

THE "RL24" OWNERS' ASSOCIATION
OF AUSTRALIA

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Dear Members,

A brief newsletter from "Joh's Country" to let you know we're alive and well and that the National Association has not been idle. At the Annual General Meeting of the R.L. 24 Owner's Association held during the National Titles at Barmera in South Australia, Queensland was awarded the 1979 National Titles. These will be held in May (circa mid-May) 1979 at the Sandgate Yacht Club - the Club is only 10 miles (16 kilometres) from the G.P.O. and within the city of Brisbane. The series will be sailed on Moreton Bay - an area famous in yachting circles as the water which sees the start of the premier blue water ocean classic - the annual Brisbane to Gladstone Yacht Race.

1978 RESULTS - NATIONAL TITLES

- 1st - Yes, that man again "COOLIBAH" Sail No. 79
(Barry Arnold)
- 2nd - "TOAD" Sail No. 87 (Craig Rooney)
- 3rd - "CAVALIER" Sail No. 74 (Lyll Mutton)
- 4th - "HIDEAWAY" Sail No. 80 (John English)

Barry Arnold of "COOLIBAH" fame once again took out the National Titles and proved that he can keep his boat in motion even when the wind is non-existent. Much fun was had by all competing boats - especially the "star boats" - Stella Maris and Lucky Star. Ray Knapp, skipper of the latter who always has champagne breakfasts before racing, has sent news to say that at least a dozen West Australian boats will be travelling via Darwin and the "Dry" to descend on Sandgate and wrest the Coolibah Trophy, the National Title and the Toad of Barmera Trophy from the South Australians. Perhaps the most unlucky boat was Garuda (Jim Wassell) whose skipper, noted for his caution and prudence, allowed some unnamed persons to not only break the main halyard in one race but also in the subsequent event permitted divers persons to pull the mast down. Wassail Wassell.

Your Association is all set to be registered as a National Association. The loose ends are about to be tied up.

MEMBERSHIP FEES: Members are reminded that renewal of membership falls due on 1st July, 1978. An account form for \$11.00 is enclosed to cover both National and State membership fees. Your State fees will be forwarded on your behalf to the respective State Associations.

NEWS ITEMS: Items of general interest are welcomed from members for inclusion in the Newsletter. From Queensland, Arthur Rogers of Mt. Gravatt has forwarded details of some of his experiences over the Christmas Holidays whilst sailing around Moreton Bay.

Dear Col,

Hope this finds you well.

We accomplished most of the trips about the Bay that we had planned for. We actually covered 200 miles going from Manly to the South Coast, using both Jacobs Well and Canaipa Passages, Peel Is., Dunwich, via Amity Point to Days

Gutter, across the South Passage, Tangalooma, via northern shipping passage to Bribie Island, under bridge and via Pumice Stone Passage to Caloundra. We returned similarly to Tangalooma, then to Dunwich via Green Island.

Caught by a strong wind change (approx. 60 knots) and storm at Hope Light and had to go to Manly for safety. We were accompanied by some friends in an Adventure 7.

For the last week we left from Southport Sailing Squadron and investigated the waterways around, Macleay, Karragarra and Russell Islands.

Naturally we struck a few new things which made me realize that it wouldn't do any harm to pass on some of the new things learnt by experience.

On the basis that you may like to put it in part or fully (I won't be hurt if you don't) as an item in your News Sheet. I write for a magazine and am always scratching for items.

This is merely a guide and none of the following is intended to be used without consulting the appropriate charts.

Dunwich

(Little Ships Club)

This is a safe, quiet anchorage in all but N.W. to S.W. winds.

Dunwich to Day Gutter via Amity Point

Points to watch out for are:-

That the tide is on the flood.

That you go out into the Passage sufficiently to pass around the sand banks extending between Amity Point and Moreton Is. (This means going reasonably close to the South of Moreton to keep in the deep water.)

Watch the wind velocity as it affects the sea, as quite a deal of the trip across the passage is beam onto the seas coming across the bar.

Being observant and using common sense is all that is needed.

Days Gutter

Picking up the lead in is quite easy with a large marker on the port side entrance. Anchorage here is usually best around the first point. Keep well out if you want water under you at low water. Leaving Days Gutter through the northern channels won't present a lot of difficulty to R/Ls providing you move on middle of tide, as channels are not all correctly marked, even on chart. There is an odd log or two between Days Gutter and the Blue Hole, but these may be easily seen at middle tide in reasonable weather.

Tangalooma

Keep about a mile and half out as you round the point and watch out for two markers, one above the other off starboard. Not easily seen until they are almost in line. They are hidden by a small hill.

When seen one above the other bear into land on this line until two markers are seen off the port side from the end of the north jetty, again one above the other. These will take you up to the jetty and from there the wrecks mark the shelf of the sand banks.

Anchorage: Be cautious when anchoring. My advice is not to anchor between the wrecks and the beach. We experienced a dragged anchor at 3 a.m. one morning on the change of the tide. Woken up by a friend in his rubber dinghy who noticed us drifting away. Some friends using a heavy plow anchor and 20 odd feet of chain, one week later, woke up about 3 a.m. against one of the wrecks (after a tide change once again) His outboard starting cable broke and both he and his wife had anxious moments getting away after hastily fixing the lanyard.

Conclusion: The tide sweeps in and out and is fast and causes chain to wrap around and loosen anchors.

I would recommend to anchor with a bow and stern anchor on the low water mark, best place for this is south of the wrecks, about 100 yards south actually. This gives reasonable lee protection from the wrecks and away from the tidal rips.

Northern way out: This is easily done with an R/L on all tides best route appears to be to set a course out towards the ship channel, once reasonably past the last wreck.

...TO BE CONTINUED.

convinced the yacht would stay on its side until the spinnaker halyard was released (previous self righting test carried out without spinnaker) however - the top of the mast went under water and the boat slowly inverted. The two crew men were safe and we all climbed onto the upturned hull. I could see from here that the top of the mast was broken and the mainsail was still attached, but was unable to release the mast until a boat came along side.

"Falcon" was towed still inverted into the harbour, tied to two piles, a rope tied around the hull and to a winch on the cabin top, and the towing boat then rolled "Falcon" upright. She floated with the deck about 2" under the water, and with the bottom stormboard fitted I was able to hop into the cabin and start bailing - and bailing - and bailing!

Mistakes: (1) I was not on the tiller in fresh conditions with spinnaker flying.
(2) Spinnaker not released at first sign of trouble.
(3) Storm boards not in place.
(4) Centre board not pinned, as is usually done in fresh condition.

Broken gear amount to only the mast and some small tears in the main and spinnaker.

Notes: (1) "Falcon" was relatively stable upside down with standard ballast and some extra flotation, most down low.
(2) Foam in mast was useless as mast was broken at spinnaker hound.
(3) Foam floated the boat higher in the water than expected, but it was too low in the boat to help return it to the right way when swamped, and we had difficulties here.
(4) I have the small anchor well and so the anchor remained in place.

Fortunately a mast was available locally and I had "Falcon" in the water the following weekend. This last weekend was spent sailing around the St. Bee's Is. area, and we are now looking forward to the Mackay Yacht Club's Race to Brampton Island this weekend.

I have written the above episode in detail in the hope that others will benefit from knowing my mistakes.

P.S. Conversation at home that night:

He: "We should be more wary - in future we will pull the kite down once the sumlog reaches 8 knots."

She: "I can't see you doing that!"

He: "Well --- lets say at 12 knots!"

She: Just smiles.

Whilst on the subject of the capsizing of the RL 24 "Falcon" some members may have read the article "Southport... the New Port?" in the August 1978 issue of Australian Seacraft. In this article, mention is made that the capsize of RL 24's is common on the Broadwater. Two instances of the capsize of RL 24s are detailed: one being during a 30 knot SE squall when the skipper was running under spinnaker with his centreboard up and the other in a race where the skipper also had his centreboard up.

To put the picture in correct perspective the following points are made:-

- (1) Both capsizes mentioned were one and the same boat.
- (2) The SE squall mentioned was in excess of 40 knots.

The impression gained from this article is that all RL 24 owners have bought boats which are unstable and frequently capsize. We all know that our boats when correctly sailed are very stable and one wonders just how much one can believe when boating magazine reporters publish articles like this.

New Committee:

At the Annual General Meeting of the RL 24 Association of Qld held on Sunday 27th August 1978 the following Office bearers were elected:-

President: Peter Jackman
Vice President: Rob Legg
Treasurer: Eric Richardson
Secretary: Col Feuerriegel
Measurers: Rob Legg & Barry Arnold
Committee Members: Ben Sgalippa, Barry Arnold & Robyn Hemmings & Peter Croft

Cruise Weekend

An outing to Days Gutter for the weekend of 9th and 10th December 1978 has been organised with an overnight stay at Amity. This outing is timed to leave from the Public Ramp (next to RQYC) at Manly Boat Harbour at 9.30 am on 9th December. Hoping to see a good roll-up of boats.

Xmas Dinner

Following the outstanding success of last year's Xmas Dinner, June Legg has made a tentative booking for 100 people at the Southport Yacht Club for 7.00 p.m. on Saturday 16th December 1978. This will be in the form of a smorgas-bord Dinner at \$7.00 a head with drinks extra. Please let either your Secretary or June know not later than 1st December 1978 if you intend coming to this function. It is also intended to hold a race from the Southport Yacht Club Sailing Squadron Club house at Hollywell on Sunday 17th December (starting time to be announced at the dinner on 16th December.)

The long awaited article on the preparation and painting of spars by our special correspondent "Whiskers" Mc Namara has not come to hand. It would seem he found the secret cache of ship's rum and could not be parted from it long enough to get his article ready for publication. Hopefully this article will be ready for the next newsletter.

Until then,
Happy Sailing,

Col. Feuerriegel

Col Feuerriegel,

Hon. Secretary.