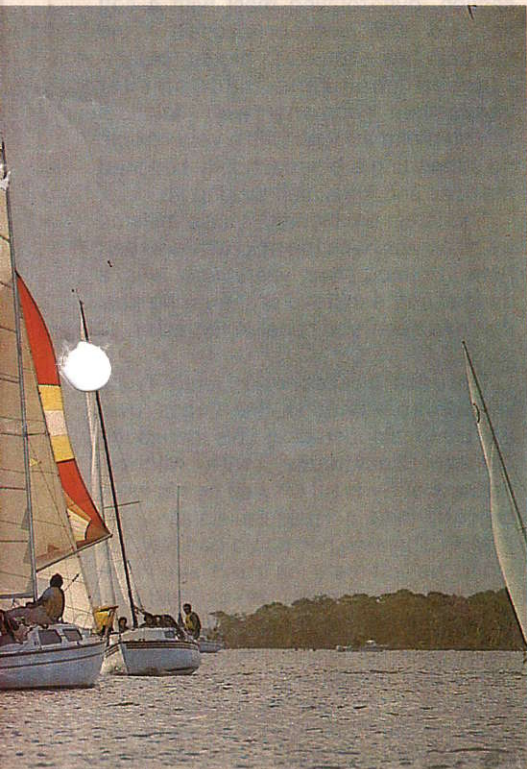


Start of the RL24 national was a mix of aggression and confusion. LEFT BELOW: Michael Shannon and his crew. RIGHT: Legg's team crew.



Heat six in the afternoon begins badly for Dump Truck which has to do a 720-degree penalty spin soon after the start for fouling another competitor. But Yeomans, with the luxury of speed to spare and with former 12ft and 18ft skiff star Michael Coxon helping plot the big shifts in the breeze, is fourth by the wing mark, second on the second beat and goes on to win, taking an unbeatable lead in the series.

As the certainty of Yeomans' win, his third national title, surely unfolds, I test the designer's reaction to the innovations — particularly the flexible

"skiff" type rig and dagger centreboard — and the professional approach of Yeomans.

Rob Legg has always encouraged the RL24 to be a development class and he is pleased with what Peter Yeomans and his crew have done: "Yeomans has dragged the rest of the fleet up five minutes in performance," he says. "He has kept us fully informed, with letters and photographs of his developments, most recently how he went about making the dagger board."

Rob Legg used to build and sail Flying Dutchman dinghies in Victoria. When he

Dump Truck, winner of the RL24 nationals with a perfect zero score.

and June first moved to Southport 11 years ago they looked for a boat that would suit its interesting but shallow waters. Legg was influenced, subconsciously perhaps, by the Flying Dutchman and designed a trailable 24-footer that was long, lean and light with easily-driven lines but also with a lot of stability deriving from its firm bilges, and a threequarter rig.

It looked like and felt like a dinghy; quick to accelerate, well-balanced and easy to sail and tack and with the ability