



# NATIONAL NEWS



## DECEMBER, 1983

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### ANNUAL GENERAL MEETING.

Notice is given that the annual general meeting of the RL24 Owners Association of Australia will be held on Thursday 26th January 1984 at 7.30 p.m. at the Port Stephens Yacht Squadron clubhouse. Included on the agenda will be the election of office bearers for the year ending January 1985. Other agenda items will include

- (a) Venue and approximate dates for 1986 Australian Championships
- (b) Invitation to W.A. owners for an RL24 to be subsidised to enter the 1985 or 1986 Australian Championship.

General business items may be raised and discussed on the night without notice.

All RL24 owners and friends are invited to attend and participate in the AGM, however, voting rights are restricted to one vote per financial member.

### NEW NATIONAL CHAMP.

On Sunday 29th January a new RL24 champion will be crowned at the Port Stephens Yacht Squadron. Current champ, Peter Yeomans, will not be defending so the field is wide open. Remember entries close 16th December, late entries up to 30th December. There is a shakedown race on Saturday afternoon, 21st January, a "Welcome Night" B.B.Q. on Sunday evening 22nd January and the serious business of championship racing gets under way Monday morning 23rd January.

### MYALL LAKE.

A must when at Port Stephens is a cruise on the Myall Lake System. What better way to unwind after the tough week of competitive racing? The following article by Keith Hayes will whet a few appetites.

I had planned for some months. Yvonne and I departed from Frankston on Friday 19th August '83 towing our RL24 (Sublime) with our first overnight stop at Albury. We had previously arranged to rendezvous with four other families at an Albury caravan park and from here travel more or less in company to our final destination.

The remainder of the trip to Tea Gardens situated on the Myall River adjacent to Port Stephens was uneventful after another overnight at Mittagong and a superb run on express roads and toll roads that were a delight to a motoring tax payer.

After making arrangements with the proprietor of the local laundromat to have our cars and trailers stored, we launched on Monday morning to proceed motoring up the Myall River before lunch.

The river has a tidal flow of 2-3 knots and is not particularly wide being some 10 metres and if encountering traffic one has to be careful not to collide with underwater snags when passing. Pine plantations, cabbage palms, paperbark and banksia trees line the river banks which after some 20 km meandering enter The Broadwater (second largest of the lakes system). This lake is not unlike Eagle Point Bay (near Paynesville) in both shallowness and size except that the shoreline of all the lakes is totally under the control and supervision of the National Parks service, and is almost virgin bush and forest to the waters edge. Mungo Brush is situated on the eastern shore and is a favourite camping area offering fresh water, barbecue facilities, toilets, bush walks including the surf beach of the Pacific Ocean, a short walk across the sand dunes. The water is very shallow for quite some distance from shore and the anchorage is only safe during easterly winds or no winds at all.

Wild flowers abound with poinciana trees just coming into bloom amongst towering cabbage palms and giant paperbark trees. A short walk from Mungo Brush and you can enter the dark world of a rain forest where the tree foliage completely blocks out the sunlight.

Birdlife is also prolific with the ever hovering hawk, the long graceful gliding of winged pelicans casting large shadows, the bob chicks and ducks squabbling for crusts of thrown bread, to the constant stalking of ibis through the weedy shallows, and the very hungry seagulls.

I am led to believe that the fish and marine life is just as prolific but not being a fisherman of any note can only vouch for seeing boxes of netted mullet, flathead, and whiting. The district has a high reputation for prawns when the season is on. There is a small bay situated at the south west corner of The Broadwater where the upper reaches of the Myall River enters from the Bulahdelah district and offers good fishing and an excellent land fall with B.B.Q. fireplaces and toilets. The river is navigable for some 18 km. to the highway at Bulahdelah. The small harbours/inlets and B.B.Q. facilities etc. were not unlike that of Mallacoota Inlet and has been provided almost exclusively for the boating people.

Leaving the Broadwater and travelling further into the lakes system, you pass through a narrow passage with Bombah Point, also referred to as Legg's Camp on port side. The proprietors of Legg's Camp and Store were very obliging particularly in arranging food supplies be it over the counter, by prior arrangement or via the marine radio. The service provided was excellent even to hot showers at 50c. per person. Legg's Camp and Store virtually offers the only source of food supplies on the lakes as the National Parks have discouraged all forms of commercial enterprise other than hire boats or the few professional fishermen who work the lakes. Leaving Bombah Point and still heading in a northerly direction, several small lakes are negotiated including Boolambayie Lake and then through a very narrow stretch of water between steep headlines and channel markers before entering Myall Lake the largest of the systems. This lake although some 10 km long and 5 km wide has several islands, and many bays and inlets which are very shallow around 2 metres or less. We ran almost the length of the lake under genoa (most people think its our storm jib) with winds gusting to 30 knots and frequently surfed at 9 knots. After an overnight stay sheltering and relaxing in beautiful Kataway Bay we sailed under jib and reefed main tacking some 20 nautical miles back to the narrows before dropping sails and motoring through the various islands and channels to Bombah Point to disembark a relative who had joined us two days before. On several occasions we were able to enjoy sailing mostly with winds of 20 to 30 knots with the occasional days where the wind dropped altogether. We touched bottom several times but with a swing keel, we frequently chanced long tacks for that extra 100 metres as the soft sandy mud with grassy patches barely slowed us down, but my friends with drop keels looked quite helpless when stuck hard and fast and the transom of an RL diminishing in the distance.

The following extract from a local tourist brochure more than adequately describes this district. "Myall Lakes National Park: The Myall Lakes is situated some 275 km north of Sydney and 80 km north of Newcastle. The area of the park is 21,367 ha of which the Myall Lake, Boolambayie Lake and the Broadwater comprises some 10,125 ha. The lakes are separated from the sea by swampy heathlands and sand dunes. The Park is accessible from the Pacific Highway through Tea Gardens-Hawks Nest, from Bulahdelah via the Lakes Way and also from Bulahdelah via Bombah Point.

The Myall Lakes National Park is characterised by a diversity of landforms, wildlife and vegetation. The sand-binding grasses colonizing the beach dunes, the colourful flowers which brighten the heathland in Spring, the banksias, magnificent stands of *Angophora costata* and slender paperbarks fringing the lakes and streams are examples of this diversity. Grey Kangaroos, Swamp and Red-necked Wallabies, P Possums, Koalas, Bandicoots, Gliders, Spiny Anteaters and Marsupial Mice have adapted to special habitats and the lakes support large populations of aquatic birds including Black Swans, Ducks of various species Ibis, Egrets etc. The lakes would in all probability have the best fresh to brackish aquatic communities on the coast with many unique species. Canoeing, swimming and bushwalking can be enjoyed in the National Park."

The shoreline of the lakes offer few beaches and in the main have trees growing down to the waterline with the inherent snags and fallen trees. The water is non tidal and is almost fresh with just the slightest salt taint that makes lousy tea, but is excellent for washing, swimming and cooking but preferably in the reverse order.

After some 10 days of cruising in company, with B.B.U.'S, billy tea and the extended "happy hour" a daily ritual, we re-entered the Myall River and motored back to Tea Gardens. We had travelled some 112 nautical miles with warm sunny days and mild nights and only one day overcast with occasional showers. Speaking of showers we pulled the yachts out, had showers and immediately set off to the Tea Gardens RSL club for that lubrication and a fantastic four course meal.

The following day Thursday 1st September, we parted company and drove straight back to Melbourne 1175 km arriving at midnight on Friday.

(The Tourist Organisation of Port Stephens puts out a good map of the lake and Port Stephens water ways).

EXTRACT FROM THE LOG OF HM BARK "ENDEAVOUR".

11th May 1770.

"Winds southerly in the day, and in the night westerly; a gentle breeze and clear weather. At 4 pm passed, at the distance of one Mile, a low rocky point which I named Point Stephens; \* on the N. side of this point is an inlet which I called Port Stephens, that appeared to me from the masthead to be sheltered from all winds. At the entrance lay 3 small islands, 2 of which are of tolerable height, and on the main, near the shore, are some high round hills that make at a distance like islands. In passing this bay at a distance of 2 or 3 miles from the shore our soundings were 33 to 27 fathoms; from which I conjectured that there must be a sufficient depth of water for shipping in the bay. We saw several smokes a little way in the country upon the flat land; by this I did suppose that there were Lagoons which afforded subsistence for the natives, such as shell-fish etc."

\*after Mr. Stephens (later Sir Phillip Stephens) a Secretary to the Admiralty. Cook did not enter the harbor. The 1st ship to do so was the convict transport, Salamander, in 1791. It was explored by Governor Macquarie in 1812 but was not thought suitable for a settlement.

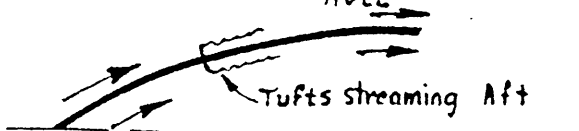
SAILING FUNDAMENTALS.

The following basic tuning hints may be timely for all you pretenders to the throne at Port Stephens:

THE USE OF TELL-TALES

Wool tufts, or tell-tales, in the jibs and mainsail, will assist a helmsman to steer an accurate course to windward, aid sail tuning and trim. They can be bought from yacht chandlers or made from fine darning wool 4" - 6" long. In the headsail, the bottom tuft should be about 4' up from the foot, the others spaced 4" - 6" up, and between 6" - 10" back from the luff.

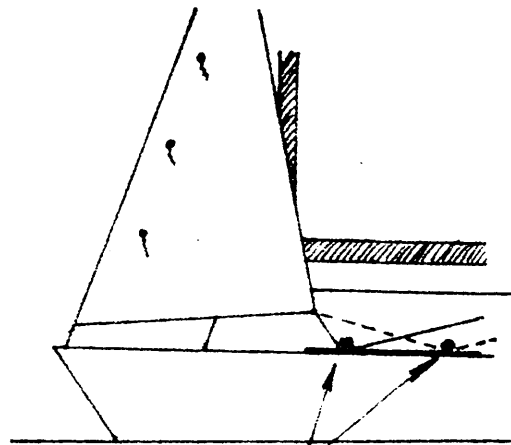
EXHAUST LINE  
PARALLEL WITH  
HULL



With the jib, the angle of entry should be parallel to the apparent wind. The jib must exhaust nearly parallel to the centre-line of the yacht, the setting indicated by cleanly-streaming tufts on both sides of the sail.

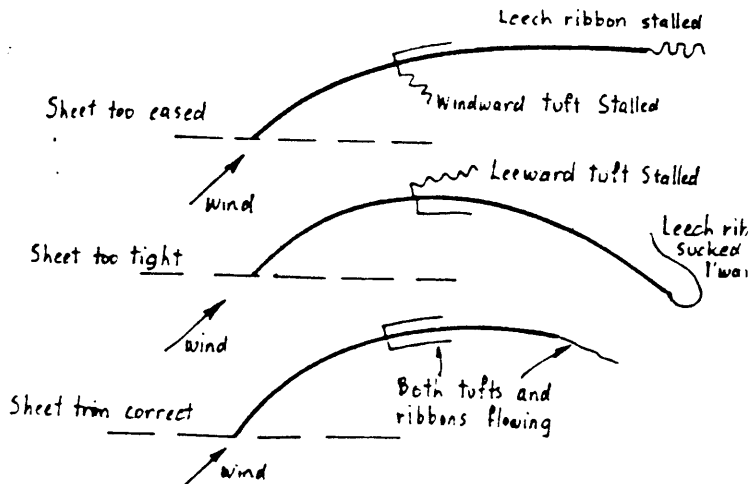
Follow this sequence to select correct sheet tension, position and shape of jib. Sail to windward, using bottom tufts as a guide to accuracy. Increase sheet pressure until top, windward tufts begins to flow. If the bottom of the jib is stretched tight, looks flat and is strained along the foot, shift the lead forward, until under correct sheet pressure with the windward tuft just working, the bottom of the jib takes up its correct shape.

With bottom and top of the jib balanced to sheet pressure and lead position, the rest of the tell-tales or wool-tufts, should all stall at the same time, when the boat is luffed slightly.



Lead Positions

Ideally, the top tuft should stall before the bottom one. Nothing stops a boat more quickly than having the jib sheeted in too hard. It is preferable to leave the jib sheeted too loose and flapping until the boat is moving. Correct lead positions vary with each boat. Only trial and error will determine the optimum position. Only you can tell what is best for your boat. In the m'sail, leech ribbons as well as tufts or tell-tales are used. Leech ribbons are light pieces of cloth 1" - 6" sewn to the leech opposite the wool tufts. When the lee tufts stall, the ribbons will disappear, sucked into the turbulent air behind the mainsail. no more than 3-4 ribbons are needed. The mainsail must follow the best pointing angle of the jib, and jib and main shape should be identical. Follow this sequence to set m'sail trim. Sail the boat hard on the wind with jib in correct trim, and boat is going as fast as possible. Ideally, all tufts and ribbons should be streaming aft, and are adjusted via the m'sheet and/or traveller.



Top third of sail is adjusted by sheet pressure. M'sail should be sheeted in until the top windward tufts stream aft. If undersheeted, the leeward tufts will stall. In light winds, the sail must be as full as possible with only the windward tufts working.

#### Mainsheet Traveller

This must be completely rigid under heavy loading. Best types have bearings which are controlled by lines which are smooth running and adjustable. In light winds, traveller is centred or upwind to enable the boat to point high. Beware of stalling as indicated by the tell-tales on the jib and main.

Medium to heavy wind gusts can be spilled by easing traveller controls, freeing the sail leech without twisting the sail too much and allowing mast bend. If weather tell-tales flip forward, then boat is too close to the wind. If lee tell-tales whisk around, then sail is too free and needs trimming via the traveller.

As all boats have different sail configurations, only experimentation can tell you what is best for your boat. So try sailing with a similar boat, on a club outing, practise different sail angles and see who goes faster. Then have a go in a club 'round the sticks' race and chat with the others after, and find out why they went faster or slower than you did.

Race post-mortems are always interesting and there will always be someone to give you ideas to try out on your next outing, whether it is cruising or racing.

#### MORE WEIGHT.

As reported in October Nat. News we wrote to Rob Legg about the possibility of under weight hulls being manufactured.

Rob has very promptly replied, and we quote from his letter as follows:-

"To date only one boat has been constructed purposely underweight and of exotic materials..... I would suggest that under the class rules at present, a boat that is underweight could compete if ballasted to the necessary amount, however, this would still be unfair, as there would need to be a height requirement for the centre of gravity of any extra ballast of, according to my calculations, 240 mm above floor level, and longitudinally, 4 metres from the bow...hence I would suggest the following addition to the rules.

Any boat knowingly underweight shall produce a weighbridge certificate stating the weight of the boat in the required condition, and shall have, attached to the boat, sufficient certified ballast to bring the boat up to the minimum weight limit in the following position...

The centre of gravity of the ballast to be a minimum of 240 mm above the inner keel line of the boat, and at least 4 metres aft of the top of the stem.

Unfortunately, as technology progresses, it will be practical to build boats lighter and stronger, and it would be unfortunate if the RL24 were prohibited from making use of these materials and competing competitively against other boats in open competition but still be able to compete in class competition within the rules, otherwise, within a few years, we will end up in the grave along with the old heavy-weight Sharpie and other classes that have not progressed."

The particular boat Rob refers to has been ballasted and a weighbridge certificate witnessed by an RL24 Association measurer.

Rob's suggestion regarding to the class rules could well be discussed at the AGM in January at Port Stephens.

#### UNDERSTANDING YOUR MARINE RADIO.

Of course you know how to twiddle all the knobs and how to call up your mates but do you know the correct procedures for efficient and speedy passing of messages in an EMERGENCY?

There are three types of emergency message and you should be clear on when and how to use each.

##### 1. Distress.

The radiotelephone distress signal consists of repetitions of the "MAYDAY".

A distress call and message may be sent only on the authority of the person responsible for the safety of the vessel. It would be made only

when the vessel is threatened by grave and imminent danger and requires immediate assistance.

The distress call has absolute priority over other transmissions. All stations which hear it must cease any transmission capable of interfering with the distress traffic and listen on the frequency used for the emission of the distress call.

##### 2. Urgency.

The urgency signal "PAN PAN" repeated three times should be used when a distress call is not fully justified, that is when a vessel has a very urgent message to transmit concerning the safety of a vessel or aircraft or the safety of a person. The urgency signal has priority over all other communication except distress. All stations which hear it shall take care not to interfere with the transmission of the message which follows it.

##### 3. Safety.

The radiotelephone safety signal, consisting of three repetitions of the expression "SECURITE" (Pronounced clearly as in French, SAY-CURE-E-TAY) indicates that the station is about to transmit a message concerning the safety of navigation or giving important meteorological warnings.

More specific instructions on using the marine radio in emergencies next issue.

#### MARLAY POINT OVERNIGHT RACE.

RL owners throughout the country make the journey to the Gippsland Lakes in March each year to join the 500 to 600 other trailables in the historic race at night through the Lake system. For the last 3 or 4 years the RL24 entry in this race has been more than the entry for our national titles !! This year its on the 10/11th of March, same format as recent years, but with a new sponsor - Caltex and Southern Cross T.V. Entry forms out, as usual, just before Christmas.

#### IN THE FAST LANE.

Once again the RL24 has proved it is still right up there with the latest when it comes to being fast. A large field of Trailable Yachts competing in this years Round French Island classic on Westernport Bay saw just how thoroughbred yachts go. Bruce Castles and crew brilliantly sailed Pegasus to division handicap victory, also beating all but 3 yachts over the line. i.e. in front of all Seaways, Sonata 8's, Farr 740 and some Ross 780's.

#### 1983-84 KINNEARS SERIES FOR TRAILABLE YACHTS.

With 3 races of this series now sailed, it is shaping up as a much different affair, result-wise, to that of 1982-83, which was dominated by smaller yachts, notably the Ultimate 18. In the first race of the series, The Around Sunday Island Race, a calm patch descended on the fleet after the leading 20 or so yachts had already passed, and in the second event, the Geelong to Queenscliff, an increasing run-in tide over the last few miles of the course hampered the front-runners to a lesser extent than the smaller yachts, which had been overtaken during a lull in the wind around Indented head.

The consequence of the vagaries of wind and tide in these events has been to make the line placings also figure highly on the corrected times - notably Ross 780, Ken Wilson, Farr 7500 Barry Bladon, and SC22 Rob Higgins.

The Around French Island race had a consistent southerly breeze for the entire course, and the big boys again stretched out to a commanding lead with first line placing to a Blazer, followed by two Ross 780's and then an RL24 finally getting into the act. RL24 wise, about 6 raced at Sunday Island, where "Streetcar" led "Pegasus" and "Karingal", and 10 raced Geelong to Queenscliff, where "Pegasus" led "Streetcar" and "Bunyip II". At French Island only 4 or 5 RL's, where "Pegasus" led "Streetcar", with "Karingal" and "Tak 5" not far behind. After 3 races Pegasus is 3rd, Streetcar 5th overall.

## PORT WELSHPOOL TO REFUGE COVE AND BEYOND

The four days of blissful cruising at Wilson's Promontory was a trip I will never forget. Wilson's Promontory - a place of natural beauty, is a National Park at the most southern part of the Australian mainland.

Three of us trailed 'Solace' to Port Welshpool on the Friday evening. Peter Newton who has regularly raced with me, Dave Craigie, an ex-professional fisherman in the area and myself were quick to bed after rigging the yacht ready to launch into high water at 0630 hours.

We rose early, and after a hearty breakfast Peter and I launched Solace via the wooden ramp into the still water. Dave went after ice and a confirmation of navigatable water from a local fisherman friend of his. By the time Dave returned we had her ready to shove off and had the car parked with the trailer backed up against a cyclone wire fence for security reasons.

Dave informed us that the inside passage had plenty of water and we eventually sailed at 0800 hours. The tide took us by the Lewis Channel to the entrance, a distance of six miles.

The Sunday Island race was scheduled that day and a number of our members had decided on that in preference to the ocean cruise. We hoped they would do well.

The weather conditions were ideal for us, 5-10 knots North West. At Mt. Singapore, just inside the entrance, there was some turbulence where the Franklin, Middle and Benison Channels converge. I could imagine the waves standing well up and confused when the tide turned at low water. We decided there and then that we must time our return well into a flood tide.

The ocean was flat with only a slight swell. The sky was overcast but there were signs of the sun breaking through. We had plotted a course 166°M to take us between Monkey Pt. and Rabbit Island. This would have stood us off about 1 1/2 miles but in fact we found quiet water within 1/2 mile off-shore in the lee of a magnificent landscape.

Around this point we caught the first fish. Dave pulled in two small barracoota on the trolling line. The wind shifted around a lot as we passed by Light-house Point and Mt. Margaret and we could easily see the white water at the sand-bar to the East marked on the charts as 'Breaks heavily'.

The sun poked through the cloud cover as we passed by Rabbit Island and Rabbit Rock on the starboard side. Now our course was set at 172° for Refuge Cove. As it warmed up jackets came off and we were becalmed. Peter went below and came up with refreshments. An overflowing plate of cheese, celery, baby carrots and cabana and dry biscuits. All washed down with cool riesling as we rested our eyes on the golden sands of Five Mile Beach.

Huey puffed again and the glass was holding up so we changed course to explore Sealers Cove. We sailed into the North end of the Cove and glided along about 150 yards off the sand through the crystal clear water. The beach is about one mile long and offers protection in a South East blow at the South corner. Sealers Creek empties into the cove here and it would be possible to take a retractable keel yacht into the creek which offers 2-3 feet of water at high tide. About one hundred hikers were sighted along the length of the beach.

Lunch was postponed until Refuge Cove. As we headed out of Sealers we were able to sail close to majestic granite boulders and hugged the coast-line around to Horn Point. Another mile and Dave was setting the stern anchor as we ran up to the sandy beach of Refuge Cove.

After making her secure, cold beer was broken out. We all stripped off and soaked up the sun. Lovely Refuge Cove is just that; a place of beauty in which a yacht can ride out the worst storm just as the windjammers did in the days of George Bass and Matthew Flinders.

Before long the aroma of 'T' bone steaks sizzling on our cockpit barbeque was wafting over the cove. This was brought to our attention by the yacht next door who informed us that 1600 hours was not dinner time.

Another comment from afar, probably a hiker on dehydrated rations had a resentful tone. Feeling guilty we made an effort to camouflage the smell by adding onion rings and pieces of bacon.

An early night had us well rested and up at 'sparrows' on Sunday Morning.

A clear sky and a high barometric reading had us contemplating a trip down the Prom. to Waterloo Bay. So after a big breakfast and a constitutional walk up the hills we weighed anchor and sailed the eddies out of the cove into the open sea.

morning tea of cheese and biscuits and a Dave Craigie concoction. Rodondo Island protrudes out of the sea; a gigantic cone of solid granite about 1/2 mile across. Dave landed another barracoota. The wind increased and moved to the South. We hardened up for the first time. It had been easy reaching till now.

About one mile East of Cape Wellington we sailed through some turbulent water which turned out to be a tide rip. We stood out about three miles before tossing to find our on-the-wind course was South of Waterloo Bay. It was decided to continue South, tack in close and put in short legs while the going was easier. On reaching the landing at South East Point it was obvious a dinghy would be necessary to negotiate the massive granite outcrops.

Conditions were still good so a course was set for Rodondo Island. As we rounded the South East Point the wind was coming from the South-West and blowing 15 knots or so with a two metre swell. This was easily handled so we continued on for about three miles until the western side of the Prom was in clear view. All of the Anser Group were identifiable including Cleft Island. The Glennie Group could be seen beyond. Our position was one mile North-West of Forty Foot Rocks when we went about.

Exhilarating speeds of nine knots were attained while broadreaching down waves back towards South East Point light which was incidentally the single most impressive sight of the journey. Once past South East Point the swell was less pronounced.

Peter took the helm and set out for Waterloo Bay. Islands were all around us. The East and West Moncoeur Islands were to the South and the Hogan group in the distance to the South-East.

At Waterloo Point the wind came down between Mt. Boulder and Mt. Wilson, due West. Peter tacked Solace around the corner into Home Cove where Dave layed the anchor in flat water. Home Cove is well named. It is land locked and would provide a safe anchorage in most weather.

Lunch in the warm sun and a chat with a local fishing party about the favourable weather.

Dave skippered the return trip. We arrived back at Refuge Cove in the early afternoon and set an anchor in the North corner to try our luck for whiting. No luck. After two cans of beer only half a dozen parrot fish. We moved to the South corner to claim a good anchorage for the night. After a very satisfying dinner we took up an invitation from the yacht next door and spent a wet convivial evening discussing the dubious worth of metric charts.

Monday morning gave us yet the promise of another day similar to the former. It was thought a course for Clifty Island should be plotted to sail into Corner Inlet on the flood tide via the Direction Islands. But once we had set sail the wind drooped away so we decided to sail directly to Rabbit Island instead. The spinnaker was set and with Peter at the helm Dave and I had no option but to take in the sun while we creamed along.

Upon reaching Rabbit Island, Peter handed me the helm while he and Dave prepared a trolling line. With Rabbit Island on our port side we proceeded to follow the coastline.

Dave cried "There". Birds were feeding on the water. I altered course and within a couple of minutes we landed the first. After tacking back and forth for about fifteen minutes Dave and Peter had landed nine 2lb salmon.

We circumnavigated the island and noted the sheltered beach on the North-East side where four trailable yacht parties were picnicking on the beach. Time was getting away and with high water due at 1858 hours we set off for the entrance.

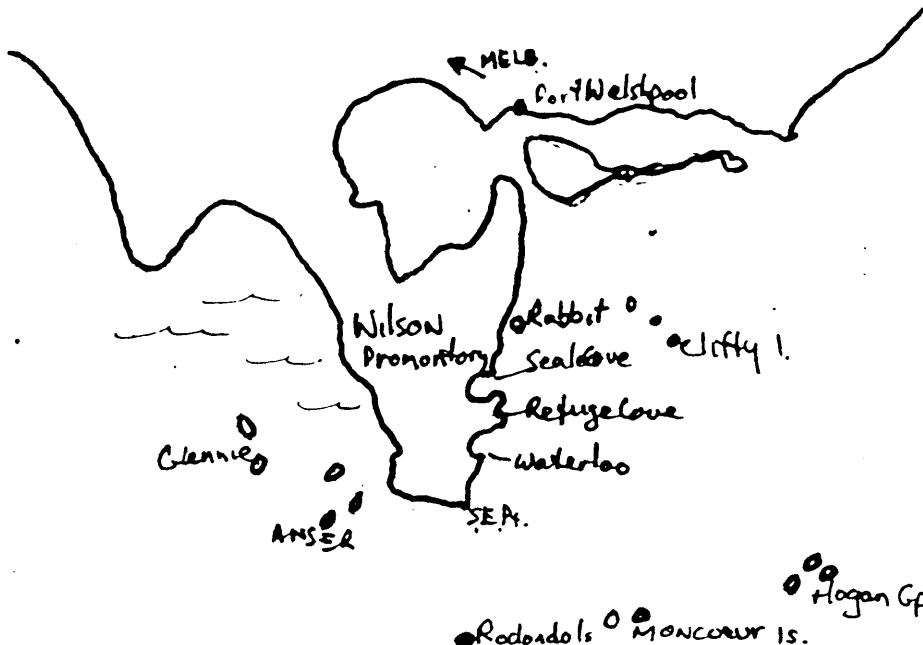
Once inside Dave led us to a beautiful little cove near Tin Mine Point. The admiralty pattern anchor was set in the weedy bottom and Solace turned and for end. Her stern was brought up to the untouched beach.

Dave prepared the fish and a fire was lit on the sand. When the fire died down a little Dave spread the embers and layed three fish wrapped in foil with potatoes and onions smothered in butter on the coals. The remaining ale was consumed while absorbing the atmosphere.

The fish were cooked to perfection and attacked with gusto followed by the last of the riesling and muscat. This capped off yet another magic day. We hauled Solace out into deep water, set a squid jig and went to bed content.

Melbourne Cup Day. Up with the birds again and with high water expected at 0913 hours we weighed anchor and sailed with plenty of water over the mud banks. Peter cooked a bacon and eggs breakfast on the water as we made the final approach across Corner Basin.

Dick Armstrong.  
SOLACE.  
Nov. '83.



VICTORIAN NEWS.

State Titles - Lake Wellington.

Victorian RL owners are taking a long weekend in the middle of January by taking the day off on Jan. 16th. And why not? The 3 days starting Saturday 14th will be one of the most memorable long weekends in Victorian RL circles.

We expect most visiting crews and families to camp together on the Lake Wellington Yacht Club grounds (behind the clubhouse) and to take advantage of the clubhouse amenities. The yacht club will be providing a first class team of officials to run our regatta and we are assured of top rate courses and race management.

Many entries are already in but you still have until December 30th if you don't forget in the end of year rush.

Remember - our unique handicapping system ensures interesting competitive sailing at all levels of expertise, and of course socially - well it will be a ball!

RHYLL WEEKEND.

Another weekend not to be missed is Feb. 25/26. Our annual picnic weekend on Phillip Island, hosted by the Rhyll Yacht Club. The same happy format again this time with a race Saturday afternoon, (for Olney's gong), B.B.Q. at night, and a picnic cum cruise cum AGM on Sunday. Just turn up before lunch on Saturday, relax and have fun.

REPORT. WILLIAMSTOWN TO WERRIBIE RIVER

26th and 27th November 1983.

After an enjoyable lunch at Ferguson St. Pier the fleet moved out into Hobsons Bay where Solace was laying at anchor as official starter. It was very humid and light rain fell for 10 mins. before the starters gun. At the gun the wind dropped right out and Solace found herself in the lead after taking in her anchor. Jacqui picked up a puff and moved out ahead at Gellibrand breakwater.

Solace was able to regain the front position when Jacqui over stood the Gellibrand buoy. At 'Dumb Joe' Jacqui lead from Drumbeat which was capably helmed by Thelma Roberts. Jacqui took honours at Werribe River.

The easterly winds took us right up the river to the barbeque spot under the cliffs. The RL24 Association was joined by the Ultimate/Sunmaid Associations and members of the Trailable Yacht Club of Victoria. In total 42 yachts stayed overnight to sail back to their home ports under spinnaker the next day.

FOR SALE. Lowana V. 1 yr. old Mark IV in as new condition. Ring Mike Shannon (03)892122.

PORT PHILLIP DO'S AND DONT'S

The Ports and Harbors Division of the PWD advise the following regulations affecting yachtsmen.

From 15 December, 1982 until the expiration of 30 April 1983, and thereafter from 1 December in each year until the expiration of 30 April next following, the use of the following waters of the Port of Port Phillip is prohibited for all classes of boating or similar activity:

- (a) The waters bounded by a line commencing at a 'no boating' sign situated on the foreshore west of the E.wood Lifesaving Club clubhouse and extending approximately 120 metres seaward to a red buoy; thence by a line extending approximately 200 metres in a south-easterly direction to a red buoy; thence by a line extending in a north-easterly direction to a 'no boating' sign on the foreshore;
- (b) The waters bounded by a line commencing at a 'no boating' sign situated on the foreshore west of the Brighton Lifesaving Club clubhouse and extending approximately 120 metres seaward to a red buoy; thence by a line extending approximately 270 metres in a south-easterly direction to a red buoy; thence by a line extending eastward to a 'no boating' sign on the foreshore;
- (c) The waters bounded by a line commencing at a 'no boating' sign situated on the foreshore south of the Sandringham Lifesaving Club clubhouse and extending approximately 120 metres seaward to a red buoy; thence by a line extending 600 metres in a north-westerly direction to a red buoy; thence by a line extending eastwards to a 'no boating' sign on the foreshore.

The Master or person in charge of any vessel in the waters of the Patterson River downstream of the Nepean Highway road bridge crossing the river, shall not unless prior permission has been obtained from the Port Officer or Harbor Master or unless compelled by an emergency -

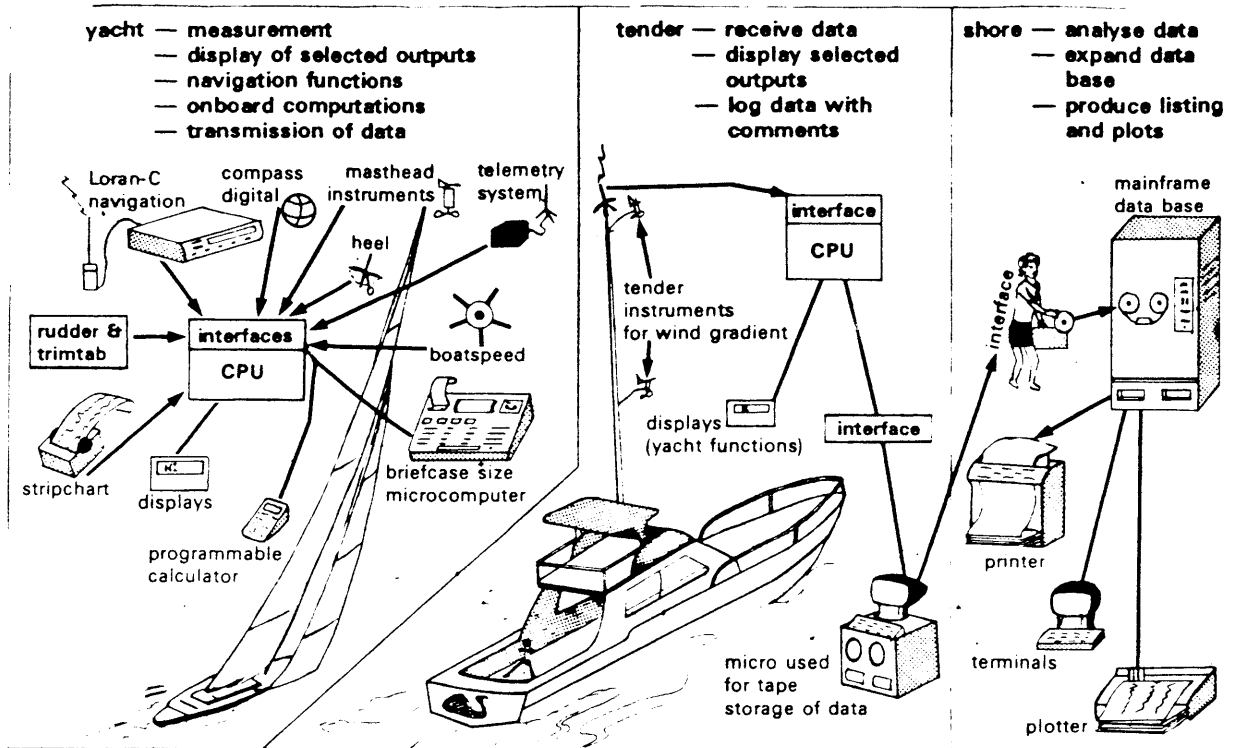
- (a) anchor or moor the vessel, or
- (b) beach the vessel on either bank between the road bridge and the river entrance except for the purpose of rigging or unrigging masts prior to or subsequent to proceeding under the Patterson River bridges. Such beaching shall only take place for the minimum time necessary.

NEXT ISSUE.

Copy for February National News should be with the editor by February 1st. Although our membership is increasing the contributions for publication are decreasing, so the editor is really struggling to get interesting and readable material together. What about using some initiative and pen a few lines about RL activities in your area. Race results and cruising experiences especially needed. Don't leave it to the other bloke - do it NOW.

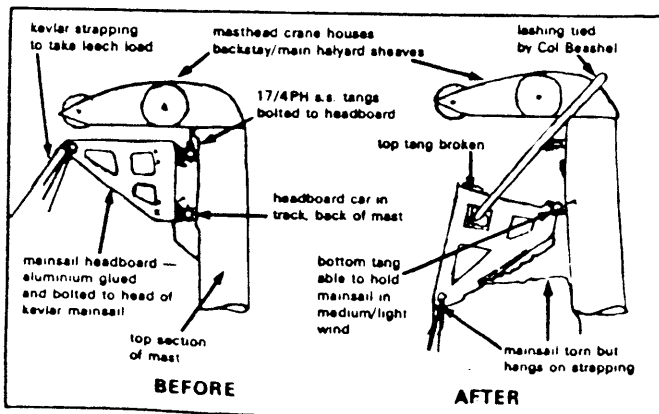
To us humble weekend sailors, the much publicised computer installations on the 12 meter contenders is hard to comprehend. Just what does the computer do for them? How important is it? John Bertrand, who has a Masters degree in engineering, made the following apt comment:-  
 "We used computer analysis quite heavily. I had reservations early on because I knew the problems of the inputs we were using which was just the raw boat speed, wind speed and wind direction. We were doing quite complicated mathematical computations with this relatively rough raw data and I had reservations on the accuracy of the final numbers, and certainly how much we could analyse and believe them. I think what we did do is get a good feeling of what results were credible and what results weren't within the context of the variables of 12-metre racing. That is the confidence index I had to build up with this information. Eventually I got a fairly good feel of what was accurate and what wasn't."

The following diagram gives a clear summary of the electronic gear that gave us a technological edge.



This diagram, drawn by Grant Simmer, shows how data about the sailing performance of Australia II, which had an Ockam computer, was recorded (left) and transmitted by vhf radio to the accompanying tender vessel Black Swan where it could be simultaneously monitored (centre). From a second Ockam central processing unit on the tender the data went into a Data General Micronova microcomputer which was a storage device using magnetic tape. The stored data was later taken ashore (right) to the mainframe computer, a Data General Nova 4X, and analysed in detail.

Of course these sophisticated multi-million dollar racing machines still have the same sort of frustrating gear failures we are all only too familiar with in our own seafaring exploits. One that was never too clearly explained from Newport at the time is illustrated below :-



Grant Simmer drew these sketches to show the masthead failure which probably cost Australia II a victory in the second race of the America's Cup. On the top of the mainsail is an aluminium headboard attached by two metal tanga to a car which runs up and down the mast. The top 17/4PH tang sheared through and the headboard rotated around the lower pin, so that the mainsail fell down about 12 inches (about 30cm). The mainsail tore underneath the headboard but kevlar strapping to transmit the 3000-pound (13.3kN) load from the leech of the sail to the back of the headboard held. Mainsheet hand Colin Beaschel went up the mast and was able to get a knife through a lightening hole in the headboard and cut a hole through the kevlar. He then leached the headboard to the top of the mast. "We still expected the sail, since it was torn, to fall right on the back corner of the headboard but it hung on," said Simmer.

RL24 OWNERS ASSOCIATION OF AUSTRALIA.

LIST OF MEMBERS AS AT DECEMBER 1983.

<u>NAME AND ADDRESS</u>	<u>SAIL NO.</u>	<u>BOAT NAME.</u>
Ralph Higgins, 60a Arkaringa St. Black Rock, 3193	20	Valentine.
Gerry Theunissen, 43 Wheelock Way, Carnarvon, 6701	24	Bushranger.
Graham McDonald, 6 Parwan Crt., Frankston, 3200	25	Solitaire.
Jack Keir, 9 Arkana St., The Gap, 4061	72	Phantom.
Reg Roberts, 24 Myrtle Gve., Altona, 3018	76	Drumbeat.
R. Wallace, 13 Bridges Ave, Traralgon, 3844	98	Karingul.
K.W. Mooney, 22 Moore Ave., Croydon, 3136	101	Propinquity.
Ken Hackett, 155 Foster St., Sale. 3850	102	Sasha.
George Krupinski, 36 Nangiloc Cres., Werribee.3030	103	Toucan.
Chas. Blackney, Bass Highway, The Gurdies. 3984	105	Timtarri.
Peter Trigger, 17 Dubarry St., Sunnybank Hills. 4109	107	Yogi Bear.
Thor Romuld, 13 Melville St., Hawthorn. 3122	108	Pampero.
John Govan, North Road, Pearcedale. 3012	109	La Mancha.
Phillip Spence, 83 Park St., Mona Vale. 2103	110	Alicia.
John Berry, 49 Alexandra St., Sandgate. 4017	111	Safari.
Chris Laird, 40 East St., Yallourn North. 3838	112	Lady Jane.
Tony Robinson, 527 Elizabeth St., Albury	114	Zillah.
Geoff Vaughan, 43 Ringwood St., Ringwood. 3134	115	Lowana IV.
D.R. Taylor, 4/467 Canning Hwy., Melville. 6156	F118	Bagheera.
Brian Wager, "Ingleden", Rowbotham St., Toowoomba.4350	124	Windsong.
Ron McIntyre, 4 Branley Crt., Kew 3101	126	Almitra.
Warren Stubbs, 7 Henry Bull Drive., Bull Creek. 6155	134	Swagman.
James G. Clark, 65 The Promenade, Isle of Capri. 4217	135	True Blue.
Bruce Castles, 12 Willow Crt., Sale. 3850	152	Pegasus.
Win Steenland, 19 Markham Ave., Runaway Bay. 4216	153	
Bradley Manski, 194 Fort St., Maryborough. 4650	156	Valkyrie.
Geoffrey Gronow, 21 Huntingfield Rd., Brighton. 3186	158	Happy Days.
Derek Hale, 5 Antares Ave., Sale. 3850	159	Jeweltime.
Jarvis Maw, 120 Cole St., Gardenvale. 3185	162	Lenard.
Wal Curry, 7 Iris Ave., Coniston Heights. 2500	163	Amazing Grace.
Graeme Askew, 32 Keas St., Benalla. 3672	181	Kina.
Bill Young, 3 Downer Ave., Stirling 5152	182	Galatea.
Warren Walters, 7 White St., Gladstone 4680	138	Sundance.
Graeme Reiffel, 231 Flynn Cres., Dampier. 6713	189	Phoenix.
Robert J. Mollah, 69 Sunset Rd., Kenmore. 4069	192	Worippa.
Jack Walsh, 35 Powerscourt St., Maffra. 3860	199	Ohau Rua
David Cameron, 36 Solway St., Ashburton	201	Tapui.
T.W. Potter, 22 Elcon Hill, Willetton. 6155	206	Susie.
Ken Duggan, 5 Hyde Crt., Mulgrave. 3170	207	Shamrock.
Bernard Mace, Moonlight Rd., Kangaroo Ground. 3097	210	Take Five.
R. Hill, 386 Pittwater Rd., North Ryde. 2113	213	Artful Dodger.
John Curry, 16 Dallas St., Keiraville. 2500	214	Lorna Dee.
D. & J. McArthur, "Greenvale" R.S.D. 1/285 Derrinallum 3325	217	Banana Boat.
Gary Hopkins, 9 Ryan Ave., Maroubra. 2035	218	Kinky.
Phillip Ellis, 9 Garnet St., Essendon West. 3040	220	Talitha
Colin Goyne, 23 Jagara St., Aranda. 2614	225	Blaze.
K.P. Jorgensen, 10 Roebuck St., Red Hill. 2603	226	Siren.
Percy Long, 19 Meynell St., Salisbury. 4107	227	Sea Chicken.
Ken Rainey, 14 Allambie Rd., Sale. 3850	231	Splice.
R.G. Voller, 17 The Boulavarde, Oak Flats. 2527	236	Big Deal.
Peter Mullen, 7 Anglers Place, Eleebana. 2280	240?	Bluewanda.
Barry Hall, 28 Swell Ave., Warradale. 5046	240	Bentley.
R.R. Armstrong, 6 Paul Ave., East Keilor. 3033	244	Solace.
Brian Arnott, 21 Larkings St., Wangaratta. 3677	250	Sallane.

D.P. Mullen, 13 McEwan Ave., Winston Hills. 2153	253	Genesis.
Don Yates, 275 Ballina St., Lismore. 2480	258	Our Pat.
Dick & Judy Edwards, Waratah Rd., Fish Creek. 3959	263	Ramena.
Len Ripplingale, 11 Palm Crt., Frankston. 3199	269	Street Car.
Ronald G. Collins, 241 Alderly St., Topwoomba. 4350	300	Tecumseh.
Terry Willshire, 16 Armidale St., Stuart Park.N.T. 5790	301	One Way Street.
Charles Meckiff, RMB 4405, Darriman. 3851	302	
Peter Graham, 16 Wenlock Cres., Springwood. 4127	303	Calibre.
Don Lewis, 333 Springvale Rd., Donvale. 3111	305	Jacqui.
Trevor Jones, 17 Dugan St., Sale 3850	307	Casper.
Simon Stanford, 45 Westbrook Ave., Wahroonga. 2076	308	Harem Scarem.
Gary Leete, 9 The Outlook, Heathmont. 3135	309	Pinnocchio.
Trevor and Wendy Judd, Park St., West Wyalong. 2671	311	Oreb.
C. Dismorr, 1 Brett Street., Gladesville. 2111	315	Hypertension.
Ross Corben, 161 O'Connor Rd., Knoxfield. 3180	332	Anitra.
W.E. McCormack, 35 Ancona Street., Rochedale. 4123	334	Swizzle.
William Hayes, 8 Derinya Dve., Frankston. 3199	336	Sublime.
G.P. Graham, 7 Oak St., Lugarno. 2210	337	Riesling.
Rowan Smith, 25 Doynton Pde., Syndal. 3149	338	Alicia II.
Allen White, 2271 Moggill Rd., Kenmore, Brisbane. 4067	339	Marilyn M.
M.T. O'Keefe, 19 Halls Rd., Myrtleford. 3737	342	Bermamaree.
Donald B. Hoyland, 16 Ashmore Ave., Pymble. 2073	343	Red Handed.
Ross L. Sedgwick, 35 Howard St., Hollywell. 4216	344	Valhalla.
R. Clampett, 16 Wilpena St., Eden Hills. 5050	361	Finesse.
David R.T. Parmenter, 21 Off St., Gladstone.(P.O.Box 316)	400	F. Troop.
Rob & June Legg, P.O. Box 50, Runaway Bay. Qld. 4216	401	Sequoia.
Mike Shannon, 30 Watt St., Box Hill. 3128	402	Lowana V.
Rod Young, 3 Moore Lane, Gladstone Qld. 4680	404	Dump Truck.
C. Gatt, 6 Civic Pde., Altona. 3018	405	Bunyip
Mark Steinmuller, 52 Tivoli Hill Rd., North Ipswich 4305	408	
Pat Mahon, 34 Wattle Ave., Beaumaris. 3193	409	Bumble Bee
N.J. Rogers, P.O. Box 730. Lismore. 2480	412	Tigress
Doug Lee, 68 Hinkler Rd., Glen Waverley. 3150	414	Archena
F.J. Lucas, 235 Imlay St., Eden. 2551	415	Radical Lady.
Roger Glasson, Teven Rd., Alstonville N.S.W. 2477	421	
D. Anthony, 30 Emu Ave., Altona. 3018	999	Jo Jo II.
Alister Russell, 58 Morgan Ave., Mt. Warringal. 2528	?	Para Handy.
George B. Miller, 76 Fortescue Cres., Dampier. 6713	HH33	Vansong.
Kevin & Libby Westacott, 200 Namaijira Dve., Chapman. 2611		
D.B. McLean, Bowen. Qld. 4805.		
V.D. & R.S. Davenport, RMB 557 Jilliby Rd, Wyong 2259		
Geoff Olney, P.O. Box 202 Silvan Rd., Mt. Evelyn 3796		
Don Charters, 15 Roydon St, Moorabbin. 3189 (RL28)		Bolero
Fred Wright, 26 Karina St., Frankston. 3199 (RL28)		Moonbird
Terry Waites, 5 Wadham Pde., Mt. Waverley. 3149 (RL28)		Don Quixote

#### SEASONS GREETINGS.

May all RL owners, their families and crews have a very blessed, happy and safe christmas wherever they may be moored, throughout Australia. Enjoy your sailing even more in 1984.