

RL24 OWNERS ASSOCIATION OF AUSTRALIA

NEWSLETTER

Aug/Sep 1976

In the July/August 1976 Newsletter you will recall that we raised the issue of the number of sails which skippers would be permitted to use in class racing. The response received indicated that a number of owners have given this matter a good deal of careful consideration and the Committee is very grateful for their contributions. After examining the views submitted it is clear that the alternatives available to the class are as follows.

(1) Owners to nominate one mast and one suit of 4 sails to be used during a State or National title series, the 4 sails consisting of one mainsail, two headsails (one of which is a storm jib) and one spinnaker. Any combination of nominated mainsail and headsails would be permitted provided that the total area is not greater than 20 square metres as measured by class rules.

(2) The number of masts and sails available for use during a State or National title series to be unlimited but the total area of working sails set at any one time not to exceed 20 sq metres measured by class rules. The number and shape of spinnakers would also be unlimited but again the maximum area of any one spinnaker would be restricted to 20 sq metres as provided by class rules.

(3) As for (1) above but with the option of a storm mainsail to be restricted in area to a maximum of 10 sq metres as measured by class rules.

In order to clarify the issue well before the Australian title series in January 1977 the Committee has decided to conduct a postal referendum of owners and a ballot paper is attached to this Newsletter. All members are urged to give this matter very deliberate consideration and to exercise their right to cast a vote. The Constitution requires a majority of at least 2/3-rds before a proposal to change the class rules is resolved in the affirmative. As it is intended to announce the result of the referendum in the October/November Newsletter, the deadline for the return of ballot papers is 31.10.76. Class Secretary Mrs Rae Mahon is the "Returning Officer" and the ballot papers should be sent to her at 24 Wattle Ave, Beaumaris, 3193 by that date.

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Class Measurement Certificate

After a great deal of consideration and work Measurers Bruce Castles and Peter Trigger have developed a class Measurement Certificate, a copy of which is enclosed. Notes on the measurement of RL24's were included in the last Newsletter but it is pertinent to re-emphasise here that, in regard to sail measurement it is strongly recommended that owners get hold of the AYF prescriptions and study Addendum E, Section IV. Incidentally, Rob Legg has advised that Elvstrom sails including spinnakers may be slightly oversize and should be checked before being submitted for measurement.

Qld Association Formed

At a recently held meeting in the Sunshine State the RL24 Association of Queensland was formed. Office bearers for the coming 12 months are

President - G Laphorne
17 Karmel Crt
Rio Vista

Secretary - B Mathewson
26 Edson St
Kenmore

Treasurer - G Greenaway
16 Twilight St
Kenmore

Queensland owners who have not already done so are urged to join their State Association to ensure the continuing success of the class in northern waters. Contact with any of the office bearers is all that is required to sign on.

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Kids Galore

When the Castles and the Corbens went sailing in "T. Parri" (Sail No. 105) accompanied by the Shannons in "Lowana III" (Sail No. 115), a total of 13 kids and 6 adults were deposited on the hard when the 2 boats called at Cowes on Phillip Island a weekend or 2 back. While the invasion stunned the crowd defending the beach, the lady in the lolly shop at the end of the jetty says she wont have to open again until next Easter. Incidentally, we're claiming the total complement of 21 aboard 2 RL's as a class record. Can anyone top it?

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Masts for RL24's

The following notes and observations have been prepared by Pat Mahon who is currently fitting out his second RL24. Pats other claim to fame is that he is for'ard hand to Rae, our Associations Secretary.

The mast currently being supplied by C.O. & B.R. Harris is the ALCOA 960 J section. It is an oval shape 92 mm x 66 mm with a small oval recess to accommodate the roped luff of the sail. The current price for this section, ex factory, is \$69.28 for a straight length and \$139.00 for a tapered section (taper over top 6' of length). At present the section is available only in 26' lengths. This is believed to be due to transport difficulties in delivery to Qld. This mast could be expected to incur less windage than the earlier, slightly larger section types and it has been claimed that Elvstrom main sails are cut to templates to exactly match the mast flexibility. Enquiries have shown that the aluminium plug casting required for the section is only available from C.O. & B.R. Harris and that the section is not available in Melbourne as the agents Wlm Adams will not accept orders for less than about 20 masts. Details of lenghts available have not been pursued.

As an alternative the original COMMALCO E7650 section is readily available from McPhersons P/L, 15 Gladstone St, South Melbourne. This section is 105 mm x 74 mm, has a larger triangular shaped space for sail luff rope (it will also accommodate the main halyard) and can be supplied in 30' lengths. Current price for a straight section is \$48.39 for orders placed on Association letterhead paper (supplied on request to the Secretary) and delivery in the metropolitan area is \$5.00. Normal price would be about \$67.00 plus delivery. Tapering of either section can be done by cutting away the front of the mast and filling with pour-in foam. This would cost about \$8 for foam plus say \$4 for resin and glass to sheath the exposed fcam. Tapering by cutting and welding has been done by Light Spars in Moorabbin for about \$70. The main current advantage of the E7650 section is that it can be used to take full advantage of the 8.3m allowable mast height from cabin top. This permits an effective boom vang and will give headroom under the boom in the cockpit. A standard Ronstan plug is available for the E7650 Section.

All masts must have the top section filled with buoyancy. Pour-in foam would cost about \$8 as noted earlier. An effective alternative would be sections of polystyrene cut to shape. They should be a light sliding fit as even mild tightness can lead to crushing when successive pieces are pushed in.

The current rigging plan has an internal jib halyard and shows the shrouds attached to tangs fixed to the sides of the mast. By setting the jib halyard block with its top one-half inch below the centreline of the bolt for the shroud tangs a nice forward deflection can be induced in masts of both types of section by tension on the jib halyard. Incidentally, it is claimed that a dielerin sheave in the jib halyard block will give adequate life and provide an easier duty on the halyard wire.

A further comment on rigging is that with the smaller ALCOA 960 J Section and the current rigging plan a halyard lock is used on the main halyard to reduce mast compression. It is possible this is a feature in assisting forward deflection of the lower section of this mast which is, I think, by its shape, slightly stiffer. It would be a worthwhile exercise to have some of the masts checked for comparative deflections. Tests made with the mast lying horizontal supported at the base and shroud attachments then loaded at the spreaders with measurement of deflection for, say 10lbs and 20 lbs weight would give a good indication of the stiffness of the two sections.

(If other skippers wish to add to Pat's contribution simply drop me a line and your views will appear in the next Newsletter - Ed.)

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From the Mailbag

One of the great pleasures of writing a newsletter is being the recipient of interesting letters from members who respond to matters raised in previous issues. This month I received two such letters, the first being from Association patron Paul Hopkins and as the issue he raises is such an important one it is worth quoting one or two paragraphs of his note. Paul begins by saying that some items in the last newsletter disturbed him somewhat and he continues,

"Are some RL24 Associations and owners trying to ruin the class? I refer to the constant reference to RL's racing in 40 knot winds and the occasional report of an RL going base over apex and having to be towed to shore. Skippers who race these lightly ballasted 24' dinghies in 40 knots of wind are in my opinion asking for trouble and clubs and associations who start races in winds over 30 knots are irresponsible.

It's time the RL24 Association of Australia set a maximum wind velocity for RL24 racing. Just about every other centreboarder class does. And that's what the RL24 is - a big centreboarder with a cabin."

Paul is clearly concerned that RL24's are in danger of earning a reputation as a tender if not unseaworthy boat through the gross lack of seamanship on the part of some skippers. Apart from being quite unfair to the design of the boat a suspect reputation doesn't help the class to develop and expand nor does it do anything to maintain the boats value as an investment. It is a contentious issue and one which ought to be widely discussed throughout the class. The Newsletter will gladly publish any contributions on the matter.

The second letter I received came from Gerda and Gerhard Fruehmann of Leichhardt, NSW who sail "Bubulina" (Sail No. 48). In part of his letter Gerhard says "May I take this occasion to ask members if their keel wire starts humming as soon as their RL24 gathers speed? If it does what are you doing against it? And if our boat is the only one with this problem what would you suggest is wrong". I am sure other owners will have comments to make but I would like to suggest to Gerhard that he do nothing to cause the noise to disappear. I use it as a guage to tune the boat against as the wire only hums when the boat is beginning to crank along. I start to panic only when the humming stops!

On the other hand, if the noise is an unbearable irritation the centre-board winch could be mounted on the kingpost in the cabin with the wire pulling on the aft end of the centreboard head. Its not an arrangement which appeals to me but some use it quite successfully. Do other owners have advice to offer on this one?

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News from S.A.

Ron Fiest (Shiralee - Sail No. 88) has kindly sent details of a new Annual Winter Race for trailerable yachts and keelboats sailed on Spencer Gulf between Pt Augusta & Pt Pirie, a distance of 63 miles. Five RL24 competed in the event starting $1\frac{3}{4}$ hours behind the first T/S away. They were matched against a 35 boat fleet consisting of Sunmaids, Matilda's, Spacesailers, Australs, Hood 20's etc. as well as a variety of keelboats. The race started in darkness early on Saturday but by the time the fleet was in the vicinity of Becky Bay the light northerly had given way to a brisk westerly and the prudent doused spinnakers. As the leaders approached Lowly Light "Gotcha" skippered by Barry Green was in front and there he remained to win from Roy Butson ("Lyndell" Sail No. 73) and Ron Feist. "Gotcha" and Barry also won the fastest time trophy taking 7 hours 44 minutes for the 63 mile voyage.

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Cruising Corner

With the prospect of a number of boats cruising the Gippsland Lakes either before or after the Australian titles in January a few general comments on the area may be useful to some visitors.

Launching

Excellent concrete ramps are located at Marlay Point (the home of LWYC), Seacombe and Hollands Landing in McLennons Strait, Loch Sport on Lake Victoria, Paynesville at McMillans Strait and Metung at the eastern end of Lake King. Launching is free at all ramps and ample, though unguarded, parking for cars and trailers is available within a few metres of the ramps.

For those with limited time it would be worthwhile trailing to Paynesville as it is located almost in the centre of the Lakes system and is an ideal spot to use as a base port. Delightful overnight anchorages are available in Duck Arm, Newlands Arm and Picnic Arm, the latter offering a snug haven in all weathers.

Provisions

There is no shop or petrol and ice available at either Marlay Point or Seacombe. However there are well stocked stores at Hollands Landing and Loch Sport and petrol, water and ice are also readily obtained. A note of warning - steer clear of the tap near the jetty at Loch Sport. It does not serve fresh water.

Paynesville, Metung and Lakes Entrance are well provided with all the facilities required by the cruising yachtsman including service centres for most of the popular brands of outboards. Paynesville has the additional attraction of the Gippsland Lakes YC which is full of extraordinarily helpful people who can give sound advice on any matter connected with sailing on the Lakes. They make visitors most welcome.

Points of Interest

Spermwhale Head, almost due south of Paynesville is the location of the Lakes National Park. A jetty and picnic area is located at Point Wilson. Over 320 different species of native plants and 100 species of birds have been identified in the Park. On the cleared land at the eastern end of the Park is a large mob of kangaroos and emus.

Bunga Arm is a good spot in which to get away from it all. The approach to Ocean Grange from Lake King presents an interesting but straightforward navigational challenge with the test being to pass through the winding channel under sail only. It is well marked with beacons and after Ocean Grange there are plenty of opportunities to find cosy anchorages behind the scrub sandunes which separate the Lake from Bass Strait.

Eastwards from Metung the climate, the topography and the vegetation bordering the Lake changes quite substantially. The eastern end of the Lakes are influenced by the pacific climate of the east coast which gives a milder winter but wetter summer. The vegetation reflects the higher rainfall level and many gullies are almost sub-tropical in nature. Kalimna near Lakes Entrance is a good example. On the northern shores of the Reeves Channel (which links Metung with Lakes Entrance) the ridges rise steeply from the waterline and provide a very attractive backdrop and an impressive contrast to the undulating grazing country surrounding Lakes Victoria & Wellington.

At Metung, an overnight stay in Boxes Creek on the north eastern side of Bancroft Bay is a must. An enormous ridge provides 360° protection from wind of any strength and the view from the top is the best on the Lakes. Make sure you have plenty of film.

Lakes Entrance is, in summer, a fairly gaudy but vibrant beach resort but its charm as a busy fishing port isn't entirely eroded by the influx of holidaymakers. Care is required crossing the entrance to reach the town but it is not the highly hazardous venture that some would have you believe. Its worth taking the trouble just to savour the atmosphere of the port.

An excellent chart of the entire Lakes system is available from Bulls Shipyard (P.O. Box 1, Metung, 3904.) for 90c. Alternatively the Shell Co put out a map of Victorian Waterways which is available at most Shell Service Stations is not as comprehensive in its detail.

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Personal Pars

* Did you hear about the Gippsland skipper (who is also a National Measurer) who gleefully ran the tape over his brand new suit of sails? Found they were oversize! He'll Brooke no argument from his sailmaker, I'm sure.

* Rob... ..

* The call of the Northern Sun appears irresistible. Ivan and Beryl Watt have joined Arch and Geof Olney and possibly a number of other RL owners on the Barrier Reef. The Watts are cruising in "Genie".

* Alby & Lois McCracken are cruising Moreton Bay in "Mr Christian". Like the Olneys, it appears that they too are reluctant to return to Victoria.

* In launching a new trailerable yacht on the S.A. market the Binks people claimed that it was "faster than the RL's". Craig Rooney has money to say otherwise and he's challenged them to a match race, on Lake Bonney. There's no word yet as to whether the challenge has been accepted.

* Geof Cue who had that nasty experience at Gladstone with Tiki has sold her to Bob Wadley of Atherton. According to my Queensland informant, Bob is delighted with his new acquisition and is, luckily, not superstitious.

* Col Murray, a cattleman and former hot Dutchman skipper is another who is re-rigging his boat for the Australian series in January. Col has also volunteered to supply a bullock for the barbeque to be held during the titles and already there's speculation as to how he's going to mount a cattle crate in "Pamperoo's" cockpit.

* Bob Bull of Bulls Shipyard, Metung, is now the sole Victorian agent for RL24's. Bob has already demonstrated his interest in the class by lending generous assistance to the Sailboat 76 exercise.

Knoxfield
September 1976

RL24 ASSOCIATION OF AUSTRALIA

CLASS RULES AND MEASUREMENT CERTIFICATE

OWNER'S NAME

ADDRESS

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REGISTERED NUMBER

BOAT NAME

REGISTRATION

No boat shall participate in an RL24 Association sponsored event unless a valid measurement certificate is produced. A measurement certificate must be correctly completed and countersigned by the official measurer. It is only valid if the owner is a paid up member of the association and is not transferable to a new owner.

MEASUREMENT

It is the responsibility of the owner to ensure that the boat is correctly measured and thereafter meets the measurement requirements.

SPECIFICATIONS

Hull weight min. 454 Kg.
Mast height (off cabin roof) max. 8.3 m.
Working Sail area max. 20 sq. m.
Spinnaker max. 20 sq. m.

NOTE

All sails shall be measured as per the AYF handbook Addendum E Section IV Sail Measurement, and the area marked indelibly near the tack to the nearest one hundredth of a square meter.

Spinnaker Pole length (mast to extremity) max. 2.67 m.
Centre Board weight min. 100 Kg.
Cabin Headroom (roof to hull at mast step) min. 1.3 m.
Buoyant Material in mast (min. 1.75 m. from top)

SAFETY EQUIPMENT REQUIRED AT ALL TIMES

1. An approved life jacket for each crew member
2. An effective water proof torch.
3. An anchor (Danforth 13S or equiv.) with a min. of 3.6 m. of 6 mm Chain and 45 m. of 8 mm Synthetic rope.
4. A 2lb. BCF dry extinguisher or similar
5. Two 2 gallon buckets fitted with lanyards
6. A medical kit as detailed in AYF App. 9 part 2 sect. 5.