



NATIONAL NEWS

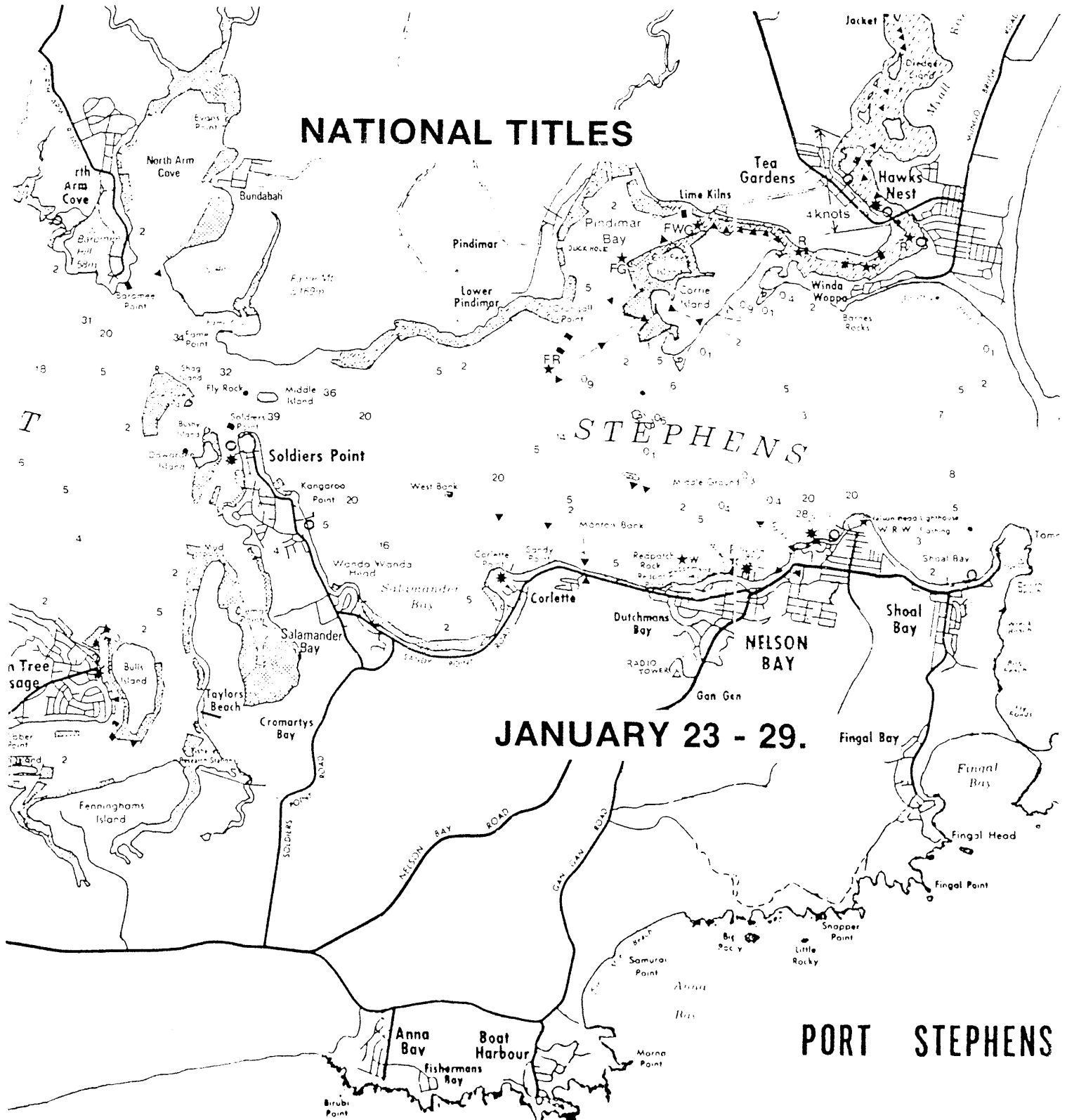


OCTOBER 1983

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NATIONAL TITLES

JANUARY 23 - 29.

PORT STEPHENS

EDITORIAL.

In the early seventies - the first few years of RL24 sailing - a few of our owners got themselves into trouble, treating our light planing hull like it was a stiff, ballasted JOB yacht. Isolated reports (often exaggerated by other envious T/S owners) began filtering in about knockdowns, rescues and such. The RL24 Association played a significant role in educating RL owners into (a) the joys of handling a yacht that behaved like a large, 24 ft. dinghy (b) the necessary safety measures that this design concept required. Your Association conducted buoyancy and self-righting tests and made recommendations to members and the designer. The result was the Mark II with greater ballast and more buoyancy and an incident free period of successful RL24 racing in the late seventies, early eighties. But lets not get complacent about the now excellent safety record of our class. We do not own some sort of super-boat. We own a fast, light trailer sailer. There are class rules concerning safety that are mandatory as well as AYF safety requirements that sensible skippers should adhere to. A recent unfortunate incident involving a Mark I hull is reported in this issue and has moved us to devote some space to safety and to re-cap, for the benefit of newer owners, the earlier safety recommendations particularly concerning Mark I hulls. Members are invited to comment on this issue and let us know of any relevant experience of their own. As we did in the early days, we can all benefit from the unfortunate experiences of others and make sailing a continuing enjoyable and safe recreation, especially in RL24's.

THE INCIDENT.

RL24, Seawebb, skippered by Charlie Webb-Wagg was competing recently in a heat of the Brass Monkey series, conducted by Hobson's Bay Y.C. when it was knocked flat by a strong gust, could not be righted, and had to be towed to shore. Conditions on Port Phillip Bay were rough with SW winds estimated at a good 30 mph, gusting higher. Seawebb had just tacked when hit by a gust, knocked down, and driven further down by wave and wind on the hull until upside down. The plate was in the locked-down position and the crew managed to right the boat but due to main sheet tangle effectively cleating the sail and poor stability of hull full of water, Seawebb went straight over again. In the upright position the hull was only just buoyant, with gunwales almost submerged. The front hatch was lost and the subsequent tow caused damage to the cabin when the rescue boat collided with its tow in the difficult conditions. The RL, full of water, "submerged" for the duration of the tow to shallow water.

WHAT WENT WRONG.

All yachts can be knocked down in certain conditions of wind, sea, and sail area in use. It is nice to know though that your yacht will self-right, or at least not sink. Very early in the development of RL24's, it was realised that the Mark I hull, although it would not sink, would be only just buoyant when full of water and therefore so unstable as to be self-righting only in calm water. All owners were recommended to install more buoyancy material and a class rule was introduced requiring buoyancy foam in the top 1.75 m of all masts. The manufacturer amended the design, and hence the Mark II evolved with substantially heavier keel and with a lot more built-in buoyancy. However, it is now about 6 years since these self-righting and buoyancy tests and subsequent recommendations. Some owners may not have heeded the advice and new owners may be unaware. Certainly Seawebb had no extra buoyancy and had no foam in the mast. It is apparently fitted with the original 100 Kg keel. Further, when she was finally beached it was found that the forward buoyancy compartment was not sealed and was almost full of water.

THE SOLUTION.

1. Buoyancy. All Mark I hulls should have at least 3 cub. ft. (0.1 cub. meters) of buoyancy added. Use closed cell polyurethane foam which is either pourable (expands after mixing) or is in pre-cast slabs. Fill entire gunwales with foam between outer hull and cockpit moulding. Find as many other spaces as you can. Eg. Each side of and forward of Porta Potti; under cockpit floor; under quarter berths. In general, the higher it can be placed the better. Pourable foam may be used around much cheaper polystyrene foam (common packing material). In a large space use a number of small pours as pressure can build up in large pours.

2. Mast. Our class rules state:
The top section of the mast shall be filled with buoyant non-interconnecting cellular foam plastic from the main halyard block down for a distance of 1.75 meters. Although this rule was introduced in the days before tapered masts were in general use it is still nevertheless an effective aid in minimising the chance of a complete 180° roll. All owners are reminded that you must comply with this rule to compete in RL24 sponsored events. Also note that AYF rule concerning buoyancy. "Attention is drawn to the value of buoyancy in the top 1/2 rd of the mast".
 3. Integrity of Hull. Of course every owner realises that it is their responsibility to ensure the soundness of their yacht, including buoyancy compartments, but does everyone realise that it is a mandatory AYF requirement that "where buoyancy is in the form of sealed compartments, a drain hole and screw type plug shall be fitted to each such compartment. Nothing shall be stowed in these compartments". i.e. you should ensure your sealed compartment is sealed and has no water in it.
 4. Drainage. Most Mark I hulls were delivered without cockpit drains, locker drains, anchor well drains and with no bulkhead sealing off the cockpit locker from the cabin area. Owners have incorporated these in most cases but some are in-adequate. The AYF require cockpit drains to have a clear area of 10 cm².
 5. Ballast. The RL Association did not recommend increasing the ballast of early Mark I hulls providing buoyancy was increased to an adequate level. However, for added peace of mind quite a number of owners did replace the 100 kg. keel with the heavier keel then being produced, and others added up to 50 kg of lead in the bilge alongside the plate case.
 6. Water tight cabin. It is good practise on any yacht to provide for the internal volume of the yacht to be essentially watertight or to keep water from a swamped cockpit out of the cabin. To this end your foredeck hatch should be firmly held shut and be permanently attached. The companionway should have a substantial storm-board, attached by line, fitted in heavy weather.
 7. Wind speed and sail area. Remember you are not sailing a fully ballasted keelboat. Our class rules carry a recommended maximum average wind speed for racing - 30 mph or 48 kmh. Of course often wind strength increases after a start and you are committed, but....how skilled are your crew at shortening sail for the conditions?
6. Other relevant safety rules. The AYF rules make it mandatory for you to
 - (a) secure heavy equipment over 5 kg. e.g. motor, anchor.
 - (b) positively prevent retractable keels from escaping from the case in event of capsizing.and, to quote rule 4.2 in part "The owner shall continuously take account of all foreseeable circumstances when sailing to ensure the safety of craft and crew. Particular attention shall be given to
 - sheet cleating to enable quick release
 - Keel positioning and lockdown
 - sails appropriate for the conditions
 - weather.

MORE BACKGROUND ON SAFE SAILING.

Arising from the unfortunate incident to Seawebb we are making safety something of a theme for this issue. The following Storm to Remember, Caught in a Blow, Slab Reefing, are reproduced from old issues of Victorian RL24 Newsletters. There is something to learn from each.

A STORM TO REMEMBER.

Remember the day roofs were blown from houses and two people were killed by falling trees in Altona? Ron and Lyn McIntyre had first hand experience of the storm. The following letter was sent to the Association and is reprinted in the interest of the membership.

"I am sure many RL24 Association members will be pleased to learn of the excellent performance put up by Almitra in the storm on Port Phillip Bay last Sunday (Jan 24th). Lyn and I were sailing from Indented Head to St. Kilda and at about 3 p.m. we were near the cargo ship anchorage. We had been sailing with the mainsail reefed and I had just

pulled down the storm jib when the first gusts hit us. Lyn had been careful to put my lifejacket on and had to open the hatch covers to get her out of the cabin. It was touch and go whether the covers could be put back before we went over! We were in line with the centre of the storm cloud as it passed from Altona to Black Rock and once it enveloped us, the sea was whipped into a fury, visibility was cut to 20 feet and the wind just flattened us. Lyn was up near the mast on the port side trying to undo the main halyard when the full force of the wind hit. I found myself in the water with the boat in one hand the rudder in the other - I don't know how it came off. I cannot say exactly what happened to the boat, but can only explain the initial and final positions by surmising that we did a clockwise 270° roll then a 180° anti-clockwise roll, looking from the stern. Lyn was dragged under by one of the mast stays and can remember looking up to see daylight from under the boat. I dragged myself around from the stern to amidships to see Lyn emerge from under the boat with a few ropes around her. She had been under for some time and was pretty breathless. We were able to sit and recover on the side of the cockpit while the gale raged around.

I decided to take the mainsail down or rather bring it in as it was now lying horizontal - better late than never. This was much easier than I expected and after a couple of minutes I rejoined Lyn for a breather. The wind had abated somewhat so I decided to stand her up. No sooner had I climbed around the gunwhale and put my foot on the keel than she came over easily. The anchor had fallen out of the anchor locker and held fast in the mud keeping us headed into the wind. Lyn and I sat down in the cockpit both a bit amazed to find the boat the right way up and still afloat and wondering if she was going to stay that way. The wind was dropping considerably and after a few minutes we felt safe enough to open the hatches. The water was about 3" below the main hatchway entrance and was mixed with matches, ricebubbles, soap powder, sleeping bags, books and cameras all sloshing around in the cabin. A harrowing sight indeed.

After about half an hours bailing, we tried the motor without success and as our rudder was gone our thought turned to calling for some assistance. The radio did not give any response so Lyn suggested that the big red sheet with the "V" on it might attract some attention. I had always wondered what possible purpose it could have but no sooner was it hauled up on the main halyard than we had two very competent and sympathetic chaps in a Ports and Harbours emergency boat by our side.

All in all it was quite an experience and one which gives one confidence that despite mistreatment and abuse the RL24 is a very forgiving lady.

(Almitra is a Mark I, with extra buoyancy, and was crewed 2 up. Ed.)

CAUGHT IN A BLOW.

Sasha and her crew learnt a few lessons in a recent club race that I thought were worth passing on, obvious though they be. The course was one large triangle, about 10 nautical miles. The start was in strong gusty conditions estimated at 20 to 25 kts. The first leg was a long reach, we stood a bit high at first and although we were only three up, all were experienced and were regular Sasha crew, so we bore away for the mark and threw the kite up. A 24 ft. yacht planing on a screaming spinnaker reach is, to say the least, exhilarating sailing.

The next leg was also a reach but a bit close for the kite, so we lumped along in a steep chop, sailing free.

Lesson No.1 coming up - Because we had two long reaching legs we had not appreciated how much the wind had strengthened and were not fully prepared for the windward work before we rounded the mark. i.e. We did not have all our sail flattening adjustments set, resulting in a mad scramble in a heeling, bucking yacht trying to pull on tensor controls that are a lot easier when relatively up-right on a reach. Even after eventually getting everything "on" it was quickly apparent that we were overpowered. The wind had in fact freshened to gusting 35 on the club house indicator. we took a tack towards the North shore of the lake, hoping for smoother water. As we got closer to the shore I could see just how badly we were being knocked around as the leeway we were making relative to the beach seemed more than our progress towards the beach. Also I was getting a little concerned that in our extreme angle of heel we were developing lee helm in the gusts instead of the usual "safety valve" rounding up in gusts.

Lesson No. 2 was clearly obvious. We were not set up to reef the main and to get our genoa off required a fiddle at the base of the mast - a near impossibility in the conditions without turning and running. So we pulled the main down (the halyard is led back to the cockpit) and to our amazement proceeded to sail very effectively to windward under genoa alone. We were doing so much better that in the Club-house they assumed we were motor-sailing! Of course we could not sail as close to the wind, and we lost a lot of ground every time we tacked, but our much improved speed was clear evidence that too much sail had been up. The wind was so gusty that in one extra hard one we put the gunwale in under genoa alone - (you cannot spill wind as quickly from a creased genoa).

But....had we been able to reef the main, and/or readily drop the genoa, I am sure we would not have suffered the indignity of being outsailed in the conditions by the stiffer RL28 and by a Timpenny (with storm jib). Sasha is set up so the main can be flattened very flat but genoa has no furler (when racing) and is not easy to get down. A sail hanked on to the fore stay and with a quick release halyard would have readily been dropped and stowed. Four other RL24's in the race did not finish, but all had lesser experienced crews - I was disappointed we could not cope with the situation better and am now convinced that the ability to easily shorten sail is an essential part of racing an RL24. Sometimes the more obvious lessons are hard to learn!

SLAB REEFING OF MAINSAIL.

If you are not sure how to set up for reefing, here is one way:
A reefing line is run from boom end, through clew cringle, back to boom through a cheek block, along boom to cheek block at goose neck end, and up through luff reefing cringle. From there it passes through a lead block to a cleat, either on the mast or boom. As soon as line is hauled on and secured tie in intermediate reef points. Position tackle at end of boom so that pull is out as well as down.

FOAM IN THE MAST

With tapered masts now in common use on RL24's, some owners have balked at complying with the class rule requiring the top section of the mast to be filled with buoyancy material. Well, rules are rules. Here are a few hints to help you qualify

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2. Most masts are rigged with internal halyards. Well thats OK. Drill out the rivets and remove the spinnaker halyard block and that is where the foam gets poured in, using a small plastic funnel. Seal up the top around the main halyard block with a plastic caulking compound and stand the mast up at a steep angle with the top on the ground. Some people advocate pouring the foam around the internal main halyard which can be worked free of the foam before its final hard set. Much better though, if you go to the trouble of removing the halyard and re-install it with a 1.75 length of plastic tubing encasing the section of halyard passing through the foam.
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MARK I SELF RIGHTING AND BUOYANCY.

These series of photos have been published in newsletters before but are re-produced again as they are topical once more.



Photo No. 1 shows the Mark I hull, pulled flat with main and jib cleated and 100 kg plate locked down. Both sails are submerged, positive self-righting obvious from man with one foot and wooden pole pushing down on mast tip.

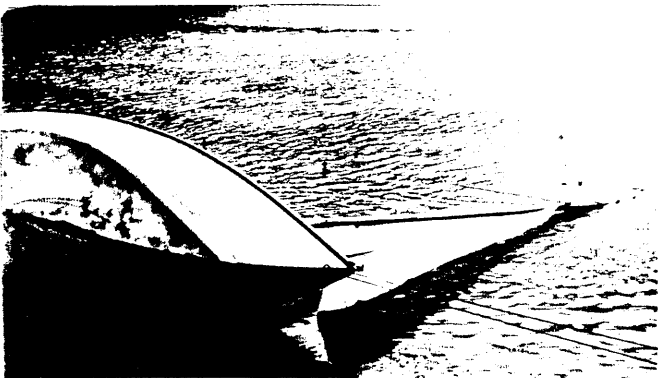


Photo No. 2 shows same situation as photo 1, except that plate completely housed. Neutral self righting.

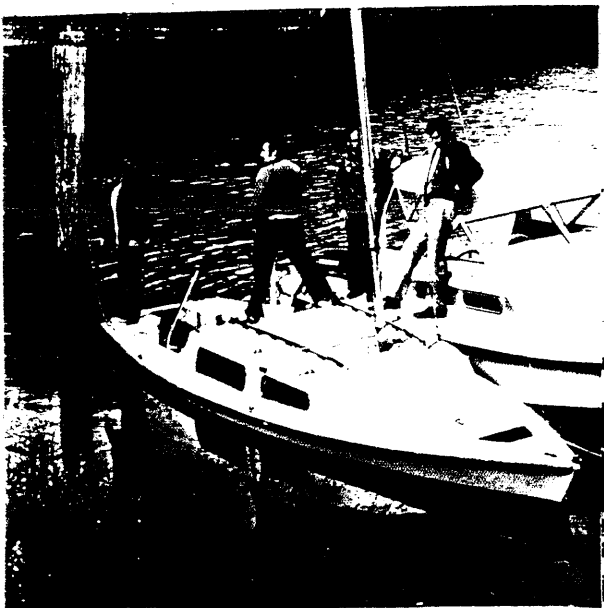


Photo No.3 shows hull swamped by pumping in water to overflow point. With two crew on board, hull buoyant but only just - unstable in upright position. Boat in normal sailing trim, bunk cushions left on-board. No extra buoyancy installed.

AUSTRALIA II

At least two of our members, no less than Robb & June Legg, were in Newport to witness history made and were on hand to congratulate the victorious Aussies. Can we look forward to our very own eye-witness report in next National News? Since keels are very much a contentious issue in RL24 circles, maybe Rob might comment on this aspect of 12 meter design?

WHAT PRICE ECSTASY?

Where sailing is concerned, the price of pure pleasure is not as high as some might expect if you sail an RL 24. Those who've taken the trouble to check will know the price structure of RL 24's compares most favourably with all its would-be competitors. Perhaps that's why there are more RL 24's afloat than any other GRP trailable yacht in Australia. Here's what you would currently pay for a new RL 24. All prices are ex-factory and do not include any State stamp duty charges.

BASIC BOAT	\$9,667
SAIL-AWAY KIT	\$2,514
BOAT TO SAIL-AWAY STAGE EX-FACTORY	\$14,769
BOAT TO DE-LUXE STAGE " " "	\$16,890

Prices are identical for swing or drop keel versions.

WEIGHT.

There have been murmurings around RL circles that some new boats float pretty high. Are they under the minimum weight rule is the implied query. Your committee are anxious to knock this sort of rumour well and truly on the head. We don't need the hassle of weighing hulls to qualify for measurement certificates. So.....we have written to Rob requesting a formal manufacturers declaration that NO hulls will be built less than 454 kg. By the way we know of two hulls that were specified to be made down to minimum weight. One of these was subsequently sold and the owner ordered another new RL, this time deleting the restriction on the builder to keep weight down to minimum.

Other relevant weight news of interest concerns older hulls. Two Sale based boats were stripped down over the winter to the status required for minimum weight measurement, i.e. normal fittings permanently attached but excluding keel, rudder, all rigging and other sundry removable gear. Result: Mark I hull (with considerable added buoyancy foam) 46 kg. overweight.

Mark III hull 158 kg. overweight.

Both these yachts perform well - the Mark III yacht being in the top 10 in the 1983 Australian Championship at Southport.

BOARDING LADDERS.

All of us who do not have boarding ladders have experienced the difficulty of getting back on board after going for a swim. It makes a lot of sense to carry one while racing and we are in complete agreement with the Trailable Yacht Sub-Committee of the Victorian Yachting Council who are moving to make this safety measure mandatory.

There is quite a selection of different ladders available, both fixed type and removable. Most are still not that easy to use but all are better than nothing.

STRESS.

For those interested in the stresses and strains on their Boat, the following are the estimated strains on various parts of the rigging on a Boat being sailed four up in 30MPH winds...

Jib luff and halyard, 180 kg (to windward)
Shrouds, (set 66 cm. behind mast) 360 kg. to windward on quarter and Spinnaker set, 590 kg (not using runners or back stay). With runners taking the main load, mast compression is considerably reduced and strain on the runner would be about one third that of a shroud for the same loading
Main halyard, 115 kg.

NOTE: It is necessary to use wire that has at least double the strength of the above figures, as stainless wire has considerable stretch when loaded above half its maximum loading.
Also figures published for wire are breaking loads whereas figures quoted for blocks and other fittings are safe working loads.

VICTORIAN NEWS

'84 State Title.

Notice of Race has been sent to all Victorian owners for our annual Championship Regatta. Lake Wellington is the venue. January 14 to 16 is the weekend. Gippsland RL owners are planning the best ever series. Remember entries close December 30th.

SAILING PROGRAMME.

If you are looking for opportunities to race in open competition against other trailable yachts, you have a wide range of events to choose from. Victorians are fortunate in having many clubs interested in trailable yachts and you should take advantage of the varied programme on offer. Plan your year around the following events:-

Date	Event	Club
Oct 29	Around Sunday Island	Port Albert
*Oct 30	Wellington Triangle	LWYC
Nov 1 (cup day)	Black Rock Cup	BRVC
*Nov 12	Geelong to Queenscliff	Geelong TYC
Nov 19	Petersville Series Ht.1	Sorrento
*Dec 3	Around French Island	Warneet
Jan 1	Petersville Series Ht.2	Sorrento
*Jan 14-16	RL24 State Title	LWYC
Jan 22	Rye Capel Sound	Rye
*Jan 23-29	RL24 Aust. Title	Port Stephens
Jan 28-30	ANA Regatta	Royal Geelong
Feb 11	Warneet Classic	Warneet
Feb 18	Channels Race	Portarlington
*Feb 25/26	Rhyll Weekend for RL24's	Rhyll
*March 10/11	Marlay Point Overnight Race	LWYC
March 25	Open Event for Trailables	Sandringham
April 21-23	Easter Regatta	Gippsland Lakes

* These events are most popular among RL24 owners and are nominated RL24 Association outings.

WHAT'S IN A NAME?

A great deal, it would seem, for many yacht and boat owners. For some it is an expression of the romantic element of their relationship with the sea; for others it complements an image, an artifact of the ego. For others still, it is a link, a trigger to conjure up another world, a transport of delight into the subconscious. For a few it is just a means of identifying their boat.

Fortunately, there are no people in this last category in the RL24 Association. Indeed, many owners have the most fascinating and complex of reasons behind the name of their yacht, some of which we share here.

<u>TALITHA.</u>	An Arabian name given to females, it means 'as graceful as a gazelle'. It is also biblical; it appears as a young girl's name in Luke, Ch.8.
<u>SOLACE.</u>	Defined in the Pocket Oxford as "comfort, the alleviation of stress". Just what sailing is to Dick Armstrong.
<u>BUMBLE BEE.</u>	As in "Bumble Bee Yellow", the traditional colour of Pat and Rae Mahon's boats.
<u>JACUINI.</u>	Named for the owner's daughter, Miss Jacqueline Lewis.
<u>SOLITAIRE.</u>	"A precious jewel, set alone". Particularly appropriate for Graham and Jenny McDonald's beautiful Mk.1.
<u>ALICIA 2.</u>	Named to honour a life-long romance between a skipper and a certain Mrs. Alison Patricia Smith.
<u>SPLICE.</u>	When Ken Rainey's light green and yellow boat was delivered, son Craig expressed the view that it looked like a lime splice icy-pole. Some mothers do 'ave 'em.
<u>ANITRA.</u>	The beautiful but wilful sea-siren who seduces Peer Gynt in Norwegian playwright Henrik Ibsen's drama "Peer Gynt". For the Corben's, it is an apt reminder and link with Scandinavia.
<u>SUBLIME.</u>	"Supreme or perfect" - a most appropriate description of Keith and Yvonne Hayes' boat which is one of the most superbly finished yachts of any type afloat. Its colour? A delicate pastel green.
<u>ARCHENA.</u>	Named by Doug and Denni Lee to honour the Association's most remarkable and best loved woman, Archena (Arch. to everyone) Olney who, with husband Geoff, introduced the Lees to the joys of cruising.

TOUCAN.

Pretty well everything Don and Betty Charters did on their Mk. 1 involved two cans - paint, polyester resin, etc. But more importantly they proved you don't need a lot of people to sail an RL 24 - two can.

TIMTARRI.

An old tribal word meaning Timothy and Tarya, children of the boat's original owners. Fortunately Charles and Joan Blackney, the boat's present custodians are too busy to change the name.

SEA WEBB.

was "Bunyip" until sold to a keen ex-skiff sailor named C. (for Charlie) Webb. Think about it.

BUNYIP 2.

"A mythical mysterious Australian creature" not necessarily a monster unless the drop keel hits the bottom in 30 knots. Replaces the first "Bunyip" in Charlie and Sylvie Gatts garage.

PEGASUS.

Named by Bruce and Barbara Castles for the winged horse of classical mythology. Within the RL 24 Association "Pegasus" has, itself, become a legend. As a boat name "Pegasus" has a long history in the Castles' family being first used on a clinker built Cadet dinghy sailed by Bruce's father, Bruce still has the brass name plate from this lovely old boat.

LOWANA.

A dynasty of RL 24's established by Michael and Cristina Shannon which carry the name of a Cadet dinghy Michael sailed as a lad in Adelaide. The origin of the name is not entirely clear but it does appear in a booklet of Aboriginal place names published by the Australian Museum in Sydney in 1959. There the meaning is given as 'young girl'.

SASHA.

Some years ago, Ruth and Ken Hackett enjoyed an outstanding holiday in the Snowy Mountains which still features prominently in their memories. The name of the lodge at which they stayed was Sasha.

LA MANCHA.

Now sailed by John Govan, this boat was named by former owner Doug Lee. Doug chose "La Mancha" because, at the time, the boat represented his impossible dream.

This, of course, is by no means a complete treatment of the field and as the research continues, the Newsletter will bring you further details in coming issues. In the meantime, if you have a special reason for the name of your RL 24 how about sharing it with the Association by dropping a line to the Editor.

WILLIAMSTOWN TO WERRIBEE RIVER PICNIC RACE

Saturday 26th & Sunday 27th November

The RL24 Association of Victoria invites owners to participate in a cruise from Williamstown in Hobson's Bay to Werribee River.

This has proven to be a popular event in previous years. It is proposed to meet at Ferguson Street Pier Williamstown for lunch and depart for Werribee River at 1300 hours.

This will allow sufficient time for the delightful 14 mile sail and 30 minute motor/sail up the river to a most pleasant BBQ spot. Those who wish to may stay over-night and sail home on Sunday. For those unable to stay over-night it is suggested that they make arrangements to have their car and trailer taken to Werribee River for retrieval.

For further details please contact Lick Armstrong.
(03) 336 1432

Social

A very enjoyable time was had by all who attended our social night at Frankston on 1st October. Details of the trip to Refuge Cove, Wilson's Promontory were discussed for the 19th Oct. to 1st Nov. and a video of the America's Cup was played. Thankyou Keith and Yvonne Hayes for opening your home and making us so welcome.

R24

WINTER RACING REPORT
McIlhormie
Hobson's Bay Yacht Club
Port Phillip Bay

Race 5 23.7.83
130 kts 5-10kts Port course.

Bunyip was forced over the starting line prematurely and had to restart. This was fortunate because she missed the shemuzzle at at the first mark. Here Solace was called up by Jo-Jo but could not keep clear. As she was fended off she went about and fouled Sea-Webb who was laying the mark on starboard. Solace took her penalty and cried (she watched Sea-Webb and Jo-Jo move out ahead.

By the gybe mark Jacqui lead Shamrock from Jo-Jo, Sea-Webb Solace and Bunyip. A luffing match was held by Solace and Bunyip on the spinnaker run but Bunyip pulled ahead on the next work. Jacqui held the front running in the later stages receiving third place overall. A challenge for 2nd RL24 place was issued by Sea-Webb but Shamrock held her off by a small margin.

Race 6 6.8.83
100 kts Icy wind 35-45kts N Starboard course.

Sea-Webb approached the starting line and left Shamrock clearly in the lead. Sea-Webb still managed a fair start with Solace and Jacqui. Bunyip had rigging problems and withdrew before starting.

By the time Shamrock had completed the first triangle she was a full leg ahead but unfortunately retired after one more lap still with a healthy margin on the entire fleet.

Solace and Sea-Webb fought out a close duel throughout the race with their mainsails inside out most of the time.

None of the RL's used spinnakers. Some reef the main or wore storm-jibs. Even so, speeds of more than 10 knots were attained on the runs and close reaches.
RL24 finishing order: Solace, Sea-Webb, Jacqui, Shamrock DNS, Bunyip DNS, Jo-Jo DNS, Drumbeat DNS.

Race 7 20.8.83
Cold N.W. wind 15-20knots at the start, dropping out to nil and then shifted to the north 15-20 knots. Plenty of rain.

Six RL's started. Sea-Webb put in a good first leg picking up a full minute as the wind dropped away..... Bunyip sailed through the fleet picking up a lot of places. The variable conditions were frustrating. Solace and Sea-Webb sat at anchor for ten minutes at one stage waiting for the wind to pick up while some of the fleet drifted backward with the tide. The final result at the RL time limit - 1st Shamrock, 2nd Jacqui, 3rd Drumbeat.

Race 8 3.9.83
15-30knots N.W.-S.W.
A strong wind warning was current during the morning. The wind increased from 15 knots to 35 knots as the race got under way. The squally conditions had boats reefing down before the full force of the front reached the fleet. The RL's were handling the conditions well and making great time but disaster befell Sea-Webb when tacking in close. A bullet knocked her flat. As the wind on the hull drove the mast under the surface water entered over the top of the main hatch storm-boards. (Two of three sections were in place) This combined with lack of foam in the mast caused her to invert completely even though the keel was locked down.

The first RL home was Jacqui who after an exciting final leg crossed the line half a boat length ahead of Shamrock.

Race 9 17.9.83
10-20knots S.E.

Although the entire RL fleet was barred from sailing with H.B.Y.C. until individual certification of positive self-righting could be produced, three RL's sailed the course and saw again the superiority of Don Lewis in Jacqui at the fore.
First Pl Jacqui, 2nd Shamrock, 3rd Solace

FINAL PLACINGS FOR THE SERIES (RL24's)
After dropping two of the nine races were:-
1st: Jacqui Don Lewis 75 points
2nd Shamrock 66
2nd Solace 66
3rd Sea-Webb 56

Notes and Observations on Race 8
It appears that the 100 kg swing plate was not enough under these conditions. Also the buoyancy in the bow, coamings and under the cockpit and quarter-berths still left the gunwhales below the surface after she was righted.
I recommend (where 100kg plates are used) that 50kg of lead be fixed to the floor beside the plate case to give the boat a positive self-righting moment. And.....
I also recommend that at least another 2-3 cubic feet of foam be fitted under the vee berths and both sides of the o/b motor well in the stern.

Personally I never want to see or hear of another RL "bottling". Please do ensure that your boat has a positive self righting moment. Add ballast if required: 50kg will make her stiffer and will not slow you down. And fit a lockdown bolt to your plate case. (You might be able to pick up a heavier plate from someone who has converted to a drop keel?)

Do increase the buoyant material in your boat. Two pot polyurethane foam is easy to use, (a good tip is to heat the cans in hot water before mixing) or use white polystyrene foam away from fuel areas as it will dissolve when in contact with petrol.

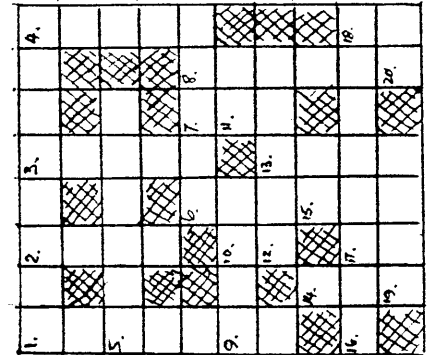
Another point to consider-
Drain holes: Who needs a cockpit, cockpit lockers or an anchor well full of water in trying conditions? One gallon of water weighs 10 pounds and I estimate the anchor well to hold at least 20 gallons. Drain holes from the cockpit, cockpit lockers and anchor well should be sufficiently large to empty these areas in minimum time! that a swamped cockpit fully empties in less than 3 minutes...." AYF Safety Regs 3.3.1(d) (If the bottom of your main hatch opening is lower than your outboard motor transom your cockpit will drain into the cabin first! Consider fitting a shallow storm board permanently.)

I recommend one 50mm (2") for the cockpit, one 25mm (1") drainhole in each cockpit locker and two 25mm (1") in the anchor well. (If these holes are made above the existing holes dangerous levels will be drained quickly and equipment will not be lost through them.)

Happy and safe sailing
Lick Armstrong

KIDS KORNER

Easy Crossword



- Across
- Commanders of boats.
 - Red-sailed yacht.
 - Commence racing.
 - Material for catching wind.
 - Across and 3 Down - Turn on opposite tack (2-5)
 - Place where laps and times are recorded.
 - Call (Slang).
 - Express dissatisfaction.
 - Opposite of East.
 - Myself.

- Down
- Instrument used in navigation.
 - Left side of boat.
 - See 11 Across.
 - Rope.
 - One masted yacht.
 - Length of life.
 - 5 across backwards.
 - Pronoun.
 - Droop.
 - Fore-end of yacht.
 - See 20 Across.
 - Wind Direction.

If you are keeping your cool while the rest of the crew are losing theirs, it's quite likely you just don't understand the situation.

THE GIPPSLAND LAKES, Part 2 (Refer August issue for Part 1).

Historical: Angus McMillan discovered Gippsland in 1841, having travelled south from Monaro-Camberra district. His route was through Omeo and down the Tambo River to the shores of Lake King, then travelling westward across the Mitchell, Avon, Thompson and Latrobe Rivers to the shores of Port Albert.

The report of excellent grazing land quickly brought squatters with their herds to open up the country. Port Albert was their access for trade and supplies, because of the extremely rough and boggy terrain in the west Gippsland region.

The entrance to the Lake System near Lakes Entrance was later used for ocean going ships (to Melbourne, Sydney, the Snowy River and occasionally New Zealand) with extensive use of smaller ships within the Lakes trading between Sale, Bairnsdale, Paynesville, Metung, Lakes Entrance and Bruthen.

During this era the entrance from the Lakes System to the sea (near Lakes Entrance) shifted, sometimes closed and was always hazardous to negotiate. In 1869 a 'permanent' man-made opening to Bass Strait was completed across the Ninety Mile Beach at Lakes Entrance.

It was not until the development of the rail in 1889 that there was any fall off of this trade, until finally in the 1930's trading ships ceased to run.

GUIDE TO FACILITIES

From Keith Hayes (Sublime).

Paynesville -

Some 30 km from Bairnsdale (Princes Hwy) and centre of the lakes district with a permanent settlement of approx. 2000 people. Doctor and chemist plus 2 food stores (general) 2 butchers, baker, hardware and two hotels. Open trailer parking available together with private security parking (2 acres enclosed) at Ted Wilson's approx. \$10 per week, car and trailer. Launch ramps - 8 - in various locations. Shower and toilet facilities adjacent to Hotel/Motel and on Paynesville foreshore. Water available but not easy to locate. Electric BBQ on foreshore and boats can lay in close to shore, tidal movement negligible. Conflict can arise with locals when trying to use public jetties. New shower block on land adjacent to Eagle Point public jetty on Eagle Bay. Nicholson and Tambo River's offer Hotel and fresh water facilities adjacent to Highway. Overnight stays in the rivers not recommended due to wave action of frequent passing powercraft. Open fire BBQ's are located at Sperrin Wharf Head, Rotamah Island, Steamer Landing, Eagle Point and Eastern end of Raymond Island. Toilet facilities are available at locality mentioned except the last location.

Locksport -

Petrol and food supplies short walk from public jetty. Town is on tank water and fresh water is difficult to obtain. Points west of this area are sparsely populated with very limited supplies at Hollands Landing store.

Metung -

Two public jetties, with fresh water difficult to obtain even though town water is reticulated. Electric BBQ on lawn opposite Hotel and tap requiring spanner! some 200 yards in park. Two food stores and butcher. One ramp with limited parking. Petrol and fresh water readily available from "Mark Halls" fuel jetty in Chinamans Arm some 3 km N.E. of Metung, hot showers, also available 60c per head. A hot natural spring flowing continuously since 1920 has been made into three terraced spa pools by local Rotary. Club situated in N.W. corner of Chinamans Arm. 20c admittance and difficulty may be encountered in landing people. Tidal movement minimal.

Nungurner -

National park with toilets, BBQ (electric) public jetty, no water available, tidal movement approx. .4 metre (16 inches), no shops etc.

Barrier Landing -

Due west of Lakes Entrance approx. 5 km, backing onto ocean beach. National Park, no water etc. only dry toilets. Excellent swimming, tidal movement .5m (18 inches) and flows strongly 4 knots, very popular overnight beach anchorage for trailable yachts. Sandy bottom.

Lakes Entrance -

All supplies and facilities available. Care should be taken when negotiating past the sea entrance where ebb tide can flow at 7 knots. Permission to stay at public jetties should be obtained from harbour master on Bullock Island or from head of Police. Many yachts prefer to go down "on the hard" adjacent to foot bridge opposite town next to ocean beach. Tidal movement approx 1m.

GENERAL -

An excellent network of Coastguard Stations maintain 24 hour monitoring. Call signs are printed adjacent to all launch ramps. Frequent squalls up to 30-40 knots can be encountered at isolated times with warning being given on the emergency channel. The shore line generally offers little protection overnight with bays, inlets and rivers offering excellent shelter. The most preferred anchors are Admiralty (pick) and CGR which bite into the soft muddy clay which abounds in most anchorages. Fishing is fair and swimming very safe as sharks have not been known to ever frequent the inland waters although occasional seals are sighted. Charts of the Lakes are readily available (Broadbent No. 184) or similar from general food stores. If you require a chart for pre-planning write to "Newsagent General Store", Paynesville, Vic 3880. Approx. cost \$4 plus postage.

CRUISING MULLACOOTA INLET

This article has been held over until a later issue.

CRUISING MYALL LAKES.

Another article on the beautiful Myall system will be published in December National News. Just in time for you to read up before you hit the road for the National Titles.

MORE CRUISING ARTICLES WANTED PLEASE.

EMERGENCY: at sea, an emergency situation is presumed to exist whenever one or more people find themselves on any floating craft in waters whose depth makes it impossible for the shortest one of them to stand on the bottom and still have his head completely above water.