight is reduced to 115 Kg. (because of its much lower centre of gravity when right down.

### MORE ON THE '83 TITLES.

We did promise some words of wisdom from the champ. However, Peter and crew, Michael Coxon have collaborated on an excellent article published in July edition of "Australian Sailing" - Bob Ross publication. That says it all and is recommended reading for all RL owners.

### DUMP TRUCK SOLD.

The current Australian champion yacht has been sold. We understand the new owner is former forward hand for Warren Walters (Sundance) so expect the Gladstone fleet will get some hurry up.

### WANTED TO BUY.

Second hand sails for cruising.

Contact Brian Wager P.O. Box 109 Toowoomba 4350. Phone (076) 351726.

### WANTED TO SELL.

SAILS: Mike Fletcher of Elvstrom Sails closed last month and I have 2 standard mains, no battens or numbers, for \$275 each. New price between \$475 and \$552 so quite a saving.

1 Spinnaker off RL 28 - \$350 or thereabouts.

1 Mylar Genoa \$150 slight delamination will not affect wear at this price. New Cost \$350+

1 Used main ex Sundance - complete with battens and bag: excellent cruising main - \$100.

Enquiries: Michael Stevens (02) 480519.

### LETTERS TO THE EDITOR.

National News provides a wonderful forum for you to sound off. Instead of winging to your family about what we publish or grumbling down the club about what a hopeless committee we are....send your criticisms in to this space. We will even print letters of praise or just constructive suggestions.

The subject of drop keels has in recent months attracted much discussion in the ranks of the RL24 hierarchy and their conclusions no doubt will make a newsletter in due course for us all to ponder.

It is therefore not my intention to argue the technicalities of "swing" versus "drop", of aerofoils, handicaps and the like but to relate the story of the modifications to Ohau-rua, some of the problems encountered and the results as they affect us.

Ohau-rua had been laid up since the Marley Pt. Overnight Race 1982. The intention being to sell her. We were having problems with crew numbers, but as the M.P.O.N.R. '83 approached the gang rallied round and became interested in getting her in the water again for this big event. During deliberations that ensued it was decided to make the effort to acquire a little more boat speed by fitting a drop keel. This concept had been discussed with Peter Yeomans during the winter, we being well aware of his success with Calibre using this type of keel among other things. He was most helpful and forth-coming with information and I must thank him for his assistance although I sensed he was a little sceptical about making the change to a Mark II hull. To my knowledge, at this point of time, John Berry's Safari is the only other early model hull to be converted and I believe John used a Robb Legg Kit.

The decision to actually make a start was probably the biggest obstacle to overcome, but once it had been made and work started it turned out to be a much easier task than first envisaged. However the thought of that gaping hole in the bottom of the boat after the removal of the centre case and not knowing what the result would be after fitting the new one, was I must declare a little frightening.

For those who may not realise the Mark I & II hulls have approx. 100mm less freeboard than later models. Space available inside the cabin to house a keel long enough to give sufficient protrusion below the bottom of the boat when in the fully down position is thus restricted by that amount. Some time spent with the measuring tape proved it could be done without having any lifting block system outside the cabin top. Our homework done and the overall plan in our minds, the work began.

The keel was the first item built. What better shape than the butt end of a "chopper" blade. Even if we did have the desire there was no time to obtain a keel from Sydney.

Peter Yeomans source (Peter Holmes P/H BH 043 532079 AH 043 522174) so a piece of aircraft section was duly acquired. This was stripped of all paint and putty and then fibreglassed. The top end was recessed to take an RF 449 3 sheave cheek block. The bottom end was filled with lead ingots set in resin to a depth of approx. 460mm, to give the required overall weight of 100 kg and sealed with epoxy filler. Dulux Duretor was used as a protective coating and this product will produce an excellent surface when given the "wet and dry" treatment.

Length 1350mm Width 540mm Maximum width of aerofoil 65mm. The finished weight ended up 110 kg.

The new case was next and was constructed of 3mm ply, fibreglass and resin and lined with synthetic fibre carpet. A piece of corrugated cardboard was first wrapped around and taped to the new keel to give the required clearance. Next the carpet was applied in the same fashion and a layer of fibreglass followed. Further laminate of glass and ply were applied until the required strength was obtained. The sequence being glass, ply, glass, ply strip top and bottom with glass to follow. The ends were reinforced with fibre glass strips. The case with a finished length of approx. 350mm was found to have a weight of around 5 kg. As was proved later, the necessary case height of 300mm above the cabin floor (to allow sufficient keel drop) was not enough to keep the water out when the boat was on the plane. Therefore an additional 230mm extension was made on the outside and the carpet thickness increased on the leading end. The sealing of the case is not really a problem and has been achieved in other ways, eg. rubber seal.

With a 100mm angle grinder (and chain saw at the ready) the old case was removed from the hull. No wood was encountered while doing so and the grinder did an excellent job, taking about an hour.

Adequate protection in the way of face masks and goggles is essential. At least that gaping hole! The cabin was transformed into a ballroom. The weight of the case, winch and all weighed 35 kg. The distance between the hull and the inner mould was approx. 50mm and the width of the slot around 40-45 mm. (I may seem vague when it comes to dimensions throughout this story as I doubt there are two RL's the same and each one must be treated as a "one off"). It was decided to widen the slot by grinding away the sides to the profile of the new case to allow it to drop through flush with the bottom of the boat. Fortunately there was enough "meat" to allow this without breaking into the cavity between the hull and the inner mould. Most important was the location of the case fore and aft. As we sailed to windward with the swing plate fully down or vertical so we fitted (with fingers crossed) the new case with the leading edge hard against the forward end of the old slot. This time our judgement was "spot on".

Before setting the case permanently in the hull the cabin and upper pulley block supports were fitted. It was decided to use 50 mm square wooden verticals to support the case and cabin top, one each end. An option here is to have the verticals one each side of the case. To carry the top pulley block, a second RF 449. The two verticals were joined with 2/30x30x5 galvanised angle iron one each side and bolted through using 3/8" bolts. The angles being in turn bolted to the under side of the cabin top using 6-5/16" bolts.

I might make mention at this stage that before starting the project we launched the boat in the calm water of the Sale Canal and marked levels both fore and aft and athwartships. We were then able to set up the craft on land and on the trailer to these marks and use a level to align all the above supports.

With all this done the case was set in place with resin and the joints reinforced with fibreglass. The old wooden mast support, with minor adjustment was then replaced and glassed in and the remainder of the old slot plugged with timber and glassed inside and out. A good clean up and the job was almost complete. Perhaps some paint here and there. The line used on the lifting gear was 10mm diameter and rigged in such a way that the exit from the top block was at the forward end, then to a cheek block mounted on the side of the front support, down to a second cheek block approx. 230mm above the centre case and then aft to a clam cleat on the rear support with a tail long enough to reach out into the cockpit. This 6-1 system is not sufficient, 8-1 would be more appropriate and the modification will be made before the new season.

With the boat on its side the keel can be fitted with ease, mainly because two men can handle the 100 kg. comfortably. This is more than I can say for our old swing plate which weighed 200 kg. The RL24 behaves quite well while on its side (in or out of the water). This is accomplished with the mast up and using the spinnaker halyard to pull it over. If sufficient space is available a vehicle can be used to provide the power.

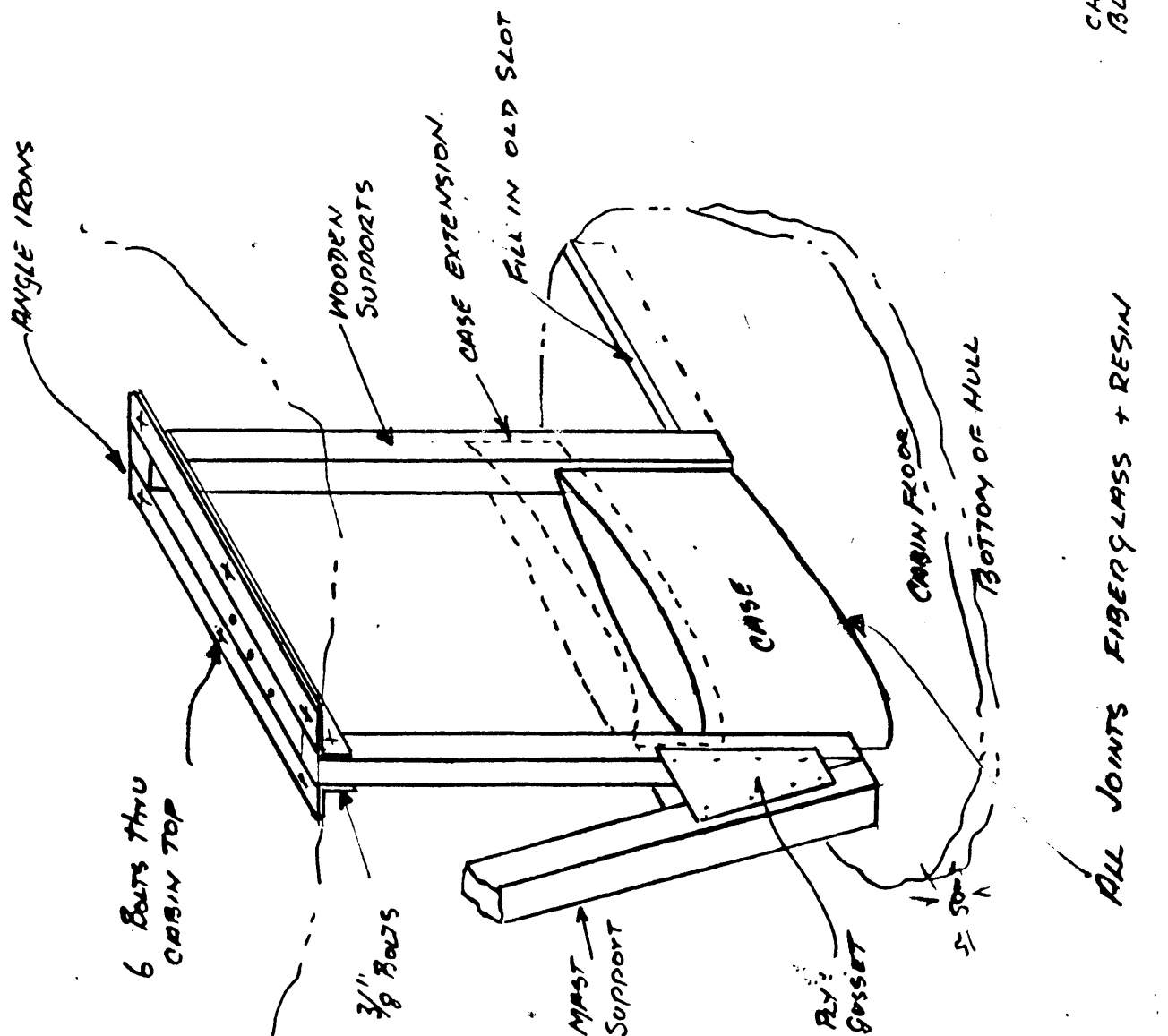
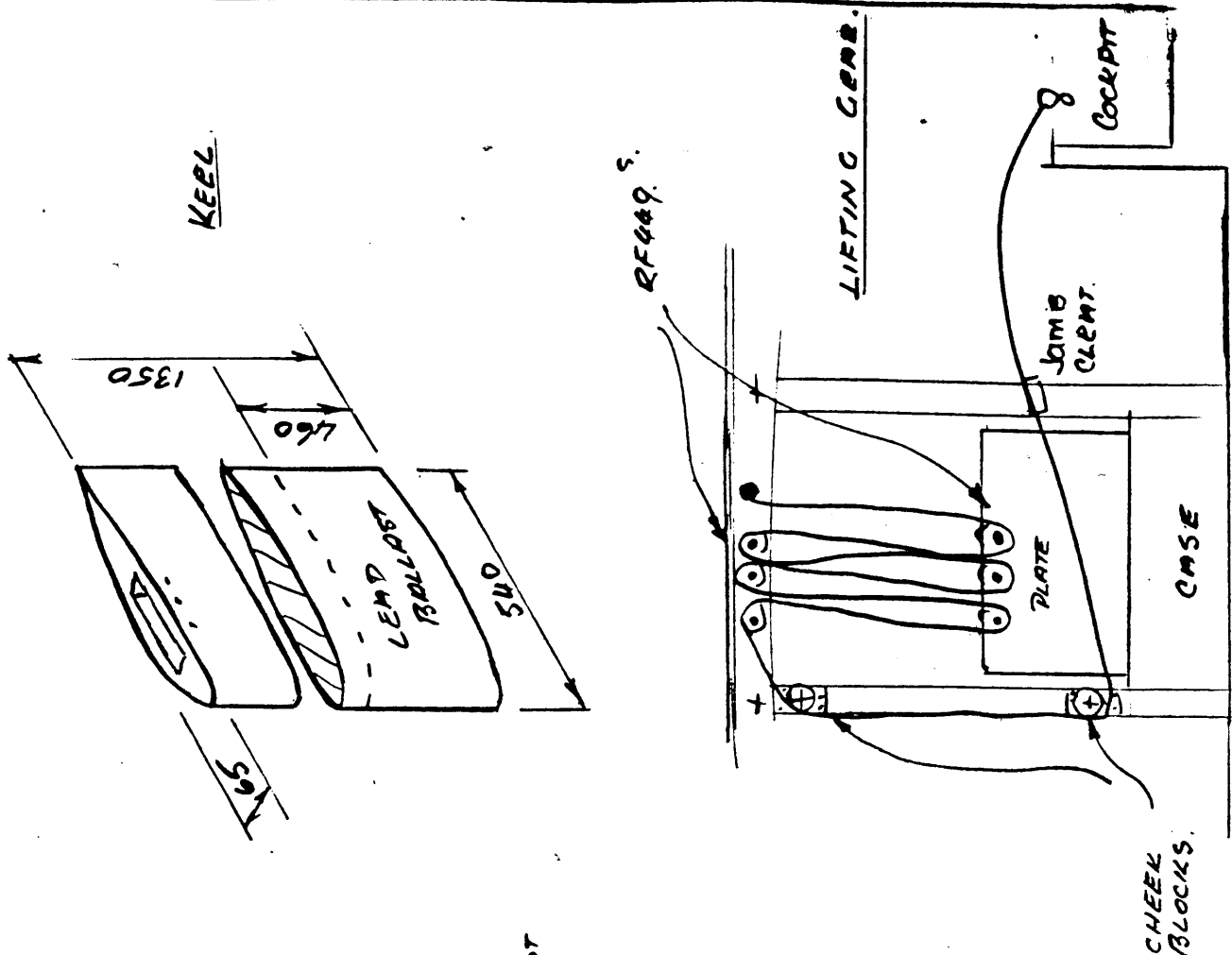
Ohau-rua has been sailed on numerous occasions since modification in many and varied conditions including the Nationals at Southport and a week cruising Moreta Bay. In our opinion there is more room to move in the cabin when cruising. My overall comment about the exercise is Great! The only debit being when the bottom comes up too quickly - then "Go to Whoa" is instantaneous!

The violent "round up" is almost a thing of the past and the craft is easier to handle in the heavy going. The most significant fact arising from the exercise has been the weight saving, some 120 kg. Therefore it could be argued that that has made more difference to our boat speed than the aerofoil keel. The combination of both certainly has. The project took around 4 weeks spare time to complete.

that is from when we started thinking about it to having the boat in the water. I cannot say what our real costs were as quite a lot of the materials were on hand from other jobs, but my guess would be somewhere in the vicinity of \$500.

I have glossed over the fine details I know, but for those seriously contemplating the operation they too will have to do their homework. Who knows there could be a better way incorporating new ideas. At least we know it is possible. We have no regrets!

DROP KEEL AS FITTED TO OMAU-RUA 1982



DISCUSSION ON THE TWO KEEL VERSIONS.

As one of the silent majority so aptly described in the \*April Newsletter, I would like to make a brief comment (as invited by the Editor) regarding the controversy concerning the two handicap ratings. Firstly, let us disregard the comment as to the apparent disadvantage of the drop keel as this is well considered, but disregarded factor, by the purchasers of the "dagger board". These owners opted for the dagger board in preference to the swing keel for the simple reason that they felt that this improvement would undoubtedly make their boats go faster. Secondly, I believe that the V.Y.C. would not justifiably argue in favour of it being necessary. Several other classes such as the Ultimates and Boomerangs realise that the swing keel and the

drop keel versions each perform differently and therefore require two distinct ratings. From my own personal experience of having sailed, and sometimes raced, with another Association which had the two versions but only one rating, has not only brought confusion to that class but has made the owners of the slower boat totally disinterested in competition, due to the outcome being a foregone conclusion. I would therefore not like to see this happen to the R.L. Association and therefore hope that the two distinct C.B.H. ratings are maintained.

Rowen Smith  
"Alicia 11"

\* Refers to Victorian RL owners newsletter - now replaced by National News.

More discussion on this important issue is invited - please let us know your thoughts (Ed.)

HEAT	DROP KEEL	PL.	E.T.	SWING KEEL	PL.	E.T.
1	Radical Lady	4	53.88	Sundance	2	52.78
	Splice	6	54.23	Pegasus	3	53.58
(S/K av. 2% faster).						
2	Sequoia	5	77.63	Sundance	2	75.00
	Radical Lady	6	78.08	Pegasus	3	76.93
(S/K av. 2% faster).						
3	Sequoia	2	54.91	Sundance	3	55.56
	Splice	5	56.66	Pegasus	4	55.58
(Line Ball).						
4	Radical Lady	2	178.08	Sundance	3	178.11
	Sequoia	4	178.78	Pegasus	6	179.80
(Line Ball).						
5	Lowana V.	2	77.76	Pegasus	8	81.73
	Safari	3	78.51	Sundance	9	81.81
(D/K av. 4% faster).						
6	Sequoia	2	98.05	Pegasus	6	100.98
	Treasure Is.	3	98.50	Sundance	8	101.61
(D/K av. 3% faster).						
7	Sequoia	1	114.96	Pegasus	6	122.25
	Radical Lady	2	117.13	Relic	7	124.46
(D/K av. 6% faster).						

Heat 7 not a conclusive event for assessing performance.

In each Heat, the first two yachts of each type have been cited, excluding Dumptruck, which won all races except heat 7.

PERFORMANCE DATA ON KEELS.

As part of the Victorian Association campaign to have the VYC reduce the Drop Keel CBH handicap, Bruce Castles assembled the above data at Southport.

Bruce advised that he deliberately left Dump Truck's result out of the comparison as this yacht was clearly superior in other respects not associated with keel type or average racing conditions. Courses for races 1,2,3,5,6 & 7 were of Olympic type though very mishapen, giving short beats and runs with long, very tight reaches. Races 1,2 & 3 were in 10-12 mph, 5 & 6 in 5-8 mph. Race 4 was a distance race mostly running and reaching in boisterous conditions. Race 7 was in very light and fickle air with strong tidal influence, won by a local yacht making good use of local knowledge.

More data is required. Please advise National News as further relevant statistics become known so we may have some facts as the basis for this very controversial development in RL 24 racing.

BIRTH NOTICE.

Congratulations to our conscientious treasurer Trevor Jones and Mary on the arrival of Steven Richard, a new brother for Kathryn.

NEXT ISSUE.

At this stage we are a little light on for articles promised for October - what about some ideas? We do have:

Cruising Mallecoots Inlet.  
Vic. Titles Notice of Race.  
New VYC Safety Requirements.

#### CALL FOR NEWS.

You can help make our newsletter interesting and readable if you would just take 10-15 minutes to write down your latest RL exploit - we all love to hear about others' misfortunes or even their triumphs or just their good times. Whether it's only a paragraph or several pages we will guarantee it is published. Contributions do not have to be typed but if you do have a tame typist we would appreciate type being a maximum of 135mm wide margin to margin to suit our photo-reduction technique of printing National News. Otherwise we have to re-type to that overall width.

#### MEMBERSHIP LIST.

Still working on this. Our address list for owners proved to be more out of date than we thought. We are getting there though.

#### NEWS FROM THE TOP.

A recent visitor to the South was Terry Willshire....

Terry Willshire, a very amicable chap whose main claim to fame is that he hails from Darwin where he sails "One Way Street", RL24 No. 301. He was in Melbourne attending a conference and was keen to compare southern RL's with those from the Territory.

He races in a mixed fleet and in an effort to crack line honours against a range of keelers, Sonata 8's and a Blazer or 2 he uses oversize gear with good effect. Terry says Darwin is a great place to sail in the southern winter with winds generally in the 10-15 knot range. Slipped him an Association invoice and expect he'll join.

#### QUEENSLAND NEWS.

##### RL24 Sail No. 2.

In our "round-up" of RL owners (June Nat. News) we flushed out a few changes of ownership. Amongst letters received was a most welcome note from one of the pioneers of RL24 sailing, Don McLean, who recently reluctantly parted with his 'Jacana' - Sail No. 2! Don is Commodore of the N.Q. Cruising Yacht Club at Bowen and offers all RL sailors a warm welcome. So wrapped is Don in his RL24 experiences that he enclosed a cheque for Nat. News subscription so that he may "keep in touch with their progress, and the fellows who sail them."

#### GRABB ISLAND CLASSIC.

##### June Legg reports:

The "Crab Island Classic" regatta hosted by the Runaway Bay Yacht Club, was won by a Blazer sailed by Tom Stephenson, 2nd was also a Blazer, 3rd was a one off N.Z. design, and 4th was George Backhouse in our RL24, Sequoia. By the time Rob and I got George's RL28 going, the regatta was over....  
Duf sed.

There's not much goss' up here in Queensland at the moment, Jo won't allow it.

Here's a little verse which may tickle your fancy..

Here floats the body of Mr. Gray,  
He died defending his right of way,  
He was right alright as he sailed along,  
But he's dead just the same, as if he were wrong.

That came from RL24 owner Alan Clark.

#### FROM PETER GRAHAM - CALIBRE.

The Nationals at Southport in May gave our class a much needed boost and three of the four Brisbane boats which took part will never be the same!

Rob Mollah's "Worippa" is undergoing extensive rig modifications at Rob Legg's factory whilst Bill McCormack's "Swizzle" has a new fully battened main plus daggerboard. Alan White's "Marilyn M" is also converting to a daggerboard but Peter Graham has decided to leave "Calibre" as it is. - at least until he finds out what everything on his boat is for. Meanwhile the Trailer Sailer Club of Queensland has an interesting season planned. Skippers and crews of Calibre, Crusader, Dulcinea, Isle of Lucy, Rampant, Phantom, Swizzle, Sea Chicken and Worippa welcome other RL24 owners to join them in club activities with RL28's Jody and Cal Too. Good cruise/races with fleets of up to forty boats will suit your needs, so to find out what's going on contact Bill McCormack (07)3414506 or Peter Graham (07)2084271. The TSCO has two Invitation Races at Royal Queensland on November 20 and March 11, 1984 so are you interested in a Mini Series for these two races? Regular rumor is that

the July 27 AGM of the Trailer Sailer Club will elect an RL24 owner for President, so you'll have a friendly ear if you wish to participate. Over the May Day weekend the modified 24, KD 111, skippered by B. Dav, sailed into third place overall in the Great Sandy Straits race which comprised the largest TS fleet yet assembled in Queensland. George Backhouse managed to totally avoid protests of any kind to sail his 28, Wizard of Aus into seventh place overall.

In all, 24 Legg design yachts made up the RL content of the 202 boat fleet which sailed the two day, one way course in wind rain and calm - a sort of daylight Marley Point.

Interest is also being sought from skippers to make up a class of at least six boats to form a Saturday afternoon Olympic triangle course fleet at ROYS Manly. If you don't think you need the experience of practice just talk to any competitor in the recent Southport Nationals. Interested? Contact Peter Graham (07)2084271.

John Berry has expressed interest in reforming the Queensland RL24 Association so give John a call on (07)2598116 and lets get it going.

#### N.E.W. NEWS.

Notes from Mike Stevens.

##### '84 State Titles.

The N.W.S. Association will be running the State Titles simultaneously with the Nationals and will use the last four races. This will include the long distance race on the final Sunday. This may swell the members over the last few days.

Try out in October for the TYA's Round Port Stephens race and learn the courses and tides. Rob and June Legg said they would be starters in their RL. I'm looking for a quick RL to a seasoned skipper who would like to start but currently has a 25' trailer yacht. So, if anyone would like to donate their 24 or sit on board and learn, then ring me.

Peter Yeomans blew hard on his 24 and turned it into a 35, an Adams 10. Last I heard Pete was building this enormous trailer - guess it'll be the first Adams with a skiff rig, blue hobie mast - enough - there are not words for us to express our gratitude to Peter for pulling the class along and keeping it competitive. Each year something has come and gone. Remember the Sonata 8 - how about the Blazer, then the Ross 780 and year after year Pete was there and his ideas flowed down the line - why, even we can beat the Ross to the first marks and Sonatas - well!!! But without Peter's experimentation we would not have developed to such an extent.

Now it's up to Jack Lucas to fill the top spots, or Phil Grazier, but what development has occurred, even Rob was heard to remark how well the 24 goes to windward with a flat (North) (paid ad) kite.

#### VICTORIAN NEWS.

##### More on Registration.

As reported in June National News, the Victorian Government has passed legislation (10th May) to amend the Motor Boating Act to include Trailer Sailers. Or more precisely "...sailing vessel which (a) is equipped or fitted with machinery as a source of propulsion. (b) is fitted with a cabin. (c) is capable of being transported by road on a trailer otherwise than pursuant to a special permit: and (d) is launched and retrieved or intended to be launched and retrieved from a launching ramp open to and used by the public without the use of equipment other than its trailer and ancillary equipment."

This nasty piece of news has caused quite a furore in yachting circles. The various criticisms, comments and bits of information we have heard are as follows:

1. If you do not use ramps "open to and used by the public" you are exempt.
2. Many people are not opposed to paying equally with powerboats for facilities but ARE opposed to a jumble of registration numbers (we already carry sail numbers on both sails and hull).
3. We are currently denied access to ramps on many inland waterways available to motor boats. Will registration change this?

- Wouldn't the Government's Boating Industry budget be more fairly achieved by adequate registration of all marine trailers?
- Will the increase in fees collected result in a proportionate increase in facilities and services available?

If you have a view, let's hear it. If you are moved to more momentous comment, the Minister of Police and Emergency Services, The Hon. Race Matthews is your man. Your registration fee will be determined by the size of your auxiliary motor according to a formula worked out as follows:

$$\frac{ND^2}{1613}$$

where N = No. of cylinders  
D = Cylinder diameter in millimeters

If that answer is less than 3.5 you pay \$8-. If not you pay \$30.

More on Stamp Duty.

No facts are known by us on this aspect of registration. Power boats currently pay 2% on the declared value but it is unclear whether this will apply to sailing vessels. The VYC have written to the Minister submitting that it is outside the power of the T.R.B. to require payment of stamp duty on sailing vessels. I am sure the VYC would appreciate any expression of support on this stand.

#### STOP PRESS

Having prepared the above copy for printing we have heard a little more information.

- Stamp duty IS payable by the purchaser of a registered yacht at 2% of the declared value. We think the value you declare is of the hull and motor only. Will there be a lot of cheap hulls around??
- The new registration requirement is effective August 1st but a period of grace has been granted till October before enforcement begins.
- Thanks to some smart footwork by our VYC delegate, an approach to the TRB has resulted in a block of numbers being reserved for owners of RL24's. As a result you may request a number prefixed by RL. Sufficient numbers after RL200 have been reserved for us so that some of us can match our sail numbers. If your sail number is less than 200 it is still worth requesting a matching registration but you will be taking pot luck. To our knowledge the following sail numbers are Victorian RL's: 201, 207, 210, 217, 220, 222, 231, 244, 246, 250, 269, 283, 305, 306, 307, 309, 332, 336, 338, 402, 405, 409, 414.

#### '84 STATE CHAMPIONSHIPS.

The programme for our next titles has now been confirmed. Five heats will be sailed at Lake Wellington Yacht Club over the three day period Jan 14 to Jan 16. Full details will be in the Notice of Race, out in October. Camping space is available at the Yacht Club at no charge and all club facilities may be utilised. The weekend includes a Monday which is not a public holiday but it is the best compromise we could arrange following the discovery of a clash with the Nationals. Hopefully most of us will be able to fit in a day-off for what is sure to be a memorable RL weekend. Most of our committee are LWYC members and aim to make this the best championship series yet. More than one division is anticipated to cater for all levels of sailing ability, including a handicap division for the prestigious Association Cup.

#### YARRA RIVER CRUISE.

On Saturday, 4th June, five boats (4 RL24's and an RL28) departed from St. Kilda Marina at approx. 1000 hrs. The weather looked like turning into a very pleasant day, but alas, it turned into a "drifter", and after about half an hour it was decided to switch on the motors and head for the entrance to the Yarra. The plan was to beach the boats and drop our masts beneath the West Gate Bridge, but the more proficient ones did so whilst continuing to motor up the river. The small fleet arrived at the Bar-B-Que areas at approx. 1300 hrs. and we were met by Dick Armstrong who was unfortunately unable to get a crew for the day. A very enjoyable lunch was had by all and about 1430 hrs. we cast off and headed back to St. Kilda arriving there about 1630 hrs. after a very pleasant sail, from the river mouth.

Rowan Smith.  
Alicia II.

#### WINTER RACING REPORT

Grass Monkey Series  
Hobson's Bay Yacht Club  
Port Phillip Bay

Further info.  
Dick Armstro  
(03)336 1432

Race 2 11th June  
20-25kts NW Starb'd course

Drumbeat and Shamrock were first away in group 3 closely followed by Jacqui and then Solace who missed the start. Sea Webb started 6 minutes later. Bunyip started in group 6 at 1348. The green duo Shamrock and Drumbeat rounded the first mark and were quick to hoist their spinnakers on the way down to N°76 channel marker.

Solace was able to get the first mark ahead of Jacqui who put in a short tack.

Positions at N°76 were Drumbeat followed by Shamrock, Solace, Jacqui, Sea Webb and Bunyip. Tacks were split and Solace found herself in front at the wing mark closely attended by Drumbeat. Positions remained relatively unchanged till

the last lap where the 7th mark keelboats began to overhaul the fleet. Here Jacqui passed Shamrock and then Drumbeat who was having spinnaker problems.

Final placings: 1st Solace RL24 Dick Armstrong  
2nd Kazazz Great Scott!

RL24 finishing order: 1. Solace 2. Jacqui 3. Drumbeat  
4. Shamrock 5. Sea Webb 6. Bunyip

Race 3 25th June  
20-40kts 100° Prizzle Port course

The wet cold conditions made sailing uncomfortable. Five RL24's started but four retired for various reasons.

Drumbeat and Shamrock lead the fleet followed by Jacqui Solace and Sea Webb who started 3 minutes behind Solace.

Drumbeat and Shamrock cleared the gybe mark before the storm struck. Jacqui and Solace broached at the gybe mark as the wind tore through. Jacqui recovered quickly and continued but Solace had taken water over the coamings and lost a crew member overboard.

Sea Webb was making great time surfing down waves and made a passing attempt to pick up Solace's crew but the conditions took her past so fast it was almost impossible. She returned and again attempted to pick him up but over-stressed the rudder, splitting the blade which later broke up. Solace in the meantime had thrown her swimming-crew a life-bouy but was 40-50 metres away by this time. Solace dropped sails in the 1.5-2 metre waves and under power recovered her crew some 10 minutes after losing him. He was rushed back to the club hot showers suffering from shock and hypothermia had begun to take effect.

Drumbeat was the first RL across the line and was superbly sailed two up by Reg Roberts and Sid Morton who have a combined age of 126 years.

Race 4 9 July  
0-5kts 13° Fine Port course

The tall keelboat rigs in the extremely light conditions at the congested starting line made manoeuvring a frustrating exercise. The exception was Bunyip who seemed to have her own personal little breeze.

By the second mark the fleet was well spread out. Among the leaders were Jacqui, Shamrock and Drumbeat. At one stage

under spinnaker a group of yacht were taken up to the leading bunch with a short lived puff.

A large proportion of the fleet had retired and the course was shortened. Positions changed regularly throughout the remainder of the race in the fluky air. Bunyip was the only RL24 to finish within the club time limit of 1700 hours and received 4th place overall.

Positions at the RL24 Ass. time limit mark of 1630 hours were:

1st	Bunyip	Charlie Gatt
2nd	Jacqui	3rd Solace

#### RL24 Assoc. points score after race 4:

	R1	Pts	R2	Pts	R3	Pts	R4	Pts	Prog
Sea Webb	1st	12	5th	7	DNF	1	6th	6	26
Bunyip	2nd	10	6th	6	DNS	-	1st	12	28
Shamrock	3rd	9	4th	8	DNF	1	5th	7	25
Jacqui	4th	8	2nd	10	DNF	1	2nd	10	29
Drumbeat	DNS	-	3rd	9	1st	12	4th	8	29
Solace	Duty	8	1st	12	DNF	1	3rd	9	30

Best 7 of 9 races to count.

Points allocated: Starter- 1pt. Finisher- 1pt. Winner- 1pt.  
Boats beaten- 1pt. (Min. 10 field)  
Committee boat- Rpts (Max 24pts)

PORT AND LOGS REPORT: 30th July.

A very pleasant time was had by 28 RL people who attended the Port and Log fire evening at Corben's home in Knoxfield. Thank you Jan and Ross. The port and hot toasted crumpets were delicious. This night is fast becoming an annual event. The next social evening is to be held at Keith and Yvonne Hayes home, B Derinya Drive, Frankston 3199. Telephone (03)787-3065.  
1st of October 8 PM.  
Please bring a plate.

WESTERN RL's.

We are pleased to report that RL's are alive and well in W.A. There are 20 yachts that we know of with the strength being in the North-west, centered on Dampier. Current State Champion is Warren Stubbs who sails "Swagman" a MK1 hull with a fully battened skiff rig. Warren is also secretary and can be contacted at 7 Henry Bull Drive, Bullcreek 6155. Hope to hear some news from Warren for our October issue.

Refuge Cove

Some members are planning to sail to Refuge Cove at Wilson's Promontory over the Melbourne Cup weekend. October 29th, 30th 31st & 1st November.

If the weather proves unsuitable for ocean sailing, an alternate cruise within the sheltered waters of Port Albert and Corner Basin could be considered.

Details are yet to be finalised. Members experienced in the area or interested in taking part in the venture are invited to contact Dick Armstrong on (03)336 1432 A/H or (03)312 1499 B/H

CRUISING THE GIPPSLAND LAKES

Background: Victoria's Gippsland Lakes System covers 150 square miles and is Australia's largest recreational area for water sports. Lake Wellington, Victoria and King are the three main lakes and these are essentially a chain of lagoons, occupying a submerged coastal plain and enclosed by sandy barriers.

Lake Victoria: Average depth 2-7 M. covering 111 sq. Km.  
Lake King: Average depth 8 Km. covering 90 sq. Km.  
Lake Wellington: Average depth 3 M. and covering 140 sq. Km.

The Lakes receive the flow of several rivers, some of which are navigable by trailable yachts for a considerable distance, e.g., the Mitchell, Nicholson, Latrobe and Tambo Rivers. The scenery around these rivers is very picturesque.

CRUISING POSSIBILITIES

Lake Wellington: Is not frequented as a cruising venue to the extent of the other lakes, but has something to offer for the cruising man who enjoys the quiet fish, bird watching or just plain solitude. Safe anchorage can be found in the Latrobe, Avon or Perry Rivers, or in the McLennans Strait. Other anchorages are at Marlay Point Y.C. where there is an unprotected jetty, Andrew Bay at the old RAAF Jetty, and at Botts Landing where there is a small jetty protected by a large bank of reeds. Anchorage on the southern shores can be had at Poddy Bay or Reedy Harbour, however, the marshy nature of the shore here prevents going ashore.

Yachtsmen are warned that the lake can become very choppy in strong winds, due to the shallow depth of the water and the open nature of the surrounding country.

The bottom of the lake is mostly silt with some banks of mud, particularly on the southern and western shores, whilst there are miles of deserted sandy beaches at the east and north east shores around Rosenaths.

The course across the lake is marked at intervals by piles from the beacon marking the entrance of McLennans Strait to the beacon at the mouth of the Latrobe River. The Port of Sale can be reached via the Latrobe and Thompson Rivers and the Sale Canal. Yachts have to lower the masts at the historic 'Swing Bridge' which can swing longways to the stream to allow passage of large vessels, a relic from the paddle steamer days.



Lakes Entrance is Victoria's largest fishing port and all manner of supplies and requirements may be obtained there. However, negotiating The Narrows or Hopetoun Channel up the Cunningham Arm to the town should be handled with care. Consult map, tide tables and experienced locals before attempting.

#### LAUNCHING RAMPS:

#### Lake Wellington Area, Victoria and King also:

Port of Sale:	The ramp is steep and leads into very deep water - care should be taken not to drop trailer wheels over the end of the concrete.
Marlay Point:	Good ramp, but unattended parking area.
Seacombe Landing:	Unattended parking area.
Hollands Landing:	Next to caravan park.
Loch Sport:	Double concrete ramp - boarding jetty - parking. Victoria Parade jetty nearby with 15 overnight berths. Toilets.
Loch Sport Marine Paynesville:	Double concrete ramp - boarding jetty. Caravan Park. Newlands Arm. Fresh water available.
Paynesville:	Adjacent to Gippsland Lakes Yacht Club double concrete ramp - boarding jetty adjacent. Trailer parking.
Paynesville:	Adjacent to Hotel/Motel, north end of McMillans Strait, triple concrete ramp - boarding jetty - trailer parking - fresh water.
Paynesville:	Slip Road adjacent to Boat Harbour. Double ramp - very sheltered - jetty - trailer parking - toilets - fresh water.
Raymond Island:	Near Ferry landing, double concrete ramp.
Eagle Point Bay:	At Lake King Caravan Park, double concrete ramp, boarding jetty, and marina.
Mitchell River:	On silt jetties, double concrete.
Nicholson River:	South of Highway Bridge, double concrete ramp.
Tambo River:	Johnsonville, Punt Road, Clues Memorial Park, one concrete ramp. Boat storage 'Tambo Marine Storage Service'.
Metung:	In Bull's Shipyard, single concrete ramp.
Metung:	At Shaving Point, double concrete ramp.

Fishing: is the main industry in the Lakes for many years. Most professional fishermen now concentrate on ocean fishing off Lakes Entrance where scallops (exported to France and U.S.A.) prawns and many fish types are caught. The lakes themselves still contain fish for the holiday angler.

Fish generally caught in the lakes are Bream, Trevally, Flathead, Bay Trout, Mullett, Garfish, Luderick, Whiting, Gurnard and Skipjack.

In Lake Wellington, the main fishing activity is for Bream in the McLennans Straits Avon River and the Latrobe. Sandworm is the most consistently popular bait. Fish caught in the surf are Salmon, Gummy Shark, Flathead, Bay Trout, Schnapper and Tuna. The rivers are popular fishing grounds for Bream.

NOTE: You require a licence to fish in the rivers. Licences are not required for the lakes or ocean beaches.

Fresh water, foodstuffs, fuel, gas and repair facilities are available at Sale and Hollands Landing. The lake is slightly saline, depending on volume input from the rivers.

The Lake Wellington Yacht Club at Marlay Point is the only club operational in the western end of the lakes system.

Lake Victoria is an ideal cruising area. The lake is surrounded by native woodland with some open pastureland, and numerous sandy beaches on the shore line.

The 'Lakes National Park' is located on Sperm Whale Head near Lock Sport and has ideal picnic facilities. Safe anchorages can be found at McLennans Strait, Tom's Creek (north east of Hollands Landing), Lock Sport, Steel Bay, Duck Arm, Picnic Arm (off Duck Arm), Newlands Arm and Bunga Arm. The bottom of the lake is mostly mud covered with thick weed and may require a pick or CQR Anchor to penetrate it. Sandy beaches are abound with some pebble beaches along the north-west shore.

Fresh water, foodstuffs, fuel, gas and repair facilities are available at Loch Sport and Paynesville. The Paynesville Yacht Club and the Gippsland-Lakes yacht Club are located at Paynesville.

The lake is slightly saline. Good fishing in lake or surf (Bunga Arm).

Lake King: The land surrounding the northern section of the lake is rather flat. Three major rivers enter the lake in this region. They are, the Tambo, Nicholson and Mitchell Rivers and all are very interesting to explore and good places to anchor for the night.

Trailable yachts can easily travel up the Mitchell to Bairnsdale (perhaps for a shower at the nearby caravan park followed by a meal at a local hotel or restaurant). The silt jetties which extend along the Mitchell 20 Km. into Lake King are the second longest in the world, second only to those on the Mississippi River in the U.S.A.

The Tambo River is navigable to the Tambo Upper Bridge, some 8 Km. above the Princes Highway, although the mast will have to be lowered to pass under the Princes Highway Bridge. An excellent hotel with counter lunches and teas is situated at Swan Reach on the Highway.

The Nicholson River passes through mostly flat country and is muddy at the edges. Facilities available at the Highway bridge.

Fresh water, foodstuffs, ice, fuel, bait and toilet/shower facilities are available at Eagle Point. Some food, water and hotel/motel facilities are available at the north end of McMillans Strait.

Bancroft Bay to Lakes Entrance: A popular section of the lakes for cruising and fishing. The country surrounding the northern shores is steeper than most other parts of the lakes. Here tall eucalypts and thick forest abound. However, the beaches here are poor and tend to be muddy. The southern shores of this area are sandy, particularly towards Barrier Landing where the water may be straight sea water (tide dependent). BEWARE of strong currents east of this area.

Supplies of food, ice, fuel, gas and motor repair requirements are available at Meung, while Chinamen's Creek can provide fuel and showers at its marina and open air hot spring baths and a good anchorage further up. Showers are also available beside the Metung Yacht Club. They are clean with hot water.

Boxes Creek and small bays near Nungurner and Nyermilang also provide quiet anchorage spots.

**Flora and Fauna:** With the huge areas of sheltered waterways, surrounded by open forest in many places and dotted with uninhabited islands, it is of little wonder that the Gippsland Lakes have so many creatures. The bird life is prolific. Habitats range from inter tidal, estuarine, and salt marsh regions, from coastal dunes and heath to woodlands and forests, both dry and wet.

Species include pelicans, swans, egrets, cormorants, terns, lyre birds, wombats, platypuses, wallabies, kangaroos, spiny ant eaters, possums, gliders, bandicoots, lizards, snakes and frogs.

A colony of the rare New Holland Mouse was discovered in 1972, on the shores at Loch Sport. Once thought to be extinct the mouse is known at only three other locations.

Dowd's Morass, on the south side of the Latrobe River, between its mouth and the swing bridge, is a well known wildfowl habitat and the only place where Royal Spoonbills are found in Victoria.

**REMEMBER:** that most wild flowers are protected and it is illegal to pick them when you find them admire them, but please do not pick them.

**Climate:** is moderate and claimed to be the best in the state. In summer months, sea breezes help to cool, while in winter, the temperature is invariably 5 to 10 degrees warmer than the rest of Victoria.

The climate is unique and this coupled with sheltered lake waters make it an ideal spot to spend a week or two or more.

#### General Conditions:

- \*\*\* In rivers beware of snags, keep to the middle of the stream.
- \*\*\* Beware of submerged cable across McMillans Strait - ferry crossing.
- \*\*\* An anchor which will hold in **weed** is essential.
- \*\*\* Tide at Barmer Landing is fast in either direction. Approach against the tide when berthing.
- \*\*\* Lakes Entrance - high and low tides occur 3 hours 24 mins. earlier than Port Phillip Heads. Up to 1 M. tidal variation.
- \*\*\* Where channels are marked always keep to them.
- \*\*\* Beware of overhead power lines and trees at parking areas and rivers.
- \*\*\* Don't let fuel escape into the lakes.

The above article is courtesy the Sunmaid Association.  
A sequel will be published in October: Guide to Facilities - Gippsland Lakes, by Keith Hayes (Sublime).