



# NATIONAL NEWS



**RL24 - It's YOUR kind of boat**

NOVEMBER 1989

The Queensland owners have things well under control for what is shaping up to be a top regatta at Noosa. Notice of race and entry form has been posted to all National members with entries due by December 1st. The Booreen Point area of Lake Cootharaba sounds like an idyllic spot. Genny Garrad, hard working secretary of the Qld RL24 Association writes: "There are many beautiful cruising trips in the lake area. I have made up tourist information bags to be given out at the welcoming night and in these there are maps of the water ways in the area. I have enclosed one of these maps but there will be more information in these bags."

## Cooloola National Park

Cooloola National Park's 40 900 hectares includes mangrove-lined waterways, areas of open heathland that are a wildflower mosaic in spring, woodlands of banksia and scribbly gum, blackbutt forest, rainforest, and tranquil lakes and waterways.

Southern Cooloola's major features are the Noosa River and its tributaries and adjoining wet heathlands. You can experience this coastal wilderness by canoeing the waterways and walking the track system.

Cooloola is the habitat for many plants and animals. Treat the park with care and respect, for it to remain a pleasant place to visit for future generations.

### Commercial access

Commercial tours reach various parts of Cooloola by boat, canoe, vehicle and on foot. These leave from Noosa and Tewantin. Canoes and small power boats may be hired at Boreen Point, Elanda Point, Noosaville and Tewantin.

### Vehicle access

A vehicular ferry across the Noosa River from Tewantin gives four-wheel-drive access to the ocean beach at the park's southern end. With care, a vehicle can be driven from here to the park's northern end. All road rules apply to beach driving.

Access to the Noosa River near Harry's Hut is possible via 11km of rough track that branches off the Cooloola Way 20km north of Kin Kin. This track is not suitable for buses and caravans. After heavy rain this road will be closed. Contact the park Ranger to check conditions.

### Boat access

The Noosa River is a beautiful quiet waterway. Travelling north from Kinaba, more than 27km of scenic waterway can be negotiated by canoe. Small powerboats are permitted to travel as far as Campsite 3, 13km upstream of Kinaba.

Canoe access is from Elanda, Boreen Point and Harry's camping area, while powerboat access is via boat ramps at Boreen Point and Tewantin.

A speed limit of four knots applies to waterways upstream of the Sir Thomas Hiley Visitor Centre. Care is needed, especially in narrow areas, to

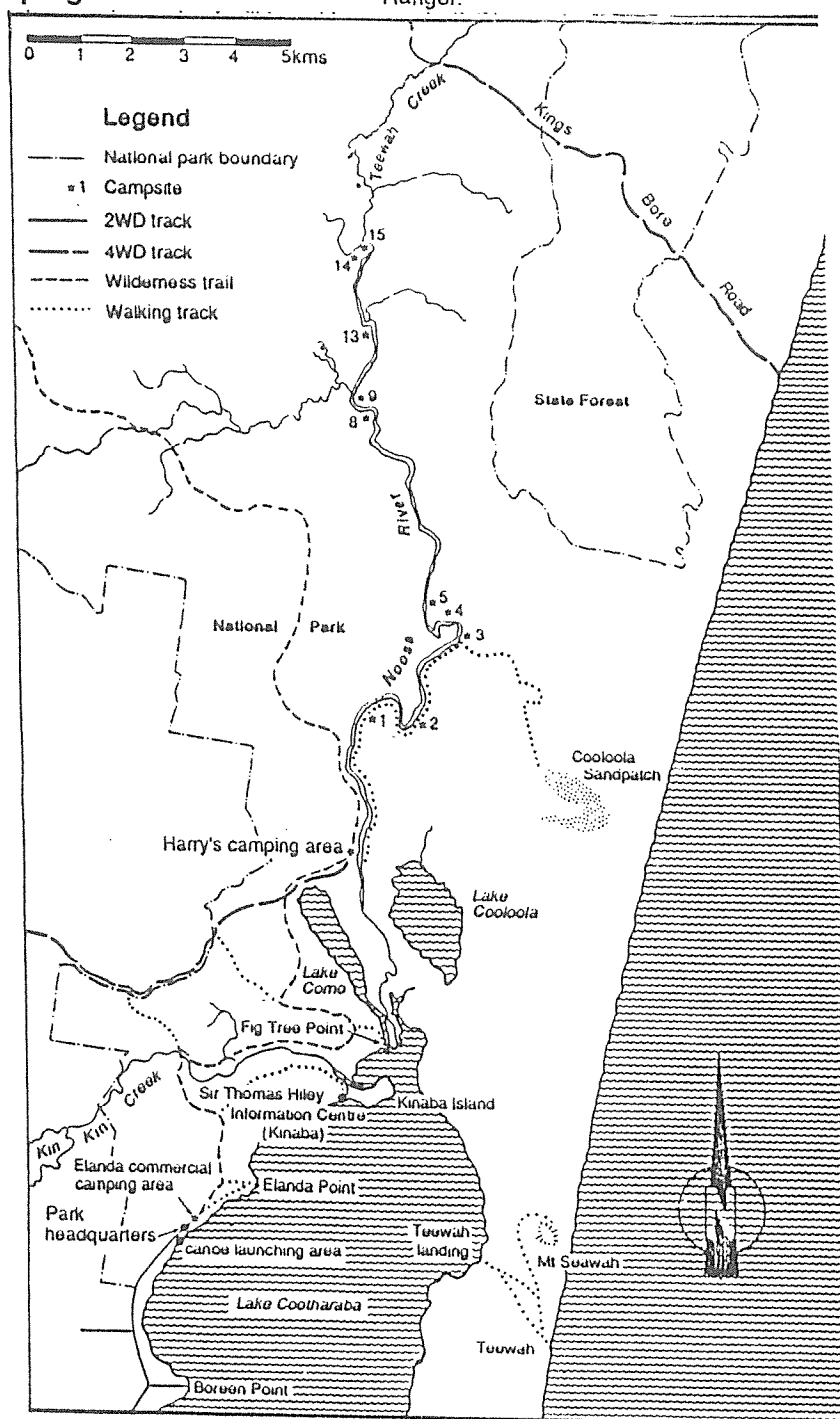
avoid colliding with swimmers, submerged logs and other boats.

### Accommodation

Cabin, unit, motel and guesthouse style accommodation is available in the Noosa-Tewantin-Boreen Point area.

### Camping

Walking tracks of varying lengths traverse the many types of vegetation. You should carry water, especially in hot weather, and try to walk in the cooler times of the day. Substantial footwear helps to reduce fatigue on longer walks and protects feet when high rainfall makes tracks muddy. If you plan an extended walk or intend to leave the track system, inform the Ranger.



ANNUAL GENERAL MEETING.

Notice is hereby given that the Annual General Meeting of the RL24 Owners Association of Australia will be held on Thursday, January 4th 1990 at 3.00 pm at the Lake Cootharaba Yacht Club. Agenda will of course include election of office bearers and nomination of a venue for the 1990/91 National Regatta. Any item of general business may be discussed but items affecting constitution or rules may only be resolved if a notice of motion has been received by the Secretary by Nov. 30th

Notice of Motion No.1 :-

"Change of Class Measurement Rules.

Delete: (sails shall be measured in a dry state laid on a flat surface with just sufficient tension to remove wrinkles across the lines of measurement to be taken.

Add : sails shall be measured in a dry state laid on a flat surface. Head sails and Mainsail to have their tack fixed by a spike through the cringle. 5 KG of tension to be applied to the head and clew of these sails.

Spinnakers to have their clews fixed by a spike through the cringles and 1½ KG of tension be applied to the head and folded ½ foot point."

Moved Dave Parmenter.

Dave adds the following discussion on his motion:-

"The rest of the rule for measurement remains as is. What I am trying to achieve is a fair and similar standard of measurement for the class throughout Australia. Perhaps other class measurers have different ideas. It would be nice to have a harmonious relationship between owner, sailmaker, and class measurer.

At present the interpretation of the rules by these three people differ dramatically.

The sailmaker :- Normally they measure the sails under little tension, whilst the sail is laid out on the loft floor held by small pins and prior to the sewing of the leech and the addition of any bolt ropes. Also these bolt ropes differ in material type and elasticity depending on the whim of the sailmaker.

The class measurer :- Some apply enough tension to remove the wrinkles from the panels of the sail whilst others apply a lot of tension which would remove the wrinkles from the bolt ropes.

The owner :- The owners want value for their hard earned money and the largest legal sail possible from the sailmaker and class measurer.

As you can see it would not be hard through the examples above to return different results as far as sail sizes are concerned.

Black bands on mast and boom would solve most of our problems but would not be practical for our class. Our class allows the combination of main and headsail in any size configuration provided we do not exceed 20 sq. metres.

The figures of tension mentioned above are recommendations from sailmakers which should give good results and not enough to distort or damage sailcloth or sail shapes."

N.S.W. STATES AT LAKE MACQUARIE.

In a cliff hanger final heat Radical Lady II took out the Division 1 Title. Jack Lucas and crew held out Ian Marcovitch and the Troy boys to take the championship by the narrowest of margins. Slippery When Wet 2nd, Treasure Island 3rd.

In a very successful series a perfect score from veteran Wal Curry saw Amazing Grace take the Division 2 title from Harem Scarem (Simon Stanford) and Crescent (Tony Thoms).

Twelve boats turned up for the series including some old faces and some new. Magic gave Ian Swane in Hypertension a guided tour in the passage race and Viv Davenport is probably still doing the dishes as the crew did not look impressed with Viv's navigating.

Next N.S.W. States are scheduled for Canberra. It is expected that an offer will be made at the Noosa AGM to host the 1990/91 National Titles in N.S.W. Current N.S.W. executive includes President, Jack Lucas, Secretary/register, Kevin Troy (phone 043-844289).

## AYF RULES.

You may recall our report in August National News on the introduction of new Safety Regulations in the 1989-93 racing rules. The Victorian RL Association wrote to the VYC requesting dispensation from a number of these new regulations. Well we have had no official reply to our request but the following extract from the VYC Newsletter is self explanatory :-

### DIFFICULTIES WITH NEW RACING SAFETY CODES

#### AYF SAFETY REGULATIONS PART 1 CAUSES PROBLEMS

The AYF SAFETY REGULATIONS PART 1 (1989/93) were fully discussed at the recent Annual Meeting of the AYF (6/10) where most States indicated problems in conforming with some facets in the new categories.

The overall concept of combining by Queensland Yachting Association of all aspects of keelboat, offshore multihull, trailable yacht, and inshore day racing and ballasted yacht safety codes was commended as being much more user friendly to the end user.

However a number of aspects require resolution and when this is done, the AYF will issue a revised Part 1 effective from 1 July 1990. Meanwhile all States are invited to comment to AYF to assist in amending Part 1.

Meanwhile the VYC WILL SOON ISSUE DISPENSATIONS TO THE EXISTING PART 1, PUTTING IN PLACE INTERIM ARRANGEMENTS UNTIL 30 June 1990.

ALL CLUBS and CLASSES WILL BE NOTIFIED OF THESE DISPENSATIONS AS SOON AS THEY ARE FINALISED.

A similar delay on implementing the new rules applies in N.S.W. Certainly for our National Titles at Lake Cootharaba we will be sailing under the 1985-89 rule book.

## GIVE 'EM HELL IN AN RL.

RL24 wins 1989 N.S.W. Trailable Yacht Championship. Competing against a 55 strong fleet of "hot" new designs, Slippery When Wet won all 3 heats to blitz them on Brisbane Waters, Gosford. Trying to keep up were seven Spider 28's, three Spider 22's, a new Spider 24, six Magnums, a modified Blazer, Castle 650's and the rest. Getting their act together in the fresh breezes, the Troy brothers' beautiful Mark Iv demoralised the owners of the expensive new Hi-tech trailables. Rubbing salt in the wounds, Barry Pownell in his aging Mark I; Freedom, gave the RL's a 1st and 2nd in one heat. Well done fella's. RL's Rule, Right.

Also showing you can still do it in a swing keeler, Street Car, now owned by John and Jan Wood, recently won the annual Round Sunday Island Race at Port Albert. Having a RAAF navigator on board may have helped in the sea fog that came down, but there was no taking it away from Street Car who nosed out Bruce Castles in Pegasus.

## FOR SALE.

Dave Parmenter advises that his beautiful Mark IV Kevlar Hull "F-TROOP" is for sale. Contact him during business hours at (079) 722444 or inspect at Noosa.

## WANTED TO BUY.

A Mark I R.24 is required (they seem to be in demand) by Bill Arthur, Wagga. Bill wants to do a restoration and up-date job. Phome him on (069) 224069.

## BUMBLE BEE SOLD.

Yes, and now Lloyd and Sue Graham have launched their carefully fitted out, brand new Mark IV Kevlar hull. Her name? After Bumble Bee what else but "The Sting" !

## PORT MELBOURNE CENTENARY CUP.

Advance notice for Victorians :-

Port Melbourne Yacht Club are celebrating their centenary with a regatta on the weekend April 28/29. Keep it free. We have accepted a special invitation on your behalf. RL's will compete over 3 races for a centenary cup to be presented at a post-race B.B.Q.

## VICTORIAN STATE CHAMPIONSHIP.

Victorian owners will find enclosed a Notice of Race for the 89/90 State Titles. Sailed at one of our favorite venues, Rhyll on Phillip Island, this regatta will be over the Australia Day weekend in January. Entrants will compete for both the division 1 (DK) and division 2 (SK) championships.

## CLASS BASIC HANDICAP.

New CBH for 89/90 have been published by the VYC for trailer sailers in Victoria. Only change from last year is the Blazer which moves from .711 to .705. We remain on .669 for DK and .657 for SK.

## FEES.

We have the usual problem of a few owners dragging their heels re payment of membership dues. The front of your newsletter is marked with a red cross if we have no record of your current subscription being paid. If you wish to remain a member and continue to receive National News you will need to remit \$12 to the Treasurer, c/- 14 Allambie Rd Sale. 3850 by Dec. 31.

## TO THE FORT AND MUD ISLAND. (from Ross Corben).

The bottom end of Port Phillip Bay is generally not recognised as a "user-friendly" cruising area for trailable yachts because of the lack of shelter if the weather turns nasty. Nevertheless, it is an area full of interest and is ideal for day cruising because of the close proximity of the major attractions.

Last Easter Saturday, we sailed "Anitra" with some friends to the Fort and then on to Mud Island. We launched at the Aquarium Ramp at Sorrento (off the Portsea Rd.) and while it is not the best of ramps, it's quite OK for RL24's and its very lack of amenity means that it is usually not over-crowded. The ramp itself is nicely graded but the approach is steep and the car/trailer park fairly primitive. There are sandy beaches either side of the ramp (which is double laned) on which to rig after launching and there are no intrusive power lines in the vicinity. On the day we launched, the fee was \$2.00. As an alternative, there is a much better ramp set-up at Rye near the pier but it is usually quite busy during holiday periods.

Upon departure, we had to pick our way through sandbars before joining the Sorrento Channel which we followed eastward to Blairgowrie. Just near the Blairgowrie Yacht Squadron we had a good sticky-beak at the Alma Doppel which was anchored there before we headed north for the Fort. The Fort is only about 5 or 6 Kms offshore and was man-made in the 1880's, as part of the strategic defence plan for the Colony of Victoria. It is now open to visitors and although it costs \$2.00 for every soul who sets foot on the place, it is a most worthwhile excursion. There is a well constructed wharf on the northern side and although it caters primarily for tourist ferries, it is possible to make a landing there from an RL24. We had some problems with the tidal current estimated by Ports & Harbours to be about 6 kts. but in the end one of the gin palaces occupying most of the space kindly moved giving us room to come alongside.

Apart from the underground tunnels, the gunnery emplacements, and the old living quarters, the fort is notable as a bird rookery. In particular, it is a breeding ground for White-faced Storm Petrels but it is also the only place in Port Phillip where Little Penguins nest regularly.

Sailing directly from The Fort to Mud Island is largely a hit and miss affair (mostly hit in our case) because of the concentration of sandbars. The purists would leave the Fort and head down the South Channel to about No.4 buoy before turning north and approaching the Island from the South. Not being that way inclined, we chose to sneak over the bars with rudder and keel almost housed and all hands swinging out to leeward. Although we bumped the hard a couple of times we had no trouble unlike a hapless Sunmaid which attempted to follow us.

Mud Island is also a bird observers paradise and is in fact an officially designated bird sanctuary. In the short time we were there we saw 7 species including the Australasian Gannet which displays flight characteristics one really has to see to believe. The only known Gannet rookery on a man-made structure in the world is at Popes Eye, less than a kilometre from Mud Island and although there are only about 6 breeding pairs they are a spectacular sight in the air.

The water around the shoreline at Mud Island is crystal clear but shallow and strewn with scallop shell making it difficult to get a decent bite with the anchor. However the surrounding sandbars have the effect of rendering the water calm and so we spent a pleasant afternoon exploring the Island and then enjoying a well-laden cheese plate and a good chilled Chablis in the cockpit. Who needs the Whitsundays?

Our return to Sorrento was via Portsea from where we picked up the Sorrento Channel again, thus avoiding those banks which lurk between that channel and the main South Channel. As it was approaching dark and we had to wait for a couple of in-bound container ships to cross our course, it was a nice little navigation exercise which just capped off a most interesting day. We'll certainly be doing it again this season.

#### MARLAY POINT OVERNIGHT RACE.

Notice of Race and Entry Forms have been posted to competitors in last years race. If you want to take part in some Marlay Magic, entry forms are available from Lake Wellington Yacht Club, P.O. Box 825, Sale 3850. This is a very popular event for RL24's, as well as the 600 other trailer sailer owners.

Race date, March 10/11th.

Entries close February 18th, 1990.

#### CHANGE OF ADDRESS.

The Editor is moving.

After December 1st you can contact Ken Hackett at 39 Patten Street, Sale. 3850. Same Phone No. (051) 44 4346

## CHANGES TO WEATHER SERVICE FOR BASS STRAIT AND VICTORIAN COASTAL WATERS

Weather conditions can vary greatly across Bass Strait and the adjacent coastal waters. This can lead to lengthy, complex forecasts.

In order to make the Bureau's forecasts and warnings easier to understand and to simplify their radio transmission, new forecast areas are to be introduced on Wednesday, 13th September, 1989. The areas are defined by commonly known places shown on the map on the reverse side of this sheet.

The forecasts and warnings may apply to individual areas, combinations of areas or for the total area when the weather is the same throughout.

### HOW TO GET YOUR FORECASTS

Forecasts for Bass Strait and Victorian Coastal Waters are broadcast by:

Melbourne Radio VIM on 2201 kHz, 4428.7 kHz and VHF Channel 67 at 7.33 am, 1.33 pm and 5.33 pm Eastern Standard Time and 1 hour later in summer.

Coast Guard Loch Sport and Westernport Safety Council on 27.86 MHz, 2524 kHz and VHF Channel 67.

Various other voluntary organisations on Marine Band Radio.

They are also broadcast by the following radio stations:

### WARNINGS

Warnings are issued when the average wind speed is expected to be:

25 - 33 knots.....**Strong wind** warning  
34 - 47 knots.....**Gale** warning  
greater than 47 knots.....**Storm** warning

Warnings are issued to give as much advance notice as possible and are re-issued at six-hourly intervals as necessary. VIM (Melbourne) broadcasts warnings for the Victorian coast on receipt and at 33 minutes past every odd hour. VIH (Hobart) broadcasts warnings for the Tasmanian coast on receipt and at 18 minutes past every even hour. Warnings for the Victorian coast are also broadcast by the coast guard and radio stations previously listed.

Someones misfortune is always somebodys good luck. When the manufacturer of the Farr range of trailer sailers went into liquidation this pushed the second hand price of near new Farr 7500 and 6000 up very high.

After 4 years sailing our Farr 7500 all up and down the East coast of Australia with some occassional races thrown in for good measure we decided to cash in on this situation when we were repeatedly made good offers for our boat.

It was a sad day when it finally left our yard because I dont believe there is a finer trailable yacht on the market. (in the cruising catogory)

I had always wanted to turn my hand to fitting out a new boat as a winter project and now started to think in this direction.

After getting some prices and doing a rough budget, it soon became clear that it was going to cost a lot more than I thought. Very little could be saved in cost if I only limited myself to the popular 25 ft. class of boats.

About this time I also got a bit of an inclination to the racing scene and directed a lot of my attention to the latest collection of light weight flyers from New Zealand and Queensland. No matter how I did my sums there was little change out of \$30,000 and I was going to need a lot of help that was not available in the Sale area. I also would need half a dozen gorillas as my crew, if I was going to

be competitive.

Lake Wellington Y.C. has always had a very strong fleet of RL 24s and some very fine sailors having won a number of state and national championships in that class. Last year they hosted the national championships in a wide range of conditions. As a club member of Lake Wellington Y.C. I was able to get a couple of rides in the series.

I soon began to see the boat in a different light. (especially when very old souped up boats were taking it up to the new exotic material boats. Little difference between Sasha , Wings , Pegasus and F troop)

Soon an idea began to grow in my head and would not go away. Why not buy an old sad rnk I or rnk II boat and give it a new life with extensive modification and refit with a new wardrobe of sails I priced a new rnk IV hull and deck and would just be on the water for about \$25,000(I would still need to spend more to finish it to a cruising/racing condition)

Setting aside about \$10,000 for a boat and trailer in reasonable condition, I estimated that a new drop keel, sails and total refit would cost another \$6000 to \$7000 (my wife actually does not agree with this figure now that the boat is finished) Total all up price for a very competitive boat. -under \$17,000(I spared no expense and the boat has a total Harken fit out, with a standard drop keel and a new North rig.)



## The Resurrection of ENCOUNTER

After having scanned the pages of all the used boat sections of the various publications, I was lucky to spy a small ad in the Melbourne Age for a Mki boat at Hastings Marina. So armed with cheque book I set off on a very pleasant Sunday afternoon to "just have a bit of look"

She was a sorry sight indeed with barnacles growing all over the hull and the tired sails just tossed in the cabin after the last test sail, yet the boat was in good shape with no apparent structural damage. Asking price was \$11500. This I considered way to dear to complete my project (I had allocated a budget of \$15,000 at that stage)

Just as I was about to give it away, the salesman said what do you think its worth? To this I replied that to bring this boat up to a competitive standard, it would need to sell at about \$7000. To my total shock he said that the owner wanted to be told of all offers. Ten minutes later I was the new owner of "Encounter" R.L.24 No. 97 for the sum of \$7500 The whole next week was spent on the phone to Peelgraine Marine, North Sails, The factory in Queensland and numerous marine dealers. Masts, sails and fittings ordered, as well as hours and hours of discussion on ways of doing things with the large contingent of other R.L. owners in the Lake Wellington y.c.

I was going to take reference points of the following boats, Pegasus, Sasha, Wings and Splice This consisted of two Mk.1 boats both converted to drop keels, one Mk3. converted to

drop keel and one boat the state of the art in composite material construction.

All boats were measured in relation ship to keel positions, mast positions and general layouts. It was a very interesting and some what confusing job, as not one boat was the same as the other, however all boats had very similiar performance. I settled for mid way between Sasha and Pegasus with the mast fittings and position identical to Wings (with allowances for cabin height)

The boat was to have a new North skiff rig, drop keel and be made as light as possible and as stiff and as strong as possible The whole boat was to be re rigged in Harken fittings were possible (there are only about four non Harken fittings on the whole boat)

All the fibreglass work was done by Reg Hill of Sale fibreglass repairs and by all reports the quality of workmanship was second to none. As well as being a brilliant tradesman Reg is also a very experienced yachtsman so he was able to make and carry out some very interesting innovations.

So as comply with the new safety regulations the keel is completely enclosed in its own case. (a mixture of aluminum, perspex and glass to make it strong and very light) Extensive and ingenious modifications were made to the motor well so the motor in an operational position at all times. (see explanation at the end of this report)

Many other modifications that are small and to numerous to list were also made, then the boat was cut and polished (a tribute to the original gelcoat job as it came up looking like new) resignwritten and a few trailer modifications and was ready for the water.



## In conclusion

The job is now concluded and I submit these few facts for any body who is considering the same sort of thing

COST OF ORIGINAL BOAT	\$7500
COST OF SAILS	\$2100
MAST AND FITTINGS	\$1680
RIGGING	\$2200
KEEL AND GLASS WORK	\$2100
INCIDENTALS	\$1240

TOTAL \$16820

These figures are very close to the actual amounts give or take a very small amount.

The total tally of hours spent on the boat including thinking time was just a fraction under 300(298 to be exact) this also includes the time taken by the sign writer and the fibreglass people.

Well how does she go. <sup>(4)</sup>  
The boat has only had for races at this time of writting this article and I am very happy with the results so far. As skipper I have a lot to learn about the way to sail the boat and I find that it is very enjoyable to sail. The boat has a great feel to it and very well balanced so I sure that all the sums are correct. Considering the red hot fleet of R.L. 24 sailors in the club, I feel very pleased so far, not exactly beating the pants of them yet, but still right up there. I guess only time will tell just how successful the project was. I now know that the boat has got the pace its just up to the nut who has got hold of the steering stick to get the best out it.

One of the most important considerations in refitting this boat was to have motor still fitted to its operational position ready to go in all conditions.

After much thought and some trial and error the following system was devised and its works very well indeed.

First the motor bracket was moved some 12 cms forward to allow it to swing up without hitting the transom. This was moulded in glass and strengthened. Next a hole was cut just big enough to allow the motor to move up through an arc to above the hull (this was some what bigger than the original plug hole that was standard for the older models)

This new hole was made square and bomb bay doors moulded and fitted to fit with a slight overlap to give a good clean finish to the underwater side of the motor well. The doors are raised and lowered by a pulley system in order. The system is so designed as to go slightly over centre to give spring effect. There are no springs fitted and the doors remain closed when sailing by the weight of the motor which is lowered on top of them. The whole system works very well and water will enter the motor well through the doors when the crew weight is not far enough forward in light winds. Over about 3-4knts of speed the venturi built into the doors takes over. Starting the motor takes only seconds to open the doors and lower into position and pull the cord. I feel very comfortable with this safety feature. and in Victoria it regulations in all open trailer sailer events to have the motor fitted to its operational position. (it may be raised clear of the water so as not cause drag whilst sailing)