



# NATIONAL NEWS



JUNE, 1984

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## CLASS RULES

Suggested re-wording and amplification of our current class rules was published in April. At least two of our members have given the proposals some consideration and responded to our invitation to comment on this most important issue. Their letters are published here as our lead item. It is hoped further constructive comment will follow. If you care about our class, please write to Nat. News about the suggested re-wording even if its only to agree!! Remember its very much a proposal. Any changes can only be ratified at a general meeting (at this stage planned for January 1985).

From Norm Rogers, Ballina. Sail No. 412 - Tigress.

I wish to accept your invitation to comment on the review of the Rules. My reference is to the spinnaker measurement. Presumably the intantion is to outlaw the general purpose spinnaker. I find this attitude difficult to justify. The RL is recognised as an affordable family sailer with sporting ability. Such is the general attitude to boat racing that most people equate it with twelve metre spending. When we have a craft which can attract by performance without the big expense surely we should not discourage newcomers by insisting that they acquire a sail which is over twice as costly if they wish to compete in club class competition. Since introduction of the class we have accepted the drop keel which you recently acknowledged was about two per cent faster than the swing model. We have accepted the fully battened main which permits downwind sailing with a larger sail area. Why disqualify a spinnaker with an asymmetrical shape? A family sailer with limited budget can enjoy improved performance for as little as two hundred dollars compared with five hundred for the symmetrical sail and manage it more easily with novice crew. If he wishes to race the yachting rules insist he attach a pole. Introduction of the new definition effectively bars him from racing. Meanwhile the money-no-object members changes foresail shape, and main shape, and keel shape etc. and sails mercily off into the sunset. I used such a sail in the 50 km race up the Clarence River last year. It was downwind the the whole way and so proved to be a good test of spinnaker efficiency. The general prupose sail was no match for the conventional cut and could not be set to look well. I can only presume that some gun-boat members are concerned that a close rival may carry an MPS as well as the standard spinnaker and sneak an advantage once in a while under limited wind conditions. The number of sails suggestion seems to cover that situation. This could be extended to cover competition for a season if thought desirable but surely disqualification from racing is not in the best interests of our class.

Whether it be golf or tennis or football the backbone of any club is the middle-of-the-road member, not the club champion and if you keep him competitive by providing plenty of not-too-obsessive players about his own

standard he will be happy and usually improves with experience. But if you tell a C grader he cannot compete unless he buys a gold plated driver he will leave and take half the golf club with him plus kill the new membership drive.

From Jack Lucas, Eden. Sail No. 415 - Radical Lady.

"Regarding suggested RL24 rules and regulations. I'm sure that the opposition classes will hope that the new regulations will be adopted as it will further curtail the RL's ability to compete when sailing in competition with other classes.

An opposition class skipper was going to protest my Marlay Point win due to my spinnaker halyard being higher than RL regulations allow. (Please note that there is no regulations on height for an RL extra halyard).

So in considering the new regulations we must be careful that we consider the two aspects of (1) class sailing RL's (2) RL's competing with other classes for example :- THE OLD RULE RE NUMBER OF SAILS

The number of sails per boat is UNRESTRICTED, but only one suit may be used in State or National titles.

### THE NEW RULE RE NUMBER OF SAILS

Only one suit of sails shall be used in any single race. Consisting of 1 main, 2 jibs, and 1 spinnaker. Consider the difference resulting from these two wordings.

- (i) Class RL State and Nat. titles, there shall be no difference.
- (ii) RL's competing against other classes. Here is where the big difference is, we would not be able to do any of the following :-
  - (a) use a smaller spinnaker during heavy conditions.
  - (b) use either a flat or full spinnaker and change during the race.
  - (c) use a smaller jib or mainsail during either heavy weather or short of crew.
  - (d) In the event of a sail being damaged we cannot use our spare sails without first getting dispensation from the race committee- which is not until the race is over and probably lost due to this rule.
  - (e) I carry a smaller second hand mainsail for use as a stormsail and a couple of smaller spinnakers. These sails add to the safety, versatility and pleasure of the boat. I have seen boats sailed by families with children as crew terrified by our normal spinnaker which could have been avoided by the use of a smaller spinnaker during heavier winds which also helps to balance the boat and helps to prevent broaching.

### SPINNAKER

OLD RULE :- shape unrestricted 20 sq.m. max. area.  
NEW RULE :- sails shall be SYMETRICAL when folded along the centreline - Max. 20 sq. m.

This subtle change means :-

- (i) throw away any sail which is not symetrical.
- (ii) the same reasons quoted above under number of sails.

### HULL AND DECK

HULL - old and new identical  
DECK - OLD RULE :- Cabin headroom 1.3 m. minimum  
NEW RULE :- Strictly one design. Cabin and deck shall conform to RL moulds and minimum headroom 1.3 m.

In the new rule if the deck is an RL mould, then the minimum cabin height rule is not necessary. If the new rule is adopted, the following would apply:-

- (a) any RL with plywood deck or cabin or part of cabin modified to suit the owner would be obsolete.
- (b) any RL with pop-tops or any other holes or modifications would be obsolete also.
- (c) any RL modified with a raised aft section of cabin (small doghouse) for cruising would not be allowed to race.
- (d) any RL which is modified to become more comfortable to sail in would be obsolete.
- (e) this new rule would prevent any owner from modifying his cockpit, cabin or deck layout to suit his personal requirements which may have a medical reason for doing so.
- (f) for a progressive class we would stagnate.
- (g) when I outfitted my RL I first obtained an RL owners association of Australia measurement certificate to which I outfitted my boat to. This new rule is contrary to what was required there.

Consider the consequences of this new rule in that any boat that does not conform cannot race as an RL at any time anywhere. An RL which conformed in all ways except that it had a spinnaker chute fitted could be disqualified.

#### SAFETY REQUIREMENTS.

- (1) Keel lock down should retain more than 25% of the wetted area in the water whilst sailing.
- (2) Outboard motor :- The increase to 6 HP is not warranted.
  - (a) the RL owners association measurement certificate requires 5 HP.
  - (b) Rob Legg states 5 HP.
  - (c) the Victorian Association has allowed their boats to race with 4.5 HP and they claimed it was adequate.
  - (d) the N.S.W. Assoc. states 5 HP.
  - (e) the National titles has been run requiring 5 HP.
  - (f) there is apparently a H.P. gap in motors available on the market and we must be careful to fit in with available sizes.
  - (g) the additional expense of a new motor is beyond some peoples budget.

(Editors note: refer current AYF rule for trailable yachts (Page 143) "Motors of less than 4.5 KW (6HP) should not be used unless proven adequate.")

Our April National News first item was on class rules and the concern that our class rules are being loosely interpreted and in fact should be strictly adhered to, to uphold the status of the class.

STRICTLY ADHERED TO. Note this phrase before agreeing to any new rules, because if you don't conform to that rule you cannot sail in any race anywhere at anytime as a standard RL24.

Unless you state that you are a modified RL and throw yourself on the mercy of the handicapper you are fair game for anyone to protest you out. People have bought and rigged a boat to a set of rules. The builder is selling boats on the basis of what you can do with the boat. ANY VARIATION to the rules which makes the boat bought and rigged in good faith obsolete is virtually a breach of contract. It may only be a moral contract but its worth looking after.

#### RL24 MARK IV.

The following letter from Rob Legg was printed in August '82 but is reproduced here appropos our current thinking on class rules etc.

Dear Owners',

The reason for this letter is to explain to you the reason for, and the thoughts behind the RL24 'Mark IV'. Firstly, as you realise, the RL24 class is not a one design class, but a restricted development class, and when I originally designed this boat many years ago, I tried to foresee developments in future years, and decided then that any class with one design restrictions would probably have a very limited life span, but with a proven hull type and the ability to adapt to new materials, ideas in rig etc.. should never really become superseded.

The new RL24 'Mark IV' is within the RL24 class rules, and any existing boat can fairly readily be altered to the principles of the new rig and drop keel configuration. As with most things, the RL24 'Mark IV' is a compromise. It loses the convenience of the swing keel, but increases efficiency with the close fitting vertical drop keel, (this reduces turbulence and resistance in the plate-case) and has lowered the keel centre of gravity. The new rig, which was developed by North Sails some time ago, is already being used by many of the RL24 Mark III boats. We have altered the interior to make use of the

extra space available with the much shorter and lower plate-case, and added a bulkhead on the port side to support the case and provide galley facilities. We as a class, have always been very progressive, and I hope that with people like Bruce Castles in Malbourne, Peter Yeomans in Sydney in Sydney, Barry Arnold from Barmera, S.A. in the early days, and the excellent and hard working committees in the Association, we shall continue to be the leading trailable yacht class in Australia well in to the future.

(NOTS) We expect to continue building the RL24 'MarkIII' for a considerable time to come and also expect that in future years, there may be a Mark 'V'. Note also that the old Mark I boats still command an incredible resale value in the vicinity of 3 times their original cost after nearly ten years of use.

#### A WARNING FROM ROB LEGG.

It has been brought to our attention that the stainless 'U' bolts fitted to boats over 5 years old, i.e. winch bolts and chain plates, are, in some cases, showing definite signs of deterioration, and in one boat, had corroded right through. It is therefore strongly recommended that they be taken out and inspected. We can't find an explanation for the complete destruction of the metal, in some sections adjoining metal in apparently perfect condition.



#### AUSTRALIAN CHAMPIONSHIPS JANUARY 1985.

Many of us do not think much about yachting at this time of the year, but unless you DO think about next January NOW, you may have trouble booking suitable accommodation close to all the action.

January 5th to 12th at Rhyll on Westernport Bay will be the highlight of RL24 sailing for the season. A seven heat championship series that will provide competition for trophies at all levels of sailing performance. To enjoy the race week to the full you should stay in the village of Rhyll on Phillip Island. There is one caravan park, which is close to the launching ramp, where a number of vans and campsites have been tentatively reserved BUT if you want one you must act now and confirm a booking - contact Swan Bay Caravan Park, Rhyll, 3923, phone (059) 569220.

#### W.A. OWNERS SHOW NO INTEREST.

At the January AGM it was resolved to offer owners from W.A. financial incentive by way of a subsidy for cost of trailing to Victoria or S.A. Unfortunately, despite personal invitations to our six members in the West, we have had no response to our effort to get a W.A. entry in an Australian title series. Pity.

#### SUBSCRIPTIONS DUE.

Membership subscriptions for the RL24 Owners Association of Australia became due and payable on 1.7.84 for the year ending 30.6.85.

If you are not a financial member you cannot enter for the National Championships and you do not have the opportunity to share in the latest RL news, tuning hints, cruising information and general helpful suggestions aimed at making RL24 sailing more fulfilling, i.e. you do not receive the bimonthly "National News". The invoice should be paid by 30th July 1984 - note that we have been able to keep fees unchanged at \$8 - only. Of course, if you also belong to a State Association you may receive a separate invoice from the state body to cover that membership.

QUEENSLAND NOTES FROM JUNE.

First of all..our new RL24 is named "MYSTIC" sail No. 433. She is named after an old place in Connecticut named Mystic Seaport. We spent a day there and you'd swear you had walked back into the 18th century. Sequoia is now owned by Bill Munro, Lismore, N.S.W. Sail No. 401.

There are 21 RL24's entered in the Bay to Bay race at Hervey Bay this coming week-end. AT LAST a bit of news. I'll keep you posted on the results on that one. In the teams event, we've got George Backhouse in his RL28 and Col Metcher in his Slipstream (that's a Status 580 with a lid). We should go well. We've gone for a Frank Hammond sail this time. Well that's all the goss' I have, no one tells me anything up here.

Quote for the month: The Skipper wins races and the Crew lose 'em. Unquote.



VICTORIAN NEWS.

VICTORIAN ASSOCIATION MEMBERSHIP

Since our State treasurer is also our National Treasurer, it will be convenient again this year for Victorian Owners to send off one cheque to cover both State and National membership. An additional invoice for \$5- is included for Victorian owners, making a total of \$13- payable to the The RL24 Owners Association - Trevor will sort out the banking details.

VICTORIAN RL SAILORS IN WORLD TITLES.

Two popular young Victorian RL24 crew are off next month to compete in a world title. No, RL's have not achieved international status. Craig Rainey and Simon Walsh are campaigning their Flying 15, "Tradesmans Entrance", at the Flying 15 Worlds in Ireland. The series at Kinsale Y.C., near Cork is expected to attract a fleet of about 80 yachts which will include seven Aussie entries.

Craig and Simon earned their place in our team by finishing seventh in the '84 Australian championships. Craig, of course, is the "championship" helmsman on father Ken's RL "Splice" and Simon is that expert forward hand on the family RL Ohau Rua. We wish the boys well and hope it is a fitting climax to a spectacularly successful first year in a new class.

Their schedule is : Depart Australia July 8; Irish Nationals 22nd-25th July; Worlds 28th July - 4th August.

INVITATION WEEKEND AT LAKE WELLINGTON.

Lake Wellington Yacht Club have invited our Association to sail in a series for RL24's on the weekend of December 8 and 9. A great chance to tune up for Rhyll. More details later issue.

WINTER SERIES

Trailable Yacht Club of Victoria

An invitation race was held on Sunday 29th April at 1050hrs. The conditions were extremely light. Of the 10 starters 6 were RL's: Bunyip, Jacqui, Alicia II, Solace, Lowana V & Lowana VI.

Alicia II and Jacqui made good starts. It was Jacqui by the first mark followed by Lowana V, Alicia II, Bunyip, Thiswayup, and Lowana VI who started 10 minutes late!

On the reach Mick Shannon showed what Lowana VI could do and rounded the gybe mark in 3rd place. She then got through Lowana V on the windward and return and held the lead till the finish.

- 1st Lowana VI Mick Shannon
- 2nd Lowana V Harry Aitkin
- 3rd Bunyip Charlie Gatt

NOTE: Winter Series date changes!!!  
The winter series will consist of 5 races....  
To be held on the 3rd Sunday of the month....  
MAY, JUNE, JULY, AUGUST, SEPTEMBER..

Visitors \$3 per race.  
No spinners permitted.

Results of RACE I, 20th May.

17 starters (4 RL's). 5-10 knots. Shortened course.

Solace won the start and was away to a handy lead only to see Lowana VI and Misty Blue (a Seahorse 6) overhaul her before the first mark. Misty Blue and Bunyip ran dead before the wind while Lowana VI tacked downwind. Misty Blue rounded the final mark in front but Lowana VI was able to overtake her for line honours. Right on the line Misty Blue was forced to tack allowing Bunyip, who sailed a higher course, to finish behind Lowana VI.

Results with CBH applied:

- 1st Misty Blue Seahorse 6
- 2nd Thiswayup Bonito 2.
- 3rd The Sorcerer Sorcerer
- 4th Lowana VI RL:4 Mick Shannon
- 5th Bunyip RL24 Charlie Gatt

NEWS FROM OTHER STATES.

Sorry, we would like National News to be truly National but....we can't print news if no-one makes an effort to let us know what is going on. Pretty hard though, to get enthusiastic this time of year - Maybe by August issue????

DID YOU KNOW?

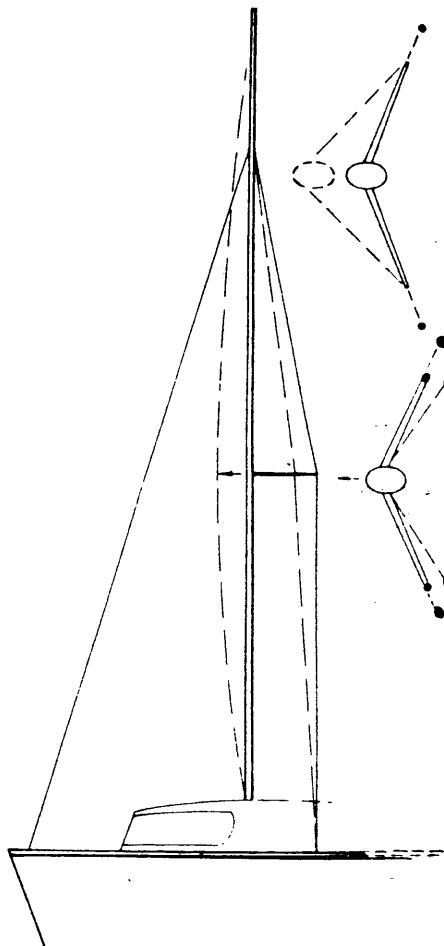


Figure 2: With spreaders raked aft, both the length of the spreaders and the amount of rake affect mast bend

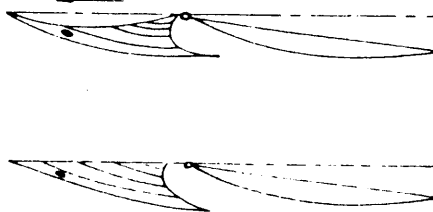
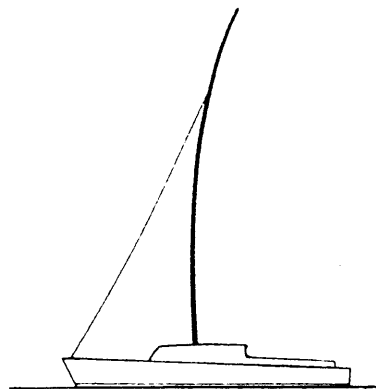


Figure 3: Excessive mast bend reduces the distance between hounds and deck and allows the forestay to sag. This causes excess fullness and a hooked leech in the top of the luff

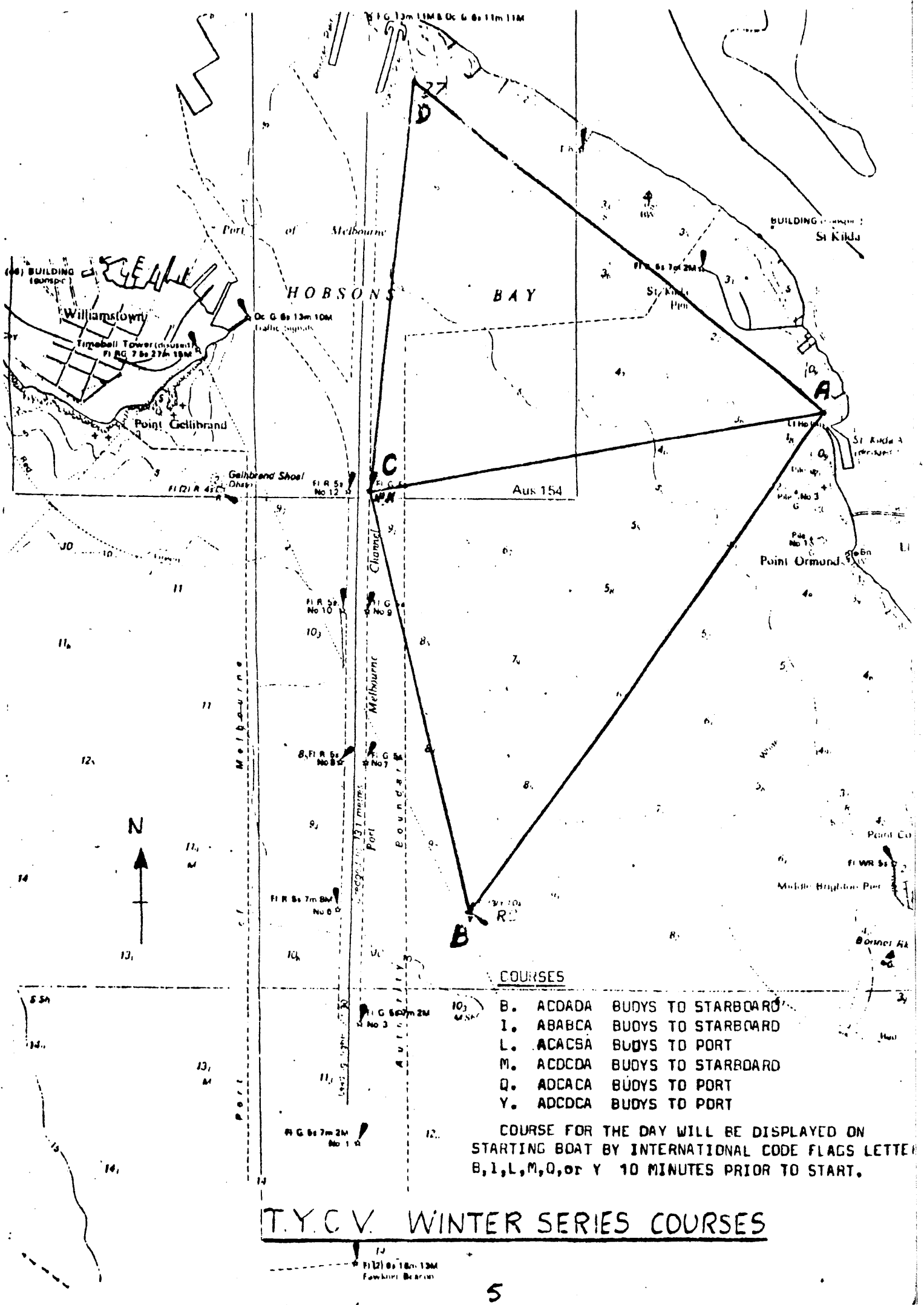
# WINTER      SERIES      VICTORIA

## SAILING INSTRUCTIONS FOR T.Y.C.V. WINTER RACES

Dates    May 20th, June 17th, July 15th, August 19th & September 16th. .  
(Third Sunday in the month)

1. All races will be conducted under the current Racing Rules of the IYRU, the Prescriptions of the A.Y.F., the Safety Regulations of Addendum B (Part 4) of the A.Y.F. and the Prescriptions of the V.Y.C., all as modified by these sailing instructions.
2. Races are open to all trailable yachts as specified by the V.Y.C. and Part 4 of the AYF Rules
3. Entry fee of \$3.00 (\$2.00 for TYCV members) per race and payable upon signing on at St Kilda Marina car park before 10.00 a.m. (Look for TYCV flag)
4. Handicaps will be based on the current VYC CUB + ratings where applicable. Rating for 1983/84 will be used for May and June races, and 1984/85 will be used for July, August and September.
5. Trophies for 1st, 2nd & 3rd places will be presented to the winners in the Marina car park after each race.
6. No extras, no specific auxillary sails, but normal head sails may be used to best advantage.
7. Course for the day will be displayed on the Committee boat by International Code Flags, letters H, I, L, M, Q, or Y ten minutes before the start.
8. Postponement Signal - Answering Pendant will indicate a postponement while displayed for divisions not already started.
9. Starting lines shall be between two orange TYCV buoys located just outside and to the west of St Kilda Marina.
10. Finishing Line shall be near the starting line between two orange TYCV buoys or between one orange TYCV buoy and the lighthouse at the marina entrance.
11. Starting Procedures

1st division flag displayed. (Numeral flag 1)	1050 hrs
Code Flag P displayed	1055 hrs
Starting gun and lowering of flags	1100 hrs
2nd division flag displayed. (Numeral Flag 2)	1100 hrs
Code Flag P displayed	1105 hrs
Starting gun and flags lowered	1110 hrs
12. Time Limit. Boats not crossing the finishing line within 4 hours from start of division will rank as not finished.
13. Shorten Course Signal. Code Flag S displayed on the Committee boat at a mark of the course will indicate to finish between that mark and the committee boat.
14. Code Flag S displayed before the start will indicate a once around triangular course without the additional "Sausage".
15. Code Flag N displayed will indicate abandonment of the race and the race will be re sailed the following Sunday.
16. Protests with a fee of \$5.00 must be presented in writing to the race committee by 1630 hrs on the day of the race.
17. It shall be the sole responsibility of each yacht to decide whether or not to start or to continue to race.
18. All participants do so at their own risk and responsibility.
19. The TYCV is not responsible for the seaworthiness of a yacht whose entry is accepted or the sufficiency or adequacy of its equipment or the competency of its crew.



**COURSES**

- B. ACQADA BUOYS TO STARBOARD
- I. ABABCA BUOYS TO STARBOARD
- L. ACACSA BUOYS TO PORT
- M. ACDCDA BUOYS TO STARBOARD
- Q. ADCACA BUOYS TO PORT
- Y. APCDCA BUOYS TO PORT

COURSE FOR THE DAY WILL BE DISPLAYED ON STARTING BOAT BY INTERNATIONAL CODE FLAGS LETTER B, I, L, M, Q, or Y 10 MINUTES PRIOR TO START.

**T.Y.C.V. WINTER SERIES COURSES**

## CRUISING WESTERNPORT.

Our RL24 championships are of course for competitive racing. Nevertheless we are essentially a family class and most RL's journeying to Rhyll will do so with families and enjoy a sailing holiday. So....why not enjoy a spot of cruising before or after the series? Here are some notes to help you find your way around Westernport Bay. You will find it interesting cruising grounds with the two large islands adding many miles to the mainland shoreline.

Westernport was discovered and named in 1798 by Surgeon Bass whose name the Strait earns. He set out from Sydney in a whale boat, entered the port by the Eastern Entrance and named it on account of it being westward of Sydney.

Westernport is an extensive bay, within its limits being two large islands, namely French Island occupying the middle and Phillip Island fronting the bay seaward. Large sections and much of the edge of the bay are mudflats, lined with mangroves. There is extensive birdlife and good fishing in the area.

The northern arm on the mainland side has depths of up to 24 m. and is a large industrial port with a deep water channel clearly marked with light buoys. A middle spit of mudflats, extends almost the length of French Island. A smaller channel up to 3/4 Km. wide with depths to 4 m. runs between the middle spit and French Island.

The eastern extension of the northern arm has wide channels up to 10 m. depth running up to 12 Km. past Crawfish Rock, with all channels petering out in mudflats. By following the Boulton Channel to its source, a small channel can be followed close to the northwest shore of French Island to pick up with the east arm of Westernport.

The eastern arm of Westernport between Tortoise Head Bank and Phillip Island up to Observation Point has water from 14 to 20 m. deep with a channel up to 1 Km. wide and to 10 m. deep running N.E. around French Island and petering out at the north eastern tip of French Island. The portion eastward of Phillip Island is generally an extensive shallow flat of 2 to 4 m. deep.

The eastern entrance of Westernport has a narrow channel 4 km. long with a tidal force of great strength where it passes near San Remo.

The western and main entrance for the big ships and tankers is about 8 Km. wide with average depth of 8 m. with a shallower sandy middle bank, with sections exposed at low tide extending from Sandy Point for about 10 km. S.W..

Tides: The average tide range is 2 m. with tidal streams in the western entrance of 1½ to 2½ knots, up to 6 knots in the eastern entrance, and 2 and 2.5 knots in the North Arm and East Arm respectively. At Spring Tides, the tidal streams can considerably exceed above figures.

Charts: The recommended Admiralty Chart for Westernport Bay is AUS 149Y.

Radios: The area is serviced by the Westernport Safety Council on frequencies 27.880 and 27.910. A 24-hour watch is kept by Westernport Safety Council, Crib Point call sign WJ 3TX1. Weather forecasts are given on request.

WARNEET: Flat single concrete ramp with sand beach adjacent to Government Jetty, unusable at low tide - ample parking. Poor access road of approximately 8 Km. of corrugated gravel road.

All weather anchorage. Deep water channel 4 Km. long with mud flats both sides, marked with piles and flashing light (green every 5 secs.) at entrance. Mixed business shop, petrol, toilets, water.

Crawfish Rock: Light Beacon: Rock dries out 3 m, approximately 100 m. long with mud flats 300 m. to the west. Entirely covered at high tide. Light flashing 8 secs. with green, red and white sections. Red section shows area of foul ground on the south side. Junction of red and white leads to entrance of Warneet channel. (CAUTION) There are severe turbulent tides in area of Crawfish Rock.

Barrillar Islet: Is about 70 m. by 40 m. wide. Lunch stop..No facilities.

CAUTION HOME OF BLUE RING OCTOPUS

Cowes: Single concrete ramp adjacent to Cowes Yacht Club west of pier.

Anchorage is a shopping stop only if near pier. It can be uncomfortable due to cross swells. A favourable weather anchorage without the swell, is east, past the stone wall on beach (approximately 1 Km.). A good sandy beach extends from 1 Km. west of Cowes to Observation Point. No facilities - shopping centre for Phillip Island.

Observation Snug: Bird and Wildlife Sanctuary. All weather anchorage accessible on upper half of tide. Sand pit exposed at low tide extends 200 M. east from Observation Point end of spit is marked with pile. Channel is close to west side of entrance then swings to centre past small island. Access to shore limited unless beached at high tide. No facilities.

Rhyll: Single flat concrete ramp. All weather anchorage except for South East winds when uncomfortable at high tide. Access to shore except from jetty is difficult due to soft mud. Channel to jetty marked with beacons with red light flashing every 10 secs. on east side of entrance. A Cairn has been erected at root of jetty to mark Well sunk by Surgeon George Bass during his discovery and occupation of Westport in 1798. All facilities - coin operated B.B.Q.

Blind Bight: Steep asphalt ramp with small jetty. Access from Warneet Road. Favourable weather anchorage. 6 Kms. Channel to deep water of eastern arm near Warneet Channel entrance. Small area of sandy beach. Picnic Area. Very isolated. No facilities.

Tooradin: One double concrete ramp on foreshore, adjacent South Gippsland Highway, well protected at all times. Reasonable amount of parking. All weather anchorage, shallow sinuous channel at low tide, marked by piles on both sides with white flashing every 10 secs. on east side of channel 1 Km. jetty. Channel is 5 Km. long before entering larger and deeper channel. Coin operated B.B.Q.. No facilities.

The Inlets: All weather anchorage. Shallow sinuous channel at low tide 8 Kms. long before meeting the main Bouchier Channel. No facilities.

Lang Lang Channel: Single flat concrete ramp unusable at low tides. Too flat for most trailable yachts. Jetty dries out at low tide. Sandy beach. Caravan Park. No facilities.

Granville: Single flat concrete ramp unusable at low tide. Too flat for most trailable yachts. All facilities available at township on main Highway.

Tensy Point: Favourable weather anchorage. Jetty in ruins. Channel from 400 to 100 M. wide 2 M. Depty extends from main channel. Sands and rocks. No facilities.

Corinella: One concrete and one gravel ramp suitable mid to high water. Favourable weather anchorage. Very limited parking. Corinella channel entrance is 600 M. north of Settlement Point and is marked on north side with flashing white light every 5 secs. flash 1 sec.. Milk bar and water, jetty. General store 700 M. inland.

Settlement Point: Presents the appearance of reddish cliffs 15 M. high with rock bound shore. Name derived on account of being the first settlement in Victoria, made by an expedition from Sydney in 1826.

Schnapper Rock and Pelican Islet: Pelican Islet is about 1000 M. west of Settlement Point. The island and exposed reef is about 200 M. x 100 M. extending another 100 M. at low tide.

Tortoise Head: Prominent flat topped promontory at S.W. corner of French Island. West side excellent lunch stop in favourable weather with gently sloping sandy bottom and good beach. Protected from north winds by spit extending 1 Km. from head. Reef on southern extremity of head. No facilities.

Schnapper Rock is a reef 400 x 200 M. at low tide. Situated 800 M. north-west of Pelican Islet. A black beacon marks the centre of the rock which covers at three-quarter flood.

The main channel of the east arm runs between Schnapper Rock and French Island. There is a narrow rocky channel between Pelican Island and the mainland and a 300 M. wide channel between Schnapper Rock and Pelican Island.

**CAUTION:** STRONG TIDAL STREAM, WATER DEPTH OVER 40 M.

**Bass River:** All weather anchorage. At low tide river winds through 3 Km. mud flats. From shore line river is lined with mangroves and is navigable for 4 Kms. as far as the tidal flow.

**Reef Island:** 1500 M. north of Bass River entrance is surrounded with rocks that also connect it to the mainland. Marked by beacon. No facilities.

**San Remo:** Home port of Westport for a large fleet of shark and cray boats operating in Central Bass Strait and the local barracouta fleet.

**CAUTION:** The San Remo Bridge connecting mainland to Phillip Island has 12 M. headway.

The tide stream in the narrows between San Remo and Newhaven ranges to six knots with up to 9 knots recorded on spring tides.

**New Haven:** Single concrete ramp next to yacht club. Reasonable all weather anchorage. Open to strong North to East winds but protected by mudflats. Several piers. Newhaven Yacht Squadron has marina with enclosed waters. Berths may be available for visiting yachts.

**CAUTION:** See Caution under San Remo.

Reefs at entrances to New Haven Channel are marked with a white post at centre covering at high tide and extending to 10 M. at low tide.

**Old Granite Mine:** All weather anchorage except for south-east to east winds. Good sandy beach. Jetty in ruins.

Basket beacons mark the northern end of rock groyne. Pass to the north channel well marked by the eastern entrance transit markers. No facilities.

**Woolamai Waters:** Shallow single wooden ramp. Dangerous to use with sheer drop on both sides of ramp. Good sandy beach. Toilets. General Store and Water.

**Elizabeth Island:** Favourable weather anchorage accessible at high water - dries out at low water. Anchor between Elizabeth Island and French Island. The remains and submerged piles of a ruined jetty extend into 4 M. water from the adjacent Long Point on French Island. Ram Island (1 M. rocky patch) is one half Km. to the west of Long Point. No facilities.

**Old Penal Station:** Lunch stop. The former French Island Penal Settlement is now a fitness training camp. No facilities except for jetty.

**Hole in Wall:** Favourable weather stop. Remains of a concrete structure in bank on French Island. Reasonable beach only approachable at high tide. No facilities.

**Sandy Point:** (Naval reserve above high tide mark). All weather anchorage. Can be choppy at high tide with strong North or East Winds, otherwise comfortable anchorage. Accessible during the upper half of tide range. Advisable to use forward and stern anchors to prevent drifting on shore if you want to leave before high tide. Good sandy beaches. Very popular overnight anchorage. No facilities.

**Flinders:** Very hard sand, possible to launch on sand on south side of jetty. Beach access ramp. All weather anchorage except strong N.E. Winds. All facilities.