



ASSOCIATION OF AUSTRALIA

OFFICE BEARERS 1977

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MARCH/APRIL 1977

Trapeze Referendum

Shortly after the close of voting for the recent trapeze referendum, but before the results were announced, it was learned that a significant number of Queensland members had not received the last Newsletter and therefore not only had no opportunity to cast a vote, but knew nothing of the proposal to decide the question of trapezes. In these circumstances the Association Committee unanimously agree that the only fair way to proceed is to declare the last referendum null and void and to conduct another.

The issue is a most important one for the Class and the Committee is anxious to ensure that the outcome accurately reflects the view of the majority of the Association. The committee has also been at pains to maintain an absolutely impartial stance and it was to avoid criticisms of appearing to favour one side or the other that the deliberate decision was taken to refrain from publishing "for" or "against" arguments. It was reasoned that owners have, in most cases, had enough contact with RL's and the trailerable yacht scene to be well informed and able to judge for themselves whether or not (for example) an improvement in performance, fun and thrills outweighs a suspect safety image and the risk of poor public acceptance of the class. The important thing is that members should vote according to their own perception of the matter and on the basis of arguments that are persuasive to *them*.

The new referendum will be distributed with the next Newsletter in May/June with the results announced in the July/August edition.

In the meantime our Secretary, Bruce Lewis, is consolidating the membership register into State Lists and will be sending these to each State secretary with a request to check around to ensure all members have received their ballot paper. If you don't receive your Newsletter by the end of June and you haven't had a call from your State secretary please let Bruce know and he'll send you another copy.

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National Titles 1978

The Lake Bonney Yacht Club at Barmera, S.A., will be our hosts for the 1978 RL24 National Championships. Already the Club has circulated a comprehensive information sheet to all owners but for the benefit of new members it is reproduced here. Having spoken recently and at some length with Barry Arnold I know that a lot of work is going into the organisation of the event and the only ingredient now required to ensure success is a good roll-up of boats.

NATIONAL CHAMPIONSHIPS
4th—11th JANUARY 1978

"The next National Championship is to be held at the Lake Bonney Yacht Club at Barmera, South Australia.

Barmera and Lake Bonney are situated on the River Murray approximately 30km west of Renmark in the heart of the Riverland. Access to this area is excellent along major highways.

Lake Bonney is a freshwater, kidney-shaped lake, 9 km by 5 km. It is free of obstructions and the sandy shore is excellent for launching and mooring boats. The Lake is connected to the River Murray by a navigable creek abounding with water birds and offers picturesque cruising for those wishing to extend their vacation in this area. Speaking of bird life Lake Bonney also offers a proclaimed Nudist Beach on its Western shore!

The area is a premier wine and fruitgrowing district, and with its superb aquatic facilities is extremely popular with tourists. A Motel and Caravan Park immediately adjacent to the Yacht Club on the Lake shore are included in the accommodation facilities available in the town.

The Motel is fully air-conditioned and contains a licensed restaurant. Yachts can be moored right in front of the build-

ing at the Lake shore. The Caravan Park is well established with modern amenities — boat moorings are available immediately in front of tent and caravan sites.

As mentioned the area is a popular Tourist resort and the time of the Championships will be during the peak of the season. For this reason it is important for all intending competitors to make an early commitment to ensure suitable accommodation.

The Series will be held from 4th to 11th January 1978, and the Yacht Club has taken options on a number of Motel units and camp/caravan sites. People requiring accommodation are asked to notify Mr John Nitschke, Tourist Officer, Barwell Avenue, Barmera, S.A., 5345, by May 31st.

The Championship dates have been set to give any interested participators an opportunity to compete in the three day Tripolis Yacht race on Spencer Gulf prior to the Nationals. Further details on this event will be forthcoming from another source.

Hoping to see you at Lake Bonney in 1978 — Remember, book now to avoid disappointment! Only 8 months to the Big Event!"

Lake Bonney Yacht Club

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STATE TITLES

(i) N.S.W.

To be held at Lake Macquarie Y.S. on the 7th and 8th May next, the 3 heat series is expected to attract 18 or so starters. Any owner wishing to participate should contact Peter Rundle, president of the NSW Association. Peter can be found at Lees Marine, 99 Tudor Street, Hamilton, N.S.W. Results will be published in the next Newsletter.

(ii) Victoria

The Victorian RL24 Championship for 1977 was decided over a 7 heat series conducted at Lake Wellington, Rhyll (on Westernport Bay) and Portarlinton (Port Phillip Bay). The Marlay Point Overnight Race was included as Heat No. 5. For the second consecutive year Ken Hackett (Sasha) carried off the trophy, hotly pursued by Bruce Castles (Pegasus) with Timtarri just holding onto third place from Roy Martin's Almitra. After 4 straight wins Ken appeared to have a stranglehold on the event but Bruce, Roy and Mick Shannon (Lowana III) put it all together in the latter stages of the series to change it from something of a procession into a hard-fought struggle with the outcome hanging on the last race. The last 3 heats were won by Pegasus whose wayward spinnaker has been tamed by Bruce's forward hand, Peter Cochrane (otherwise known as the Flying Kiwi — particularly when he's had a few!) The series was notable for the variety of conditions encountered at the various venues and for the generous hospitality of the host clubs. A record was surely established at Mick and Christine Shannon's holiday home when, after a tremendous barbeque, more than 20 adults and what seemed like 300 kids all found somewhere to sleep. Who said it wasn't a family class?

(iii) Queensland

The event was held over the Anzac weekend but no results were to hand at the time of going to press. A full report will be carried in the next Newsletter.

(iv) S.A. and W.A.

No results available as yet.

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NATIONAL CHAMPIONSHIPS
4th—11th JANUARY 1978

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Trailing Trouble

A recent copy of *Even Keel*, the newsletter of the Geelong Trailable Yacht Club carried the following advice. We gratefully acknowledge permission to print it.

"Brakes are a necessity on a T.Y. trailer. Over-ride brakes stop you most of the time but they aren't good enough to prevent a jackknife. Vacuum or electrically controlled systems are much better if you find yourself driving too fast into a corner. A touch of trailer brakes will keep the car and trailer in a straight line.

Always tie the boat securely to the trailer. The winch wire on the bow alone is not enough to stop the boat jumping when the trailer hits a bump and just think about where the boat would go under severe braking or in an accident. The tie-downs should be strong enough to restrain the boat under those conditions.

Drawbar weight should be approximately 200 lb for correct tracking. Most cars require some form of rear support such as pneumatic shockers, additional spring leaves etc. When towing, increase the pressure of all tyres by about 4-6 lb.

Fit adequate lighting to your trailer. There is nothing more shortsighted than only one stop-tail light and no clearance lights on a trailer carrying a boat and gear worth up to \$15,000.

Remember your boat and trailer is much wider, longer, heavier and higher than anything else you are likely to tow. Give gutters and traffic islands a wide berth and make sure the service station roof won't take off your pulpit when you drive in for petrol. When you drive out with your tank full (and your 'legs stretched') don't forget the man's pumps are close along side as you wheel your rig back onto the highway."

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From The Mailbag

Just when I was beginning to think nobody would write to me, a breezy note from Our Man In Bowen, Don McLean, arrived to make my day. In addition to repeating his invitation to any RL owner visiting Bowen to drop in at his home, Don informs me that the local Harbour Master has bought *Lazybones* from Gladstone thus increasing Bowen's RL24 population by 100%. He also says, and I quote "I sailed in the opening of the Honolulu sailing season earlier this year and it was very entertaining. For some reason or other and it must be to cut wind resistance or keep crew weight down, the female forard hands on some boats don't wear any clothes." Maybe that's a tip Rob could keep in mind for *Geronimo* at Barmera.

Did You Know?

That the world's first steam turbine ship was the TURBINA which was designed and built by the Hon. Charles Parsons. She boasted three turbine engines giving a total of 2000 hp. Each engine drove a separate shaft to which was fitted a combination of 3 propellers, a staggering 9 in all! Nevertheless it was effective as she was able to turn 34 knots which wasn't bad considering she held all the machinery, fuel and water in a 9 ft beam and the year was 1897.

Cruising Corner

(i) Perhaps no other couple has contributed as much to an understanding of what cruising is all about than Susan and Eric Hiscock. Their books have been favourites of cruising people for years and much of the advice they have given is equally applicable to those who cruise sheltered waters in RL24's as it is to those whose boats are suitable for venturing further abroad. One important aspect of day to day cruising is cooking with a minimum of fuss to produce a product giving a maximum of enjoyment. With the knowledge of a number of boats preparing to embark on winter cruises this year I thought it appropriate to quote Susan Hiscock and her Riding Light Recipe.

"Mealtime and I'm the ship's cook. Sometimes I like to forget the clock and linger on deck after a passage of perhaps a day or a week when we've shared the excitement of a strange landfall and found our way into a quiet anchorage. This is one of my best times cruising when together we coil down and put the sailcoats on against tomorrow's run, look around, smell the land and listen to the birds. Strolling around the deck, itchy feet are stilled. But, come on, we're tired and hungry and on such occasions I produce a quick, hot, simple meal that we've not been complaining about for years.

Peel and cut in small chunks 2 potatoes and boil for 7 minutes. Slice 2 onions and cook in a frypan with a little oil until the rawness has gone. Strain the potatoes and add to the onions. When they start to brown add a can of corned beef cut into chunks. Tomatoes or peppers, if you have any aboard, are added or a can of peas for colour and bulk. Leave the lot to brown.

By now Eric has set the riding light and poured a sundowner. Turn the burner low until we're ready." Bon Appetite!

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(ii) For some time now Cruising Corner has concentrated on the Northern Queensland coast, and for obvious reasons. But this month Judy and Col Murray take us to the other end of the Continent, to the rugged grandeur of Wilson's Promontory. Colin writes -

"After a frustrating racing season and inspired by reading Cruising Corner, Judy and I decided to spend a few days looking at Wilson's Promontory.

Bass Strait has a bad reputation but as the weather map looked settled we trailed *Pampero* to Port Welshpool. En route we met Ken Hackett at Sale who, mindful of being flattened by a wild squall last season at Port Albert, warned us that it 'blew like hell all the time down there.' And so it was - 30-35 knots at least when we arrived. Nevertheless we launched *Pampero* and spent a comfortable night moored to the harbour jetty. Lines were rigged to accommodate the 5' tidal range but we were spared the nasty chop which forms when the wind sets against the 3 knot flow or ebb. To beat the incoming tide we cast off at the crack of dawn, the pale misty light giving promise of better things to come. And so it was - one of those beautiful days with a cloudless sky and the water so clear the bottom was visible at 20 feet. We followed the coast down and made our first landfall at Sealers Cove where we had lunch and a swim. There is a nice beach here but the Cove is exposed to the East though at high tide it may be possible to walk an RL into the creek and thus be perfectly sheltered.

After lunch the S.E. sea breeze was so seductive we sailed on past Refuge Cove, rounded Cape Wellington and fetched up in Waterloo Bay. The Sailing Directions describes the coast as "high, bold and much indented". It was certainly very grand and rugged. As there was something of a swell running we decided to return to Refuge Cove for the night. This is the only anchorage on the east side of the Prom. which is sheltered from easterlies. Refuge is a lovely bifurcated cove with 2 sandy beaches but it has been spoiled, sadly, by earlier visitors who have painted the names of their yachts on the granite boulders. We shared the anchorage with a trawler and about 20 hikers camped on the beach.

The anchor was weighed at 7.30 the next morning as we were obliged to make Port Welshpool by 1400 hours in order to miss the ebbing tide. The seas were lumpy and confused and the wind blew right round the compass. At times we lay becalmed while at others we surfed along at 8 knots. It took 4½ hours to make good our ground. On both the outward and return passages we followed the fisherman's channel along the coast which is partially sheltered from the East by shallow sand banks. The chart shows "Whale Rock" as a hazard but we couldn't locate it. The main channel leads miles out to sea and should be avoided by RL skippers. Otherwise Corner Inlet appears to have potential as a cruising area particularly as Mt Singapore offers protection in an Easterly. The Harbour Master and his staff proved very helpful which adds to the attractiveness of the area.

Pampero is fitted with a stronger than standard rudder and the lower stormboard when fitted is about 5" higher than the cockpit seats. The front fore hatch was sealed shut and a compass, charts and Sailing Directions were carried. Enough food was taken for an enforced stay if the weather changed. I know of two yachts which were trapped in Refuge Cove for 10 days but sadly that fate did not befall us. I have the distinct feely that Judy was as disappointed as I was."

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(iii) Victorian skippers in particular may be interested to know that Geoff Olney and I launched our boats at Warneet (at the top end of Westernport) on Easter Monday at dead low water. The fact that it was a period of Spring tides added a dimension of excitement for the gallery of TS skippers who couldn't launch their own boats and who thought we were heading for disaster. They were disappointed but the important point is that even under extreme conditions the ramp at Warneet is still serviceable (for RL24's at least) and gives unrestricted access to the pleasures of Westernport Bay.

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Safety First

Amongst the numerous boating incidents which occurred on Port Phillip this summer were two from which yachting folk have much to learn. In both cases the accident victims have been extraordinarily public spirited in giving a full account of their unfortunate experiences to the V.Y.C. in order to help others avoid suffering similarly.

In the first incident, a skipper sailing a Hartley designed T/Y fell overboard. Unfortunately his wife was unable to sail and was powerless to retrieve him. However the vessel carried a two-way radio (C.B. type I believe) and she was able to transmit a distress call to set rescue operations in motion. The yachtsman was overboard for a period of one hour.

In the second a Boomerang 20 was participating in a Sandringham Y.C. Third Division event. Wind speed averaged 30-35 knots with heavy seas. The boat carried a reefed main of approx. 50 sq. ft. and a headsail of 99 sq. ft. A squall recorded at 58 knots at the S.Y.C. control tower heeled the boat to about 70°. A sea broke over her and a considerable amount of water entered. Nevertheless she recovered but another sea rolled her to 90° and beyond exposing her locked down fuel. At this stage the crew of 4 went into the water. The boat again returned to near vertical but she was full of water and sank by the stern. Before the sinking the skipper managed to recover life jackets from the aft deck lockers. From the time the squall hit to the sinking about 2 minutes had elapsed.

Full reports of each incident were tabled at a recent meeting of the V.Y.C. T/Y sub-committee and the main findings of the panels which examined each case are summarised here.

(i) **Man Overboard**

- (a) Every skipper is a single-hander if his crew cannot handle the boat without him.
- (b) When someone falls overboard GYBE the boat about immediately and get some means of flotation to them as quickly as possible.
- (c) Safety harness should be worn by the skipper in any weather situation where his loss overboard would be disastrous.
- (d) Inexperienced crew should be briefed on how to release the sheets, drop anchor and lower sails.

The incident also highlights the value of a radio transceiver however unsophisticated and lacking in power it may be.

(ii) **Foundering**

- (a) In heavy conditions secure all hull openings including storm boards in the companionway. In this case had storm boards been fitted the boat would almost certainly have been saved.
- (b) Life jackets should either be worn or stowed in a position in the vessel accessible from outside the cabin.
- (c) Safety harness with only one clip would have been dangerous as the crew could have been dragged down with the boat. Safety harnesses need quick release hooks at both ends.

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Marlay Point Overnight Race

Australia's biggest trailerable yacht event, the M.P.O.R. this year attracted over 390 entries including 17 RL24's. Starting at 2200 hours the D division boats began with a quiet spin-naker run off the line but shortly after the wind piped and by the time the fleet reached McLennans Straits, Lake Wellington looked like the Battle of Trafalgar. Several boats lost masts (including one RL sadly), one was flattened and spilled her crew into the water and one capsized. The only other RL casualty was Graham McDonald who broke his rudder and had an extremely hair raising ride down wind while trying to regain control. Bruce Castles miraculously avoided running through a Diamond which rounded up right under his bow and went on to be first RL home and third boat on corrected time. He beat Roy Martin by 4 seconds after a race lasting 8 hours! D Division was for boats with a handicap rating of 99 or less and contained fast keel boats as well as 10 varieties of trailerable yachts. Interestingly enough, of the first 10 T/Ys across the line in D division RL's filled 1st, 2nd, 3rd, 4th, 6th, 7th and 10th positions!

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Quote of the Month

"Long ago we abandoned the idea that sailing vessels have right of way over power boats."

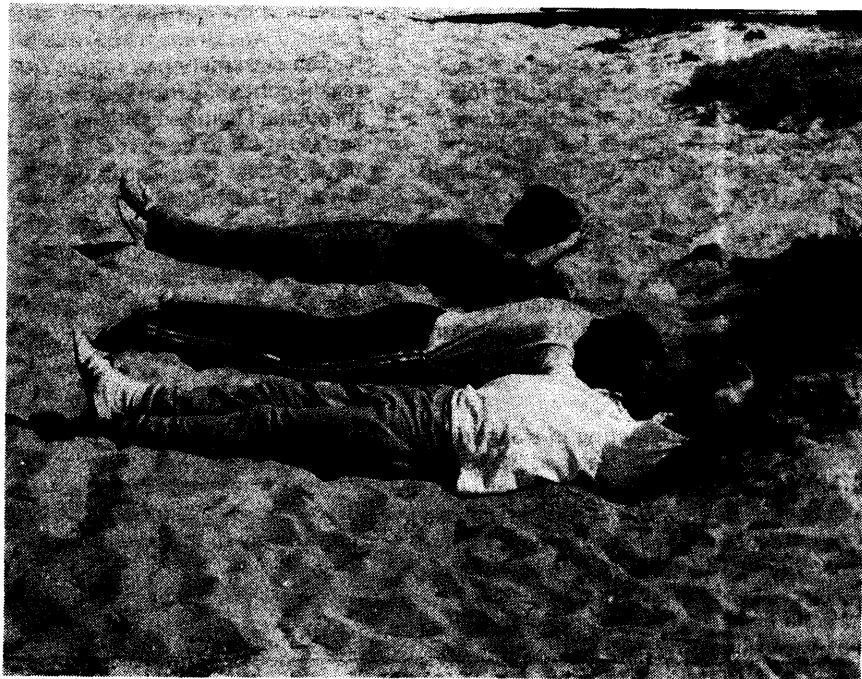
Eric Hiscock.

**NATIONAL CHAMPIONSHIPS
4th-11th JANUARY 1978**

WED. SAIL BOAT 77 SUNDAY
MAY 18th - MAY 22nd

Knoxfield
April 1977

P.S. At the risk of appearing too parochial, I have the strong feeling that the Newsletter is developing a distinct Victorian bias. I am most anxious that a proper balance be restored but sadly I don't have the degree of contact with interstate members that I would wish. If anyone out there hears my cry would they please throw me a line. I also promise not to whinge for material again - but if the Newsletter stops arriving it will be because my very limited talent as a producer of newsletters has been exhausted.



Quote:— 'Home is the weary sailor
Home from the restless sea'

The eveready camera catches Ken Hackett and crew making
up lost sleep after the Marlay Point Overnight Race.

R.L.24 OWNERS ASSOCIATION OF AUSTRALIA

REFERENDUM TO DECIDE THE USE OF A
TRAPEZE ON R.L.24's

Please consider carefully the alternatives shown below and indicate your preference by placing a tick in the appropriate box. To avoid confusion please don't use crosses.

ALTERNATIVE NO. 1.

R.L. 24 Association Class Rules should allow one trapeze only to be used by one person at any given time. No other devices which allow the projection of crew weight outboard are permitted, toe straps and handrails mounted on the cabin-top excepted.

ALTERNATIVE NO. 2.

R.L. 24 Association Class Rules should not allow the use of trapezes or any other devices which permit the projection of crew weight outboard, toe straps and handrails mounted on the cabin-top excepted.

Please return this your vote to Bruce Lewis, Hon. Sec. R.L.24 Owners Association of Australia, 33 McGhee Street, SALE. Vic. 3850 by 31st July, 1977.