

NATIONAL NEWSLETTER

MAY 1992

RL24 - It's YOUR kind of boat

NATIONAL RL 24 WEEK 1993.

Laurie Ward has provided a provisional program for the National Titles. Obviously the social and cruising side is weather dependant and will have to be decided at the time. It will most likely include a fun race, happy hours, sight seeing and various spontaneous acts of frivolity! Put your leave forms in now.

Laurie says the Brighton Bayside Caravan Park, 536 Beaconsfield Terrace, Brighton 4017 is the closest to the Q.C.Y.C. Phone: 07 269 5632. When booking ask to be placed adjacent to other RL24 Owners. Laurie is still investigating the possibility of camping on adjacent club land so we will keep you posted.

With Laurie and Mel in charge this will be a week not to be missed. If you are wary of coming due to lack of crew or experience, don't be. There are generally spare crew around and this year every one had a ball.

Friday	1st	January	Invitation Race with welcoming BBQ that night
Saturday	2nd	"	Heat 1
Sunday	3rd	"	Heat 2 and 3
Monday	4th	"	Heat 4 AGM after race
Tuesday	5th	"	Lay Day
Wednesday	6th	"	Long Race 5
Thursday	7th	"	Heat 6
Friday	8th	"	Heat 7 with presentation that night

The morning of the 7th and 8th, can be used for a resail if necessary.

SUE'S MATCHMAKING SERVICE.

P.S. Let me know if you need crew, or a boat to crew on, and we will do our best to create a match!

JUNE CRUISE.

RL24 owners are invited to join Western Trailable Yacht Club for a cruise to Refuge Cove, Wilson's Prom. on the Queen's Birthday Week-end. (6-8th June) This is a good opportunity for those who are a bit hesitant to tackle this area. to do so in company.

Don't let the approaching winter put you off; we have sailed in T-shirts at this time of year down there! You have to be at Port Welshpool for an early start on Sat. a.m., weather permitting. If the weather is not suitable, some may head for Seacombe to cruise Lake Wellington.

Phone Lloyd Graham for details: 03 870 54399.

STATE TITLES.

Things are looking good for the Victorian State Titles to be held on the Australia Day Week-end 1993, at Lake Colac. I'll keep you posted. Any South Australian members who are interested in coming over for the week-end will be most welcome. It's not too far to travel!!

STOP PRESS STOP PRESS STOP PRESS STOP PRESS STOP PRESS STOP PRESS STOP PRESS
Congratulations to Natalie & Simon Walsh on the birth of Michael. All well and the champion on the making is already in training. Rumour has it that he has sailed his first race!

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SECRETARY: Don Lewis 333 Springvale Rd. Donvale 3111. Vic. 03 842 1816
TREASURER: Ron McCrindle 6 Arnott St. Brighton East 3187. Vic. 03 555 4646

QUEENSLAND - RE NATIONAL RL24 WEEK.

PRESIDENT: Laurie Ward 30 Tanimbla St. Kedron 4031. Qld. 07 359 5889
SECRETARY: Mel Steeden 23 Sunbury St. Waterford 4133. Qld. 07 200 8905

PRESIDENT'S PRATTLE.

Well time has crept up on me again, and as usual it's a rush to get the newsletter out. The saving grace is that several members have sent me articles for which I am most grateful. We also have some interstate news. Keep up the good work and remember the copy deadline for the next issue is 1st. August!!

The Grahams have been busy as usual, particularly over Easter, but you can read about that later on.

Laurie and Mel have been busy in Queensland organising the National Titles for Jan. 1993. Unfortunately Australia Post let them down, and the letter sent to inform the AGM of their intent, went astray. They only realised we were all in the dark when they received the Feb. newsletter! Things are well under way now and I trust all members will fully support their efforts. More details are printed in this newsletter.

The above incident has made me very aware of how loose the links are between states, and I urge state committees, and individual members who are isolated without state representatives, to keep in touch with the National body through the newsletter. It is my intention to publish the newsletter quarterly, the next issue being in August, so send in any information which may be of interest to others. Sailing reports, jokes, letters and even diary events which may interest interstate members who are on holidays etc., all make for an interesting newsletter.

Also let me know of new members so that we can follow them up with a newsletter and put them on the national data base.

Don't forget to circle the date for the Nationals in your diary!
Happy sailing, *Sue*

HOT GOSSIP!

Congratulations to Jeff and Arch Olney on their 50th. wedding anniversary which they celebrate in June. They have spent a lot of their married life sailing RL24s and 28s. No doubt the key to happiness! All the best.

Cristina Shannon and John Curtis announced their engagement on St. Valentine's Day. They plan to marry next Feb. Congratulations.

Gillian and James Shannon are celebrating their 21st in May. Bronwyn Mann (F Troop) is rumoured to be unable to resist what promises to be SOME party, and will be in Melbourne for the event! Good on you guys!

Cristina (I hope I've got the spelling right this time!) and Michael Shannon & Geoff and Barbara Vaughan have just returned from Nepal and reportedly had a wonderful time. They even survived avalanches on the trek from Pokhara to the Annapurna Base Camp. The hip flask, for medicinal purposes only, proved vital in these survival conditions!

Ron Player was in the wars as the cutting from the Herald shows!

RL24 skipper Ron Player, knocked out of his yacht Jo-Jo 2 after being hit by a boom, was rescued by another competitor, put back aboard, and completed the race.

On a more serious note, Anne Davies (Bunyip) has been unwell lately. We send Anne our best wishes and look forward to seeing her on the water soon.

N.S.W. STATE TITLES.

Replies to Val Curry "Amazing Grace", after improving 4 minutes on John Woods "Street Car" in 12 months. Val and his crew missed out by the mere 8 seconds in the last race to take the NSW Swing Keel Series.

Mike Stevens was also pipped at the post by 49 seconds in the last race to lose to "Slippery When Wet" in a tight three race Drop Keel Series.

The Long Distance race (Race Three) proved a success with a handicap start and all boats after three hours finished within 14 minutes of each other. Even though Slippery When Wet took out fastest time and the race. The margin of 17 seconds to Tony Thoms "Crescent" off 7 minutes was a good indication the handicapped was doing his job well.

Swing Keels proved an exiting affair with John Wood "Street Car", Val Curry "Amazing Grace", Tony Thoms "Crescent", each winning a heat. John Wood finally putting his bow in front of Val Curry to take the title with Tony Thoms third, who if he could stop playing around with Don Pembleton "Peer Gynt" 7 seconds race one, 11 seconds race two might push Val & John a little harder.

Family/Non-Spinnaker Division "Magic" steered by Mr. Deweger Junior, lived up to his boats name when he not only came out on top of "Merek 2" but nearly let the fleet home in the handicap Long Distance Race. Both boats improved over the weekend. Keep swinging guys!!!

DROP KEELS

With El. Presidento Viv Davenport "September Song" sitting on the shore nursing a bung leg, Slippery and Treasure Island (Mike Stevens) after drawing first blood on each other on Saturdays 2 Sprint Race settled down to a 3 Hour Race of two parts with Mike Stevens drawing away first and Slippery coming home with a "new rig" in a freshning breeze to edge Mike out - and the boys were happy!!

Third in the series was "Radical Lady" (John Bubb), even though new to the Class he was only marginally off the pace and 12 months from now will be extremely hard to beat for any aspiring title holder.

F/C Family Division
S Swing Keel
D Drop Keel

1992 NSW RL24 STATE TITLES

		RACE ONE	RACE TWO	RACE THREE	TOTAL	
3/4	MAGIC (F/C)	1	3/4 1/2	1 2 1/2	2 1/2	1ST (F/C)
4/4	HAREM SCAREM (S)	4	4 8	4 12	12	4TH
2/2	MEREKI II (F/C)	2	2 4	2 6	6	2ND (F/C)
2/2	AMAZING GRACE (S)	1	2 2 3/4	3 5 3/4	5 3/4	2ND
3/3	CRESCENT (S)	3	3 6	3 6 3/4	6 3/4	3RD
1/1	STREET CAR (S)	2	1 2 3/4	2 4 3/4	4 3/4	1ST
2/2	TREASURE ISLAND (D)	1	2 2 3/4	2 4 3/4	4 3/4	2ND
1/1	SLIPPERY WHEN WET (D)	2	1 2 3/4	1 3 1/2	3 1/2	1ST
3/3	RADICAL LADY (D)	3	3 6	3 9	9	3RD
4/4	PEER GYNT (D)	4	4 8	4 12	12	4TH
5/5	HYPERTENSION (D)	5	5 10	5 15	15	5TH
6/6	SWACHAN (D)				6	

LIFE MEMBERS.

Bruce and Barbara Castles were nominated for life membership of the association at the AGM. They have had a long and productive involvement with RL24s over the years, and their dedication to the RL24 Owners Association of Australia makes them fitting recipients of such an honour. A plaque commemorating this event was presented to them, on behalf of the National Association, at the Rhyll week-end in March. We look forward to their continued involvement in RL24 activities, and that of Linda, Helen and Jim who are following the family footsteps into RL24 sailing.

SAILING REPORTS.

LAKE WELLINGTON. Bruce Castles writes about what may well be a record sail!

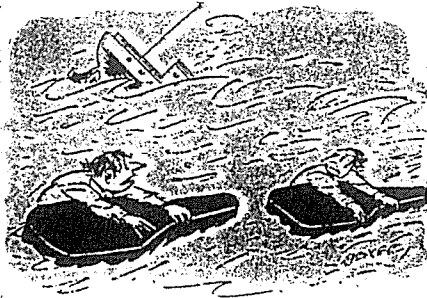
The Lochsport Boat Club was host venue for the annual VYC sponsored Interclub Regatta for Gippsland Clubs. The weekend was also scheduled as a "Cruise Weekend" for LWYC members, so we decided to sail to Lochsport, compete in the Regatta, and sail back to Marlay Point on the Sunday night. Pegasus left Marlay Point at around 1900hrs on Fri 7th, and worked a gentle easterly across the Lake, reaching Plover Point shortly after 2200. After the slop of the western end of the lake, the sensation of sailing to windward in the smooth water of the last few miles was very pleasant indeed. We spent a quiet night at Plover Point, waking to bright sunshine through the companionway.

Aware that we would be beating into the easterly all the way to Lochsport, we set about motoring through the Straits, breakfasting en route, reaching Hollands Landing at about 0830 and hoisting sail into the expected gentle breeze, right on the nose! The wind did not stay gentle for long however, and soon we were putting a reef in the mainsail into the teeth of an estimated 25. We arrived at Lochsport Marina in good time to sign up for the race series.

The Marina is well worth the visit when cruising on the Lakes. For \$10 per night a yacht and 4 persons can moor in a pen and have access to showers and toilets. Fuel is available and the Hotel is right next door, with bar and counter meals.

The races were run in 3 divisions- 1 for cats, 2 for 115 and faster on VYC yardstick, and 3 for 116 and slower. We were in div 2 and were mixing it with a few Flying 15s, a Contender, a brace of Lasers, a Noelex 30, a Seaway, but mainly with Wings Splice and Encounter. We had very good racing at this very nice venue, organised mainly by our own Trevor and Mary Jones, with Casper acting as committee boat.

By far the best part of the weekend was the trip home. We left the Marina at 1650 and took only 40 minutes to reach Hollands, Hughie doing the right thing and obliging us with a 20kt easterly. It was a magnificent armchair ride, the wind was over the port quarter and with no effort or risk we were planing gently and surfing to 12-14 kts on the face of the waves. The wind carried us through the Straits without the need to motor, and as before, we ate while passing through. As expected, the waves in Lake Wellington were steeper and meaner, and because our course was now a dead run we sailed a dog-leg course for safety, with a gybe off Swell Point. We were tied up to the Jetty at Marlay Point at 1955 - 3 hours and 5 minutes, 23 Miles!



"I wonder how the piccolo player
is making out."

MURRAY RIVER. This extract is taken from John Wood's diary on a river trip involving several LWYC members. We have done similar trips in Bumble Bee and The Sting over the years, and can thoroughly recommend it as a relaxing holiday with a difference.

DAY 4

Tuesday 24 Sept 91

Weather - Blast, the sun is out again.

Relaxing morning - river is still rising and we keep a close watch on the logs that are floating past, some being assisted as we fend them off the boats. The children try unsuccessfully to provide us with fresh shrimps for lunch.

1235 Spring the moorings after an early lunch and head off to explore the Barmah Forest. Bruce cleans up a floating branch after we try desperately to warn him. He thought we were pointing out bunyips in the forest.

At the 1158 mile pt. the Commodore suggests we take the short cut through Paddy Henessy Cutting. Streetcar & Pegasus mutiny and stick to the main stream, while Anitra & True Blue reach the halfway point in the cutting, think better of it, and decide to chase us. The river is quite narrow here and we pass a log that has passed us earlier in the day at the overnight stop, indicating progress would be quite fast even without a motor.

1335 Pass Ulupna Creek (1156) and encounter waves on the river. Group camped here, complete with tinny, look very nonchalant and relaxed. Round next bend we observe several cray pot floats. The season for crayfishing finished three weeks ago. Did the tinny cause the waves? Who thought the motors approaching belonged to Fishery and Games???

1415 Into the forest now and most of it is under water.

1530 Time to light the kettle (maiden run on the boat) for the evening roast.

1600 On goes the roast and the Murray River has never smelt so good. If the flow of water into the forest in both states is any indication, we may have to spend the night "at sea".

1700 Pull up at Rowe's Camp for possible overnight stop. River is about to overflow here, so we powder the noses and press on.

1720 Morocco Pump Station ruins are high and dry - great camp site and fire is roaring in 10 minutes.

1830 All sit down to a magnificent roast after appetisers of caviar, camembert and other assorted "bush tucker" and Champagne.

2130 Everyone thoroughly exhausted after a most strenuous day and one by one struggle off to bed.

YARRAWONGA PILGRIMAGE.

Each year at Easter Western Trailable YC members head north to the banks of Lake Mulwala. We back the boats into the grassy shore of a quiet lagoon at the Yarrowonga YC, where some pitch tents, rig dinghies and windsurfers etc, then let the kids loose and settle down in the club for a relaxing week.

This year numbers were down but the RLs were well represented; 7 RL24s, 1 Comet and the Mellors (ex Jacqui) in their Nolex 25. The wind varied from nothing to quite a lot which resulted in some good racing for the 2 heats. 4 of the RLs were swing keels and the racing in the 2 divisions was close.

The Sting entered the notorious ALL GIRL CREW again. Lloyd retreated gracefully to *Rock an' Roll'em* with Rod Mellor! We may have come last, but we certainly had the most laughs as Shirley told risque stories about crewing on *Bunyip*!

A burst of laughter caused one sailor on a cat to lose concentration and fall in the drink when releasing his trapeze. Seeing all the girls he quickly declined our offer to help!

We had some serious attempts at sabotage to deal with during the race. First Ron Player tried to bluff us by not giving way on a starboard call. Every one says never argue with a woman. What can I say? He took on 4 of us!! Needless to say he lost what turned out to be a noisy encounter!

(Note the following point! I have never been able to get the tiller extension on or off on *The Sting*. It is simply too stiff.)

We decided to give the kite a miss on the shy reach, after all some of the others were having trouble, and the committee sailing the boat voted for a drink! At the gybe mark I was to pass the tiller to Lee so I could do the kite work. The gybe went smoothly, then suddenly, woof, back she went, nearly throwing Heather off the foredeck! The conversation went like this:

Sue: "S..t!.... Lee, have you got the tiller?"

Lee: "No. You have!!!"

Sue: "No, I've only got the extension!"

You guessed it. And what's more we couldn't get the jolly extension back on for the rest of the race!! The culprit is yet to be caught!

Between races we were entertained by Kate and Jodie (*Bunyip*) practicing man overboard and capsize exercises in my Laser. Now they know why it is called *Flipside*! A few boats spent a night on the river pottering down from Cobram, others rode bikes or windsurfed, while the kids mud wrestled and swam with the icebergs.

At night we played Yahtzee, Crazy Whist and Teams Trivial Pursuit, with nautical and action categories creating many laughs and much embarrassment!

KEN HACKETT EXPLAINS THE RULES.

RL24's have generally done well this season in open Trailable Yacht events. So well in fact that we have been subjected to rather close scrutiny, and sometimes criticism by our competitors from other classes. Now it is human nature, I suppose, to try to find a way of bringing your opposition down if he is continually beating you. But....much of the snide comment directed at RL24's is ill-founded and uninformed. So, let us RL24 owners make sure we know the rules as they apply to our yacht, and maybe make sure our crews understand. Here are a few of the controversial points explained:-

HIKING. AYF Rule 62 prohibits hiking IF class rules or sailing instructions require lifelines.

RL24 class rules DO NOT require lifelines.

Further, RL 24class rule (12) says "Hiking is permitted, provided that when hiking in the transverse position no part of the crews body between the middle of the thigh and the feet shall be outboard of the sheerline. When hiking in the longitudinal position, at least one full arm and one full leg shall be inboard of the sheerline".

In others words RL24 crews may hike, crews on yachts whose class rules require lifelines may not hike. (Note we are only talking about races in catagories 5,6 & 7 - RL24's do not normally comply with catagories 1 thru 4).

STABILITY/BUOYANCY. AYF Safety regulation clause 6 requires yachts racing in catagory 5 & 6 to either meet stability (self-righting) tests OR be buoyant when fully swamped. RL24 class rules require a minimum volume of .55 cubic meter of buoyancy permanently built in to the hull. This buoyancy volume has been calculated to meet

Note that most RL24's do not fully comply when delivered ex.factory - owners must install added buoyancy to meet the class rules. Most owners have added closed cellfoam in places like under cockpit floor, aft ends of quarter berth lockers, each side of porta-potti well, and other little used spaces. Each side of the motor well is often closed off for "sealed compartment" buoyancy volume.

KEEL LOCK-DOWN. Yachts which demonstrate self-righting ability with keels in the down position must at all times race with the keel positively locked in the down position. Since most RL24's do not meet the AYF self-righting test but rely on the AYF option re buoyancy we are not covered by this regulation. However at our last AGM an appendix was added to our class rules and is now current: "...keels shall not be lifted beyond a point which leaves exposed 600mm vertical depth of keel and (that) a locking device be fitted to prevent rising beyond this point".

HULL WEIGHT. Some trailable yacht classes have class rules requiring them to race with the specified removable furnishings (bunk cushions, toilet, stove, floorboards etc.). RL24 class rules have NO such restrictions.

MOTOR. For trailable yachts the motor shall be mounted in the normal operating position at all times in Category 5 races. (effective 1st July 1990). For other races check the sailing instructions -there are many different requirements for specific races.

VYC Dispensations.. In Victoria the VYC have granted RL24's dispensation for AYF clauses 8.11, 8.12, 8.13, 8.14 (cockpit drainage, security etc.). All trailable yachts have dispensation for clause 16.8 (lifebuoy to be carried)

Remember • we have a minimum hull weight - 454 kg - and most GRP hulls do not get down to minimum.

• we have a maximum total working sail area - mainsail and jib sizes are not controlled as long as the total does not exceed 20 square meters.

• we have a maximum mast height of 8.3 meters.

• we have a minimum keel weight of 100 kg.

RHYLL WEEK-END.

This annual event at the Shannon's Rhyll house was held in March. Attendances were down due to various reasons, and despite the dampening effect of the weather, we all had a great time.

The race for the coveted Olney's Gong was held in strong winds which tested the boats, many of which were sailed 3 up. After much time with the calculator Ross Corben (Cosmic Sedso) was pronounced the proud winner.

The winner of the notable *Piddling Little Trophy*, was Simon Walsh. Sailing *Ohau Rua*, Simon crossed the start line in a Vic. Trailable Championship heat in a perfect position. The timing was spot on, he was up wind of the fleet, and had out manouvered all the other hot shots. The only trouble was, he was starting with the wrong division!

The Vic. AGM was held on Sunday, with numerous interruptions to watch the progress of *Lowanna VI* in the Western Port Challenge. Taking advantage of a lapse in concentration, members quickly re-elected the committee before we woke up to what was happening. So here we are for another year!

Many thanks once more to the Shannon family for their hospitality. A great week-end was had by all.