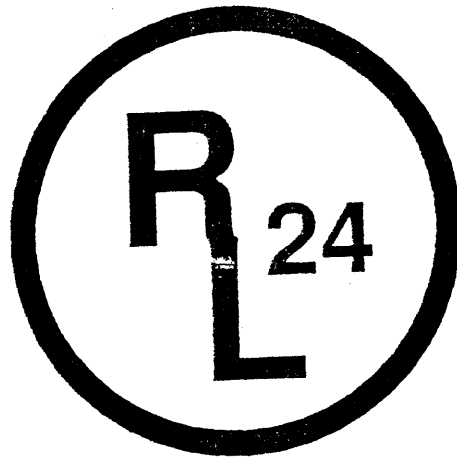


NATIONAL NEWSLETTER

APRIL 2001

RL24 - It's YOUR kind of boat



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FROM THE BOSUN'S CHAIR

Perhaps it's advancing age (doubtful) or perhaps it's because he's bitten off more than he can chew (more likely). Whatever the reason, the Bosun has found it very difficult to get focussed on RL 24 affairs so far this year and now Easter has come and gone and he is just getting around to writing the first Newsletter for 2001. And, as you will observe, he doesn't even have the absence of news as the usual excuse because there is plenty of it around right now. Maybe his lethargy and lack of enthusiasm has something to do with the rapidity with which the thought police have muscled their way in on the sailing scene with the recent imposition of a safety protocol which includes a system of random safety checks on race competitors. Signing a statement to the effect that your boat is properly equipped and seaworthy is evidently insufficient for the sailing bureaucracy who clearly believe that those of us who go racing have no regard for the value and safety of our own skins and don't have the intelligence to understand a dodgy situation when we see one. They have now abrogated to themselves the right to come aboard your boat to investigate whether or not you comply with the statement you have previously been obliged to make. Perhaps it IS important to have the correct number of Band Aids in your First Aid kit or the right length of chain for your anchor but whatever happened to the old fashioned notion of people taking responsibility for their own actions? And does a competitor's word count for nothing? It's hard to imagine anything more insulting than to have the integrity of a signed declaration so devalued. If someone is going to check, why bother with the hassle of getting and sending off the paper work? And if the random checks are employed merely as a threat, what sort of a way is that to run what is supposed to be a "fun" sport? Safety, of course, is a motherhood issue with which it is very difficult to argue. However, it seems in the present situation that all the emphasis is being placed on gear and equipment. Important as this may be, it does very little to address the root cause of most unsafe situations involving boats which, as many of us know, is usually a combination of incompetent boat handling and poor decision making. The Bosun speaks from embarrassing and painful experience when he asserts that a boatful of flares, first aid kits, watertight hatches (on a trailable yacht? – oh yeah!), radios, bilge pumps, etc. etc. is about as useful as feathers on a horse when you're clinging in desperation to the ice-like surface of your up-side-down RL24. Far more helpful, in his and many other cases, would have been an understanding of the consequences of full, as opposed to flat sails in high winds, an appreciation of the effects of such winds against a strong tidal stream, a very clear awareness of personal sailing capacities and the personal strength to decide not to put to sea in the first place. Clearly, what is needed far more than some investigative boarding party is an energetic examination of the means by which skippers and crew, especially those new to the T/Y scene, could be given the opportunity to expand their general level of seamanship competency. Many yacht clubs are already heavily into running training programs for sailing beginners. Perhaps some sort of extension program could be grafted onto this structure which would cater for the needs of the more advanced (T/Y) sailor. If you have a contribution to make on this important matter or simply want to express a contrary view, don't hesitate to send it to the *Newsletter* and it will get a run. Guaranteed. Oh, and by the way, sorry this screed is so late.

NATIONAL CHAMPIONSHIPS 2001

Despite a fleet of only 10 boats, this regatta was one of the best we've had. The venue was superb and our thanks go to Brad Taylor and the many people at RQYS

who worked so hard to make our series such a memorable one. We were all given wet berths near the head of the marina at no cost and we had the run of the facilities. Race administration was excellent and the courses were always just right. Moreton Bay is quite an interesting place to sail with plenty of avian and aquatic life to entertain those not so besotted by the racing such as your present scribe. In several heats, the fleet was the object of attention by a magnificent dugong which was promptly named "Geoffrey" by the cricket fanatic skipper on *Cosmic Sedso* and during the pre-race meanderings in heat 5, we were checked out by a pod of bottle nosed dolphins. The weather could hardly have been better with only one heat deferred because of excessive wind strength. In this heat, most of the fleet struggled up the first work in a breeze which steadily climbed to around 30 kts. and there was universal delight when the "abandonment" flag was seen flying from the Committee Boat at the windward mark. It was a lively ride home. The heat was resailed the next day in breezes which ranged from (mostly) just right to a tad light. The Swing Keel division was won, again, by *This Way Up* (Ian Lane skipper, Daryl Langdon and Pam Cuthbertson)) while the Drop Keel division was won, again, by *Ohau Rua* (Simon Walsh skipper, Darren Dyer and Shane Bennett.) The warmest congratulations are due to both crews who sailed exceptionally well and set very high standards for the rest of us to aim at. However, despite retaining their status as National Champions, both crews were forced to work hard in most heats. In the Drop Keelers, Brad Taylor sailing *F Troop* took out heats two and six to keep the pressure right on the boys on *Ohau Rua*. In the Swing Keelers, Les Browne sailing *Alicia 2* was rarely off the pace and indeed, won heat 6. Mick Shannon (*Lowana 6*) was always there or thereabouts and finished a meritorious third in the D/K divn. while Paul Davis, having his first hit-out at an RL Nationals as owner/skipper of *Street Car* also did very well to take third place in the S/K division. As usual *Pegasus* (Bruce Castles) and *Cosmic Sedso* (Paul Corben) had a series-long tussle with the former doing better in the fresher breezes and the latter taking the honours in the lighter stuff. At the end of the series, *Pegasus* was fourth while *Cosmic* was fifth. The fleet was enhanced by two newcomers to RL ranks in David Miller sailing *Mandu*, a Mk.1 swinger keeler and Malcolm Potts sailing *Summer Dream*, an exceptionally original and immaculate Mk.3 (SK). We hope both David and Malcolm enjoyed their involvement in the series and we look forward to catching up with them at future regattas. The social highlight of the series was the Presentation Night which was held in the RQYS quay-side restaurant. Assisting RL24 Association President Bruce Castles to present the various trophies was guest of honour Des Stannaway, a member of Royal Queensland, who in 1974 won the first ever RL24 National Championship sailing *Scarlet Lady*. The series was held at Southport and the boat was so new Des. and his crew were still bolting on the spinnaker turning blocks as they sailed out to the start of the first heat. Interestingly, Bruce was also at that first RL regatta sailing the first of his three RL24s, *Sundance* and finishing, as he did this year, a creditable fourth. The Presentation Night was a fitting finale to what had been a hectic but thoroughly enjoyable week of non-stop racing and once again, many thanks to the people at RQYS and to Brad Taylor and his wife, Michele. A full set of results is attached.

ANNUAL GENERAL MEETING 2001

The Annual general Meeting of the RL24 Owners Association of Australia was held at RQYS on the 10th Jan. 2001. A total of 22 people attended representing 11 boats. A copy of the Minutes of that meeting will accompany the next Newsletter but it is worth noting here that a motion to change the Class Rules to permit the use of devices

to fill the centre case slot behind the keel on Swing Keel RL24's ("slopper stoppers") was **passed**. A motion providing for the introduction of a Cruising Division (no spinnakers) in future RL24 National Championships was also **passed** as a means of encouraging greater participation by family or less experienced crews in RL championship events. A further motion providing for the application of a 2.5% penalty to any RL24 which has a modified keel or has deck or cockpit modifications was **lost**. These motions had all been circulated to members in accordance with the Association's Constitution.

NATIONAL CHAMPIONSHIPS 2002.

During the latter half of 2000 and again over the last month or so, a proposal to hold the 2002 RL24 National Championships on Lake Burley Griffin was discussed with the committee of the Canberra Cruising Yacht Association. While the notion had enthusiastic support within both the Club and this Association, unfortunately it has not been possible to find a set of dates which are mutually acceptable. The idea of holding a National Championship in Canberra has a lot going for it and no doubt the matter will be pursued again at a later date. In the meantime, our President, Bruce Castles, has had recent fruitful discussions with the committee of the Lochsport Boat Club which have led to an agreement that it will host our 2002 Nationals between the weekends of Dec. 29/30 2001 and 5/6 Jan. 2002. Precise dates and other arrangements will be advised in the Notice of Race and future Newsletters but for the moment, it is reassuring to know that we do have a venue for the next National regatta. Many Victorian members will recall the enjoyable State titles we held there 3 or 4 years ago but for the benefit of other members unfamiliar with the venue, Bruce has written the following thumb sketch.

Lochsport is a resort and retirement town on the south shore of Lake Victoria in the Gippsland Lakes. Its population increases markedly during the holidays. The Lochsport Boat Club operates from a new club house at the western approach to the town, adjacent to the boat ramps, car park and camping park. The main or deep water jetty is directly in front of the car park area. The town boasts various food stores and take-aways, a motel and an excellent pub and bottle shop at the marina which I'm sure would do deals for short term berths during the series if anyone wanted to do that. There are 2.5 RL24s at the Club - *Casper* (Trevor Jones) *Radical Lady* (Jeff. Germaine) and *Splice* which is really a Lake Wellington boat but is gradually drifting east, hence the 2.5. Ken Griffiths who owns *Splice* is the Commodore of Lake Wellington Y.C. and is currently completing a house at Lochsport. Phone number for the Camping Park is (03) 51 46 0264. They will take bookings any time for sites. The cabins which they have are to be replaced with new ones over the winter and bookings for those can't be talked about until about August but if you are interested in these it would be good to keep in touch with the Camp Park people. The hassle is that it is a Shire run camping ground and management will be undergoing a change at the same time. LSBC is a great club in an excellent venue and an enjoyable series is assured. Make the decision right now to be there!!!

ROB LEGG – LIFE MEMBER

At the Association's AGM held at RQYS last January, a motion was put to the meeting nominating Rob.Legg as a Life Member of the RL24 Owners Association of Australia. The motion was carried unanimously. Without Rob there would be no RL24 and the fact that National Championships are still being held for RL24's nearly

30 years after his boat went into production speaks volumes for his capacities as a designer. His genius can also readily be seen in his other designs such as the RL28, the fantastic RL34 and his super-clever catamaran, the RL14 but for sheer versatility there is nothing which can compare with the RL24 anywhere in Australia and probably the world. However, designing and building the boat was only part of his commitment to it. From the outset and long after the boat became an established part of theailable yachting scene in this country, Rob enthusiastically supported the Class Association which developed around his creation and he has contributed substantially to its longevity. While ever he was actively involved in producing the boat he was always receptive to members of the Association who had views on developments and modifications which might enhance the appeal of the boat and he was always ready to consider and use new ideas. He enthusiastically embraced and supported the notion of the RL24 as a development class but he was also wise enough to select the fundamental parameters we use today to control the development of the Class. Clearly, the RL24 family and the wider sailing community owes a great deal to Rob.Legg and in electing him as a Life Member, the meeting went some way towards acknowledging the central and critical role Rob has played in the life of this Association over many years.

VICTORIAN STATE CHAMPIONSHIPS 2001

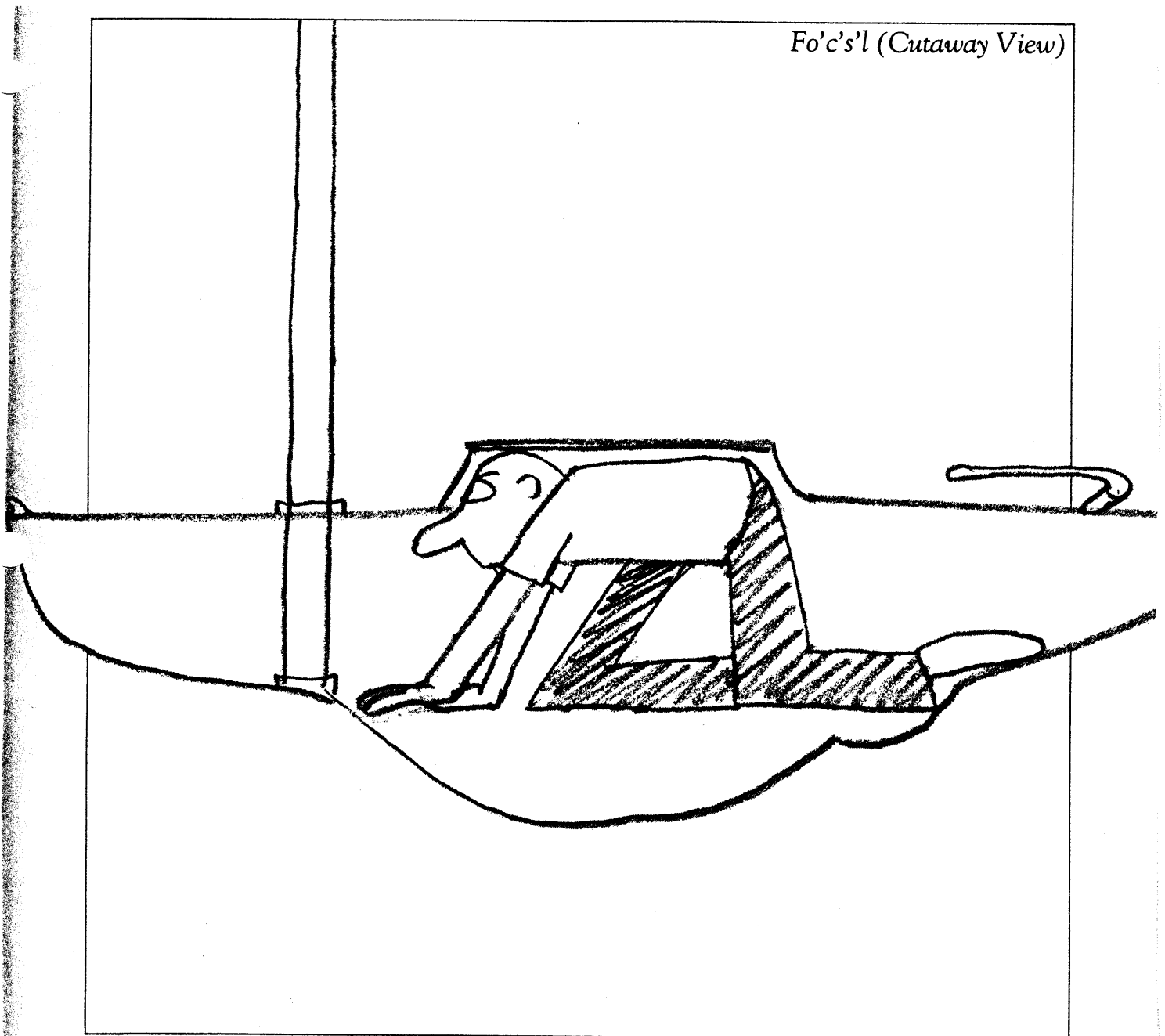
This year, as in 2000, we had blessing of the VYC to graft our State RL24 Championship onto the VYC's Victorianailable Yacht Championship Regatta. This was hosted by the Mordialloc Motor Yacht Club. Now, as a rule, I am always reluctant to pass deleterious comments about Victoria's weather because (a) it's usually just great and (b) this screed is circulated to Queenslanders who use such comments to beat Victorians about the head. However, the regrettable fact is that despite a period of 4 months of exceptionally fine, warm, stable and (sadly) very dry conditions, the weekend of March 17th & 18th last was, meteorologically speaking, a dead loss. It blew – hard. All weekend. And it rained too although as one who depends on things growing to make a living, I didn't mind that so much. However, it made sailing impossible so the Regatta was postponed until the weekend of 21/22 April. I'm sure you can guess the rest. The postponement was followed by another spell of mostly glorious weather which lasted pretty much until the early morning of 21st April 20th. when it all fell apart again, just in time to prevent a start in any of Saturday's heats. Sunday was not much better but after some delay the regatta organisers ran a couple of races which had shortened courses. However, by this stage, all RL people had lost patience and had packed up and gone home. As things stand at the moment, your committee is considering what options we have to get a State Championship for 2001 organised and we'll keep you posted. If you have any ideas, we'd be grateful to hear them. In the meantime Les Browne, our Treasurer, is arranging refunds of entry fees to all skippers who entered their boats in the aborted 2001 RL24 State Championships.

CLUB MARINE SAILBOAT SHOW

The insurance company, Club Marine, the VYC and the Boating Industry Association recently came together to stage a very successful all-sail boat exhibition at the Sandringham Yacht Club. The RL24 class was represented with great distinction by *The Sting*, the immaculate but widely travelled Mk.4 owned by Sue and Lloyd Graham. As RL24's go, *The Sting* is in the Rolls Royce class but it's quicker than your average Roller and gets used much more often. As usual, Lloyd and Sue

presented it magnificently and we are very grateful to them for their generosity. Amongst the Magnums, Elliots, Ross's, Spiders et al *The Sting* added a real touch of class to the Show by demonstrating what a proper trailable yacht ought to look like as opposed to a floating gin palace. Les Browne was the clerk of works who orchestrated our display and he was ably assisted by a team of owners who graciously gave their time to staff the stand over the 2 days of the Show and field questions from the scores of people who called to look us over. Thank you all for your help. And, by the way, just for the record, Sue must go down in history as the first woman in the world to camp overnight in an RL24 in the boat yard of the Sandringham Y.C. For his part, Lloyd must go down in history as the first bloke to knock back the chance to spend the night with the first woman in the world to camp in an RL24 in the boat yard of the Sandringham Y.C.

AND FINALLY..... a postcard from John Pruden cruising on the Gippsland Lakes!! (For the benefit of those who don't know him, John is a very tall bloke.)



Royal Queensland Yacht Squadron Ltd

RL 24 NATIONAL TITLES
MONDAY JANUARY 8 HEAT ONE

DATE - 08/01/2001

SAIL NUMBER	YACHT NAME	SKIPPER	ELAPSED TIME	SCRATCH PLACE POINTS	H'CAP	CORRECTED TIME	HANDICAP PLACE POINTS	BACK Y'STICK
4 SK 18	MANDU	DAVID MILLER	1.52.41	9 9.00	0.8332	1.33.53	1 1.00	0.8579
3 SK 269	STREET CAR	PAUL DAVIS	1.43.49	8 8.00	0.9129	1.34.46	2 2.00	0.9312
1 SK 110	THIS WAY UP	IAN LANE	1.39.51	4 4.00	0.9596	1.35.49	3 3.00	0.9682
2 SK 338	ALICIA II	LES BROWNE	1.43.26	7 7.00	0.9347	1.36.41	4 4.00	0.9347
2 DK 500	F TROOP	BRAD TAYLOR	1.34.06	2 2.00	1.0276	1.36.42	5 5.00	1.0274
5 DK 600	COSMIC SEDSO	PAUL CORBEN	1.42.35	6 6.00	0.9494	1.37.24	6 6.00	0.9424
3 DK 427	LOWANA VI	M J SHANNON	1.36.27	3 3.00	1.0110	1.37.31	7 7.00	1.0023
1 DK 199	OHAI-RUA	SIMON WALSH	1.33.17	1 1.00	1.0506	1.38.00	8 8.00	1.0364
4 DK 152	PEGASUS	BRUCE CASTLES	1.42.03	5 5.00	0.9625	1.38.13	9 9.00	0.9473
5 SK 447	SUMMERDREAM	MALCOLM POTTS	2.09.43	10 10.00	0.7729	1.40.15	10 10.00	0.7453

Royal Queensland Yacht Squadron Ltd

RL 24 NATIONAL TITLES
TUESDAY JANUARY 9 HEAT TWO

DATE - 09/01/2001

SAIL NUMBER	YACHT NAME	SKIPPER	ELAPSED TIME	SCRATCH PLACE POINTS	H'CAP	CORRECTED TIME	HANDICAP PLACE POINTS	BACK Y'STICK
447	SUMMERDREAM	MALCOLM POTTS	2.03.20	9 9.00	0.7368	1.30.52	1 1.00	0.7583
152	PEGASUS	BRUCE CASTLES	1.39.02	3 3.00	0.9365	1.32.45	2 2.00	0.9444
427	LOWANA VI	M J SHANNON	1.34.17	2 2.00	0.9909	1.33.26	3 3.00	0.9920
600	COSMIC SEDSO	PAUL CORBEN	1.40.24	5 5.00	0.9316	1.33.32	4 4.00	0.9316
500	F TROOP	BRAD TAYLOR	1.32.46	1 1.00	1.0156	1.34.13	5 5.00	1.0082
338	ALICIA II	LES BROWNE	1.41.59	6 6.00	0.9240	1.34.14	6 6.00	0.9171
110	THIS WAY UP	IAN LANE	1.39.20	4 4.00	0.9571	1.35.04	7 7.00	0.9416
269	STREET CAR	PAUL DAVIS	1.44.25	7 7.00	0.9206	1.36.08	8 8.00	0.8957
18	MANDU	DAVID MILLER	1.54.24	8 8.00	0.8481	1.37.01	9 9.00	0.8175
199	OHAI-RUA	SIMON WALSH	DNF	11.00	1.0245	DNF	11.00	-

Royal Queensland Yacht Squadron Ltd

RL 24 NATIONAL TITLES
WEDNESDAY JANUARY 10 HEAT THREE

DATE - 10/01/2001

SAIL NUMBER	YACHT NAME	SKIPPER	ELAPSED TIME	SCRATCH PLACE POINTS	H'CAP	CORRECTED TIME	HANDICAP PLACE POINTS	BACK Y'STICK
152	PEGASUS	BRUCE CASTLES	1.48.06	4 4.00	0.9365	1.41.14	1 1.00	0.9560
199	OHAI-RUA	SIMON WALSH	1.39.50	1 1.00	1.0245	1.42.17	2 2.00	1.0352
600	COSMIC SEDSO	PAUL CORBEN	1.50.03	6 6.00	0.9316	1.42.31	3 3.00	0.9391
338	ALICIA II	LES BROWNE	1.51.51	7 7.00	0.9240	1.43.21	4 4.00	0.9240
500	F TROOP	BRAD TAYLOR	1.42.40	2 2.00	1.0156	1.44.16	5 5.00	1.0066
110	THIS WAY UP	IAN LANE	1.49.14	5 5.00	0.9571	1.44.33	6 6.00	0.9461
269	STREET CAR	PAUL DAVIS	1.54.02	8 8.00	0.9206	1.45.04	7 7.00	0.9055
427	LOWANA VI	M J SHANNON	1.46.53	3 3.00	0.9909	1.45.55	8 8.00	0.9669
18	MANDU	DAVID MILLER	2.15.43	9 9.00	0.8481	1.55.06	9 9.00	0.7615
447	SUMMERDREAM	MALCOLM POTTS	DNS	11.00	0.7368	DNS	11.00	-

RL 24 NATIONAL TITLES
WEDNESDAY JANUARY 10 HEAT FOUR
DATE - 10/01/2001

SAIL NUMBER	YACHT NAME	SKIPPER	ELAPSED TIME	SCRATCH PLACE POINTS	H'CAP	CORRECTED TIME	HANDICAP PLACE POINTS	BACK Y'STICK
110	THIS WAY UP	IAN LANE	1.42.22	3 3.00	0.9405	1.36.17	1 1.00	0.9594
427	LOWANA VI	M J SHANNON	1.40.33	2 2.00	0.9612	1.36.39	2 2.00	0.9768
199	OHAIU-RUA	SIMON WALSH	1.35.27	1 1.00	1.0290	1.38.13	3 3.00	1.0290
152	PEGASUS	BRUCE CASTLES	1.44.53	4 4.00	0.9503	1.39.40	4 4.00	0.9364
338	ALICIA II	LES BROWNE	1.52.21	6 6.00	0.9185	1.43.12	5 5.00	0.8742
600	COSMIC SEDSO	PAUL CORBEN	1.50.51	5 5.00	0.9335	1.43.29	6 6.00	0.8860
269	STREET CAR	PAUL DAVIS	1.55.11	7 7.00	0.9001	1.43.41	7 7.00	0.8527
447	SUMMERDREAM	MALCOLM POTTS	DNS	11.00	0.7368	DNS	11.00	-
18	MANDU	DAVID MILLER	DNS	11.00	0.7570	DNS	11.00	-
500	F TROOP	BRAD TAYLOR	DNF	11.00	1.0006	DNF	11.00	-

RL 24 NATIONAL TITLES
THURSDAY JANUARY 11 HEAT FIVE
DATE - 11/01/2001

SAIL NUMBER	YACHT NAME	SKIPPER	ELAPSED TIME	SCRATCH PLACE POINTS	H'CAP	CORRECTED TIME	HANDICAP PLACE POINTS	BACK Y'STICK
18	MANDU	DAVID MILLER	2.20.35	7 7.00	0.7570	1.46.25	1 1.00	0.7974
199	OHAIU-RUA	SIMON WALSH	1.45.10	1 1.00	1.0351	1.48.51	2 2.00	1.0660
427	LOWANA VI	M J SHANNON	1.54.06	3 3.00	0.9826	1.52.07	3 3.00	0.9826
500	F TROOP	BRAD TAYLOR	1.53.31	2 2.00	1.0006	1.53.35	4 4.00	0.9876
600	COSMIC SEDSO	PAUL CORBEN	2.16.25	6 6.00	0.8913	2.01.35	5 5.00	0.8218
152	PEGASUS	BRUCE CASTLES	2.13.23	5 5.00	0.9420	2.05.39	6 6.00	0.8405
110	THIS WAY UP	IAN LANE	2.11.51	4 4.00	0.9652	2.07.16	7 7.00	0.8503
447	SUMMERDREAM	MALCOLM POTTS	DNF	11.00	0.7368	DNF	11.00	-
269	STREET CAR	PAUL DAVIS	OCS	11.00	0.8578	OCS	11.00	-
338	ALICIA II	LES BROWNE	OCS	11.00	0.8794	OCS	11.00	-

RL 24 NATIONAL TITLES
THURSDAY JANUARY 11 HEAT SIX
DATE - 11/01/2001

SAIL NUMBER	YACHT NAME	SKIPPER	ELAPSED TIME	SCRATCH PLACE POINTS	H'CAP	CORRECTED TIME	HANDICAP PLACE POINTS	BACK Y'STICK
600	COSMIC SEDSO	PAUL CORBEN	1.03.49	4 4.00	0.8248	0.52.38	1 1.00	0.9085
152	PEGASUS	BRUCE CASTLES	1.06.50	6 6.00	0.8435	0.56.22	2 2.00	0.8675
110	THIS WAY UP	IAN LANE	1.07.52	7 7.00	0.8533	0.57.55	3 3.00	0.8543
338	ALICIA II	LES BROWNE	1.05.56	5 5.00	0.8794	0.57.59	4 4.00	0.8794
500	F TROOP	BRAD TAYLOR	0.59.49	1 1.00	0.9912	0.59.17	5 5.00	0.9693
427	LOWANA VI	M J SHANNON	1.01.07	3 3.00	0.9861	1.00.16	6 6.00	0.9487
269	STREET CAR	PAUL DAVIS	1.11.21	8 8.00	0.8578	1.01.12	7 7.00	0.8126
18	MANDU	DAVID MILLER	1.16.59	9 9.00	0.8003	1.01.37	8 8.00	0.7531
199	OHAIU-RUA	SIMON WALSH	1.00.02	2 2.00	1.0699	1.04.14	9 9.00	0.9658
447	SUMMERDREAM	MALCOLM POTTS	1.31.18	10 10.00	0.7368	1.07.16	10 10.00	0.6350

RL 24 NATIONAL TITLES
FRIDAY JANUARY 12 HEAT SEVEN
DATE - 12/01/2001

SAIL NUMBER	YACHT NAME	SKIPPER	ELAPSED TIME	SCRATCH PLACE POINTS	H'CAP	CORRECTED TIME	HANDICAP PLACE POINTS	BACK Y'STICK
447	SUMMERDREAM	MALCOLM POTTS	2.03.51	10 10.00	0.6225	1.17.06	1 1.00	0.6938
18	MANDU	DAVID MILLER	1.48.16	8 8.00	0.7383	1.19.56	2 2.00	0.7937
110	THIS WAY UP	IAN LANE	1.39.12	5 5.00	0.8375	1.23.05	3 3.00	0.8663
199	OHAIU-RUA	SIMON WALSH	1.30.46	1 1.00	0.9468	1.25.56	4 4.00	0.9468
338	ALICIA II	LES BROWNE	1.39.54	6 6.00	0.8621	1.26.07	5 5.00	0.8602
152	PEGASUS	BRUCE CASTLES	1.41.36	7 7.00	0.8505	1.26.25	6 6.00	0.8458
600	COSMIC SEDSO	PAUL CORBEN	1.37.54	4 4.00	0.8907	1.27.12	7 7.00	0.8778
269	STREET CAR	PAUL DAVIS	1.49.49	9 9.00	0.7966	1.27.29	8 8.00	0.7825
427	LOWANA VI	M J SHANNON	1.34.09	3 3.00	0.9300	1.27.34	9 9.00	0.9127
500	F TROOP	BRAD TAYLOR	1.32.12	2 2.00	0.9502	1.27.37	10 10.00	0.9320