



NATIONAL NEWS

FEBRUARY, 1984



CONGRATULATIONS TO OUR NEW CHAMPS

DUMP TRUCK,	ROD YOUNG	AUSTRALIAN CHAMPION
SUNDANCE,	WARREN WALTERS	N.S.W. CHAMPION
PEGASUS,	BRUCE CASTLES	JOINT VIC. CHAMPIONS
SASHA,	KEN HACKETT	

BRIEF TECHNICAL SUMMARY OF TOP 6 RL'S at PORT STEPHENS TITLES.

DUMP TRUCK - Mk.IV. Hull & Deck, Peelgrane 3 1/4" Mast with swept back fixed spreaders, no lowers or backstay. North Sails with 5 batten main. Mast bend induced by vang, headstay tension, and luff round on the mainsail. She/it has a Holmbros drop keel and dagger rudder and is a development of Peter Yeomans earlier RL, Calibre. Of interest is that while Calibre was built to minimum allowable weight, he decided to have Dump Truck built considerably heavier. New owner Rod Young and his boys really have the boat cranked up in all conditions, though Sundance was observed to be marginally faster to windward on a few occasions.

SUNDANCE - now a much modified veteran, is a Mk II hull, with a rig almost identical to Dump Truck. She has been fitted with a home built drop keel, and a well thought out spinnaker launcher, which not only saved seconds in launch and retrieve operations, but also significantly reduced the time spent on the fore-deck by the for'ard hand. An examination of the multiple small patches on the spinnaker would indicate some incompatibility between hanked jibs and chute launched spinnakers. Probably the greatest go-fast that Sundance and Dump Truck have is that they regularly race together at Gladstone.

MARILYN M - is a Mk 3 Hull, now converted to Drop-keel. She has a 3" Peelgrane mast transplanted from a 16' skiff, the mainsail being re-cut from the same rig. The spinnaker and jib are Tasker, the mainsail, originally Hood, re-cut by Tasker.

RADICAL LADY - the most innovative of the leading RL's has a rig similar to Dump Truck and Sundance, on a Mk IV Hull and Deck, with a full width traveller mounted on the cabin top and an extra long drop keel, which protrudes through the cabin top when fully raised. For additional mast control, the mast is stepped on the hog, passing through a gate at deck level. Shroud tensions are hydraulically controlled.

PEGASUS - is a Mk I hull, recently converted to a drop keel, carrying Brooke sails on a 2 1/4" Keeley mast with fixed swept back spreaders, lower shrouds and backstay. The combination of softer spar and flatter leech battened mainsail could not develop the power of the skiff style rigs in the lighter breezes.

LOWANA VI - is a MkIV hull and deck with the interior stiffened with an alloy space-frame in place of the furniture mould. She has a hog-stepped Keeley 2 1/4" mast with rig tension controlled by a hydraulic ram under the mast step. She also has an extra long drop keel and slides to allow movement of the shroud positions. She has a very full, fully battened mainsail and employs spectacular mast-bend in heavy weather. A brand-new RL, she has plenty of undeveloped potential and showed good form in several races.

To sum up, Dump Truck and Sundance had a definite boat-speed advantage at all times, with Marilyn M not far behind, the next group of yachts, through to place 8 or 9 were very evenly matched. It is significant that only one, Lowana, is a "minimum weightier", with the others overweight by various degrees. All had drop keels, and all but one, Pegasus, had fully battened sails. Three of the top six had been changed to drop-keelers after manufacture.

RL24 NATIONAL CHAMPIONSHIPS JANUARY 1984

SUMMARY OF POINT SCORES

RACE NUMBER							BEST SKIPPER	YACHT NAME
1	2	3	4	5	6	7		
10	3.0	.0	.0	1.0	3.0	25.0	6.0 R YOUNG	DUMP TRUCK
5.7	.0	3.0	3.0	3.0	.0	.0	9.0 W WALTERS	SUNDANCE
3.0	8.0	5.7	5.7	5.7	5.7	3.0	28.8 A WHITE	MARILYN M
10.0	10.0	10.0	10.0	10.0	11.7	5.7	55.7 J LUCAS	RADICAL LA
11.7	5.7	15.0	8.0	8.0	10.0	25.0	58.4 B CASTLES	PEGASUS
8.0	11.7	13.0	14.0	11.7	8.0	8.0	60.4 M SHANNON	LOWANA VI
14.0	14.0	8.0	11.7	13.0	14.0	10.0	70.7 K RAINEY	SPLICE
13.0	13.0	16.0	13.0	15.0	13.0	13.0	80.0 J WALSH	OHAU RUA
15.0	15.0	11.7	15.0	14.0	15.0	11.7	82.4 M STEVENS	TREASURE I
17.0	17.0	14.0	17.0	16.0	16.0	14.0	94.0 P SAXON	MOONSHADOW
19.0	18.0	18.0	18.0	17.0	17.0	25.0	107.0 G VAUGHAN	LOWANA IV
20.0	19.0	20.0	21.0	18.0	18.0	15.0	110.0 S STANFORD	HAREN SCAR
16.0	16.0	17.0	16.0	25.0	25.0	25.0	115.0 F MUELLER	NO OPTION
23.0	20.0	23.0	20.0	19.0	19.0	25.0	124.0 D YATES	OUR PAT
22.0	21.0	22.0	22.0	20.0	20.0	25.0	127.0 K PERRY	LOTHLOMIEN
18.0	23.0	19.0	19.0	25.0	25.0	25.0	129.0 D WEST	GWEN II
21.0	22.0	21.0	23.0	21.0	21.0	25.0	129.0 P ROBINSON	130
25.0	25.0	25.0	25.0	25.0	25.0	25.0	150.0 W CURRY	AN AMAZING GR

Handicaps were established after Race 1.
 First on total aggregate handicap points was Haren Scaren (Simon Stanford) who also took out 1st Family crew on handicap points.
 2nd Family crew were the Vaughan's sailing Lowana IV.
 Our new Australian Champion was awarded a beautiful barometer and clock donated by Rob Legg.

NATIONAL REPORT.

All the action as seen by Cristina Shannon (Lowana VI)

The RL24 National titles were held at the Port Stephens Yacht Squadron, Soldier's Point, Port Stephens, on the N.S.W. coast, just north of Newcastle, is an ideal sailing and holiday area. It is a series of bays and coves with sandy beaches and rocky points covered with pieces of oyster shell. From a map it can be seen that the oyster beds take up a fairly large area of the bays, and though they did not interfere much with our sailing, young Simon Vaughan on his "wayler" sailboard proved rather painfully that it was best to sail well clear of them.

Several boats, despite a warning in the briefing before the invitation race, had the existence of a 5 knot tidal current firmly placed in their memories as they rounded a large cement marker in Nelson Bay - no serious damage was reported, and during the series 5 out of windward legs were set across the tidal current. The general conditions were ideal for sailing - light breezes of around 10 knots in the morning increasing 13-18 knots for the afternoon races - no "drifters" or "blows".

The series was timetabled to include three days each of two races, 4 lay days, and the long race last on the Sunday of the long weekend. Many were sceptical of this idea, although it did not prove so bad as this left plenty of time to appreciate the beaches and activities Port Stephens offered. Most would agree though, that the long race seemed a little of an anti-climax being at the end of the series, with most places already decided and many boats not sailing, though this was obviously to accommodate the Boomerang 20 people who sailed the course in their title series.

The invitation race left everybody worried. The course was not an around buoys, but rather made use of islands surrounded by oyster beds, and channel marks. The start was between a point on an island and Soldiers Point, with no flags, only a signal from a gun. The crew of Dump Truck put out that they were going to relax and watch the other boats, but obviously they found they could see more from the front than the back and came in for a good win. Craig Rainey felt the invitation was as good a race as any to break his father's rudder pins, and did just that. Peter Yeomans, who won last year's title in Dump Truck was at Port Stephens in a beautiful new Adams 10, with his wife and son. Yeomans watched all the olympic course races, seemingly with eyes in the back of his head, he didn't miss any manoeuvre, tactic or spinaker muck-up, and was only too eager to discuss races with skippers and offer valuable advice and ideas.

Heat 1 was sailed in conditions 8 knots and a steady North-Easterly breeze freshening slightly on the triangle. Dump Truck who started to leeward with Marilyn M, left the fleet behind and was never headed. Marilyn M hung on grimly for second place. Third place was closely contested by Sundance, Lowana VI, Ohou Rua and Radical Lady, but was won out by Sundance on the last leg. The tidal effect was most apparent in this race, and caught a few boats off guard on the first windward leg..

Heat 2 18 gusting 20 knots. Sundance hit the line at full speed and was well ahead by the first mark. Dump Truck blew a jibsheet block at the start and was last over the line, but recovered to be seventh around the first mark, powering down the reaches, with crew work to be marvelled at, to be third at the end of the first triangle. For the rest of the race they gradually closed the gap on Sundance, but Warren Walters held him off to win by 40 seconds. Second - Dump Truck, Third - Pegasus. The wind strength seemed to increase at the wing mark and shallow water produced large waves, giving exciting jibes and broaches. The worst being a spinnaker torn from luff to leech on Geoff Vaughan's Lowana IV.

Heat 3 5 - 10 knots. First Dump Truck, Second - Sundance, Third - Marilyn M, Fourth - Splice. Craig Rainey made all that work in Flying 15's worthwhile, when he pulled a beautiful start in this race and lead most of the first windward leg, to be passed by Dump Truck and Sundance. Third place was then robbed of them by the superior spinnaker work of Marilyn M on the last reach, followed by a close covering windward leg home.

Heat 4 15-18 knots. Dump Truck 1st - 2nd Sundance. These two lead by more than half a leg to Marilyn M, although there was a close interchange between fourth and ninth placings.

Heat 5 10-15 knots

The start of this race was aborted after a 30° wind-shift, ten seconds before the gun. Sundance had to beat Dump Truck to remain in the competition. This match race was highlighted, when on the last triangle the two boats being well clear of the fleet, fought out a spectacular luffing duel taking them more than half a mile off course, returning eventually to only just save first and second position from Marilyn M. Dump Truck finished the slightly better individual, and in a close covering match on the last windward leg, won by fourteen seconds.

Heat 6

This race was also postponed due to windshifts. The course had to be reset and the start was moved in-shore, to the delight of wives and girlfriends who, for once could see all the action at the start. Dump Truck was first around the windward mark, followed by Marilyn M, then Sundance. All three headed well above the mark, but Sundance was first to set a spinnaker and planed through to the lead, which she held until it was regained by Dump Truck on the next beat to windward. On the final windward leg, the two boats split tacks and Sundance squeezed through to a narrow but well earned victory.

Heat 7 The Long Race.

The Long Race (23 miles) was sailed in 10-15 knots with squalls at up to 20 knots, and overcast conditions. The first 2 legs formed a long beat to windward to Corlette. On the third leg, a seemingly tame downwind leg to Salamanda Bay, Bruce Castles decided to test the buoyancy at the top of the mast, and found it inadequate. The worst damage was that Kenny "Lightning" Little lost his car keys. Marilyn M lead for 2 thirds of the race, but was passed by Sundance who romped home to a safe and well earned victory. Marilyn M came flying home second - all smiles - but its thought a good supply of chicken and 4 X (while racing) may have helped, and Radical Lady came a close third. Marilyn M incidently was rigged with a 16 ft. skiff mast which was so bendy few were game to look on a tight reach, but which was reassuringly backed up by a fully rigged spare lying alongside the skippers tent.

First place overall went to Dump Truck sailed by Rod Young, Congratulations to Rod and his crew, and also to Warren Walters and crew on Sundance who came a close second. Third went to Marilyn M sailed by Allen White, fourth to Jack Lucas on Radical Lady, fifth to Bruce Castles on Pegasus and sixth Michael Shannon on Lowana VI. The competition was close between these last three, particularly with boats such as Splice, Jack Walsh's Ohou Rua, and Treasure Island keeping them honest. Further back, Moonshadow, Lowana IV and Harem Scarem with a young female crew - made good competition. It was a welcome sight to see Geoff make a come back to sailing with crew work for Lothlorein.

THIS AND THAT FROM AGM.

Committee: Current office bearers re-elected for 85/85 year. i.e. Pres. Ken Hackett.
Vice-Pres. Dick Armstrong Sec. Bruce Castles
Treas. Trevor Jones Newsletter Editor.
Ken Hackett.

Membership Fee : Same as previous year - \$8.
West Australian Aid : \$300 to be offered to W.A.
RL24 owners to subsidise an entry to National Titles in Victoria or in South Australia.
Qld. Assoc: Peter Trigger to get action started to reform Qld. Association.
Swing Keel vs Dagger Keel : Need for 2 divisions in championships discussed - no resolution.
Minimum weight : Resolved that class rules should be amended to add a clause requiring any necessary ballast to be as near as practical to the centre of gravity - similar to the suggestion made by Rob Legg (refer Dec. Nat. News).
Note - changes to our class rules require 30 days notice and be carried by a two thirds majority of a duly constituted meeting to coincide with the 1985 Nationals at Rhyll.

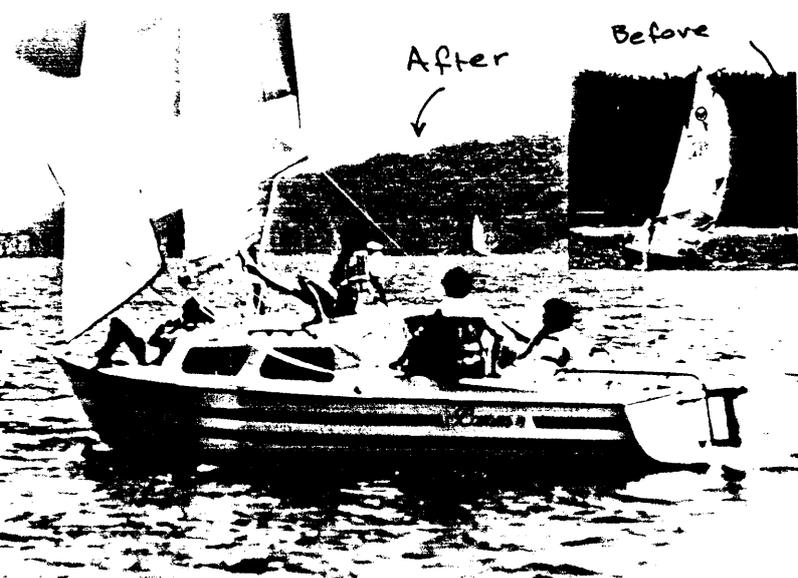
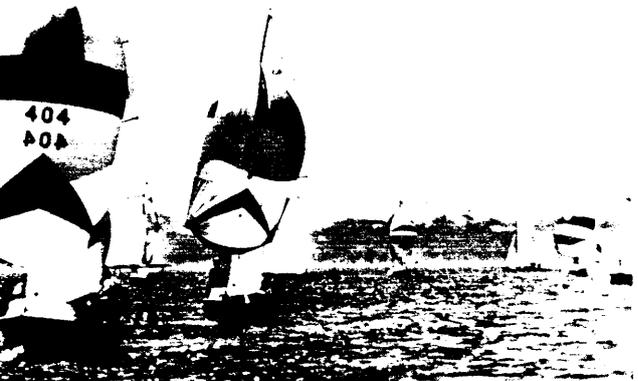
REGATTA EXPENSES

A reconciliation of expenses for the 1984 National Titles reveals the following :

Entry Fees received	\$730
PSYS charges	620
Trophies, postage and printing	300

Net cost to R.L. Assoc. \$190.

Nat. Champ.



All the Pt. Stephens action photos: cristina shannon.

1985 NATIONALS

The RL 24 Australian Championships will be held next at Rhyll Yacht Club on Westernport Bay, Victoria. Dates have been fixed with racing over the week January 5 to 12.

Rhyll boasts a strong fleet of RL's and we can be assured of a very friendly welcome and excellent race management. More details of the venue and programme in later issues of Nat. News. Rhyll is on Phillip Island which is a popular resort so naturally accommodation in January is booked well ahead. Our organisers at Rhyll have pre-booked, at the nearby caravan park, eleven on-site caravans and a large number of camping sites. However confirmation is essential six months ahead. You should ring or write direct to secure your booking to Swan Bay Caravan Park, Rhyll 3923. phone (059) 569220. Mention the preliminary block booking made for the RL24 Association by Mike Shannon.

PLANNING AHEAD.

Venue for our 1986 Nationals has been fixed! The following telegram was received just in time for our AGM at Pt. Stephens: "Best wishes for fair winds and good sailing from South Australia. Will look forward to sailing with you at Rhyll in '85 and at Brighton 5 to 12 January 1986. A pre-title Coorong cruise or participation in Tripolis race and three post-title cruises are planned Sir Joseph Banks islands, Port Vincent and Coffin Bay. Have run the Five-O-Five worlds and Sharpie Nationals for practise. Camping and caravan park next door and tractors for boats. Regret not there this year. Regards Dick Clampett. P.S. How are the pennants coming on." Happy to report that this offer was accepted. By the way, the post script refers to a decision taken a year or two back to have RL24 pennants made for flying on backstays etc. That all seems to have fallen in a hole leaving a horrible mess where some people apparently paid money for goods not received. Dick - we will re-activate this old perennial and see if we can't finally get somewhere, or else refund all money.

MORE ON BUOYANCY AND MARK I's.

The following letter from Bowan in North Queensland is a sequel to our October message re the need for more buoyancy in Mark I hulls.

"Many thanks for the news-letters which unfortunately went astray in the mail, and as a result I am only just now reading the October issue. Before proceeding any further please accept my congratulations on the excellent job being done with the National News. Reading accounts of RL's getting into trouble, reminds me of my episode, and in a rambling way I will recount it, in the hope that it might give some other owner food for thought.

When I purchased Jacana (No.2) in the mid-seventies, I found that most of the racing here, was off-shore, with a small amount of bouy racing with the local dinghy club. I proceeded to install self-draining, bouyancy in the mast, radio, life-lines, nav. lights etc. and gradually started and competed in all races, over a long period of time, and often in very hard winds. On one particular Sunday afternoon, sailing in a bouy race, in ideal conditions, flat sea and about 12-14 knots of breeze, and for the first time without my regular crew, we started in a mixed fleet of small keel yachts and trailer sailers. There was a short work, and then a square run, and I told a newcomer to get the board well up, and he did. A long work followed and we rounded, and started to set a shy kite. Still a perfect day. The crewmember raced down and pulled the board up, and without definite instructions from the skipper, pulled it up to the same mark as for the square run. The for'ard hand dropped the spinnaker lead over the side, and when it was passed up it was clipped on inside the genoa. When the spinnaker was hoisted it set in a small bubble above the top of the forestay and the halyard, and another bubble beneath it but still high up. Anyway, in a split second a light gust hit, and I was thrown straight out of the boat, as it went over. Now, probably the most serious mistake, as when it went upside down, I found the board awfully hard to prise out of the case. (bite my nails) as it was NOT LOCKED DOWN. I forgot to mention that I had broken a mast about a month previously, and hadn't found time to put foam in the new mast. The hull was light on (to say the least) for bouyancy, and it finished up with the bow floating 2' above the water. One of the other competitors

luffed up beside us, and I jumped on board and called a trawler on his radio, and in no time he had us under tow. The only real damage came when in an effort to drain the hull, we increased the trawler speed and the weight of the mainsail on the mast broke it, as everything was in such a tangle, we hadn't taken the main off. However, I suppose what I am trying to say in a long-winded way, is how lucky I was that this chain of events hadn't happened offshore racing, where I should not have been racing anyway, with the light board and doubtful bouyancy, and the importance of locking the board down. One gets a sort of feeling when one sees a centreboard disappearing into a slot on an upside down boat, which is akin to seeing a set of car keys disappear through a grate which is part of the town drainage system.

There is a bit more to the story than the above Ken, but it may be of some interest to your readers.

Kindest regards, Don McLean.

P.S. I forgot to mention that there was a rudder malfunction at the time of the capsiz, but I was never able to determine what happened to it, as it fell off (something else not locked down), as we went over. All in all a chapter of poor preparation which fortunately came to a head on a perfect day on a landlocked harbour and about a ¼ mile from shore.

UNDERSTANDING YOUR MARINE RADIO. (PART 2).

In our December issue we talked about when and how to use the three types of emergency calls. Here now are more specific instructions on their actual use.

1. Distress. (to be used only if your vessel is in grave and imminent danger). Transmit in the following order.

MAYDAY MAYDAY MAYDAY

This is (.....) (Repeat 3 times)
Name of vessel & call sign.

MAYDAY

This is (.....) (Repeat 3 times)
Name of vessel & call sign.

Position of vessel (if possible in relation to a well known landmark).

Nature of distress and kind of assistance required.

Any other information to assist the rescue (e.g. colour of hull, deck or cabin, number of people on board, length of vessel).

Example :

MAYDAY MAYDAY MAYDAY

THIS IS HAWK 39 HAWK 39 HAWK 39

MAYDAY THIS IS HAWK 39

TWO MILES EAST SOUTH EAST POINT PERPENDICULAR
HULL HOLED - TAKING WATER FAST - ESTIMATE STAY
AFLOAT 30 MINUTES - 6 METRE CABIN CRUISER -
WHITE HULL - BLUE CABIN - 3 ADULTS ON BOARD -
OVER.

If, after you have sent a distress message, the emergency ceases to exist, you must broadcast a cancellation.

Example :

MAYDAY (once) - ALL STATION (3 times) - THIS IS HAWK 39 (once).

DATE AND TIME of distress call and name of vessel.

*SEELONCE FEENECE - OUT.

(This is the French pronunciation of Silence-Finished).

Note : When a distress call is heard:

Allow a short interval to enable shore stations or nearer vessels to acknowledge the call.

If no acknowledgement is heard, answer the call and standby to help. Relay the call to the nearest shore station which may be able to arrange assistance.

2. Urgency (to be used only when a distress call is not fully justified that is when a ship has a very urgent message to transmit concerning the safety of a ship or aircraft or person).

Transmit as per example -

PAN PAN PAN PAN PAN PAN

HELLO ALL STATIONS HELLO ALL STATIONS HELLO ALL STATIONS.

THIS IS HAWK 39 HAWK 39 HAWK 39

TWO MILES EAST SOUTH EAST POINT PERPENDICULAR -
LOST PROPELLER - DRIFTING TOWARDS SHORE - REQUIRE
TOW - 6 METRE CABIN CRUISER - 3 ADULTS ON BOARD -
OVER.

3. Safety (to be used for transmitting a message concerning the safety of navigation or giving an important meteorological warning):

Transmit as per example -

SECURITE-SECURITE-SECURITE
HELLO ALL STATIONS - HELLO ALL STATIONS - HELLO ALL STATIONS
THIS IS HAWK 39 - HAWK 39 - HAWK 39
A PARTLY SUBMERGED LOG - 6 METRES LONG - DRIFTING
OFF ENTRANCE TO JERVIS BAY - CONSIDER DANGEROUS
TO NAVIGATION - OVER.

Part 3 of this series, in April issue, will provide general guidelines for using your 27 MHz marine radio.

SWING AND DROP

Simon Stanford makes the following observations on the Pt. Stephens racing.

1. The first nine placings in the Nations were fitted with Drop Keels. All the rest were Swing Keel.
2. Looking at the comparative times of Treasure Island (DK), Amazing Grace (SK) and Moonshadow (SK) in the N.S.W. heats it would appear that drop keel gave an advantage of 2.5 to 3.0%.

(a similar analysis of the Victorian Titles is not considered relevant due to the extreme weather conditions. Ed.)

RL24 NSW CHAMPIONSHIPS JANUARY 1984

SUMMARY OF POINT SCORES

RACE NUMBER							BEST SKIPPER	YACHT NAME
1	2	3	4	5	6	7		
.0	.0	.0	.0	.0	.0	.0	.0 W WALTERS	SUNDANCE
3.0	3.0	3.0	3.0	.0	.0	.0	9.0 A WHITE	MARILYN M
5.7	5.7	5.7	5.7	.0	.0	.0	17.1 J LUCAS	RADICAL LA
8.0	8.0	8.0	8.0	.0	.0	.0	24.0 M STEVENS	TREASURE I
10.0	10.0	10.0	10.0	.0	.0	.0	30.0 W CURRY	AMAZING GR
13.0	11.7	11.7	11.7	.0	.0	.0	35.1 P SAXON	MOONSHADOW
16.0	13.0	13.0	13.0	.0	.0	.0	39.0 S STANFORD	HAREM SCAR
15.0	14.0	14.0	19.0	.0	.0	.0	43.0 D YATES	OUR PAT
17.0	15.0	15.0	19.0	.0	.0	.0	47.0 K PERRY	LOTHLOMIEN
11.7	19.0	19.0	19.0	.0	.0	.0	49.7 F MUELLER	NO OPTION
18.0	16.0	16.0	19.0	.0	.0	.0	50.0 P ROBINSON	130
14.0	19.0	19.0	19.0	.0	.0	.0	52.0 D WEST	GWEN II

Heat 2.

Lowana VI looked brilliant from the start but had a gaggle of yachts hard on her heels around the 1st mark. Confusion reigned as the leaders tried to carry spinnakers only to be blown sideways. Those crews able to sort it all out quickly gained a good advantage but the reaching power of Lowana was soon evident as she hung on from Pegasus and Splice. The race eventually became a two boat duel with Sasha trying hard to keep up. On the final beat to the line, the two leaders were locked in battle on the starboard side of the course and very nearly let Sasha steal it from the other side. As it was, she split the front runners and Pegasus had to be content with third.

Heat 3

Wind speed right up near the limit recommended for RL24 racing. No spinnakers used today!! Pegasus led up the 1st leg but on an exhilarating reach, Sasha planed past in a wall of spray, a wild gybe and more of the same down the third leg. Then a hard slog to windward and hooray - shorten course at the end of a flat out planing run with Sasha revelling in the 35 mph blow.

Heat 4

Sasha, Pegasus and Lowana VI all in it after 3 heats, but either Pegasus or Lowana really need 2 wins. Well Pegasus had her ginger up and looked unbeatable from the start. As for Sasha the less said the better about the start, and about hitting other boats and incurring a 720 and about major spinnaker foul ups. And as for Lowana VI - "what a way to go" said Mike, "everything suddenly went quiet" said Christina. In the end Pegasus notched her first win very comfortably from Streetcar and Splice having their traditional close duel.

Heat 5

By this time a few tired bodies decided discretion was the better part of valour and did not front up for yet another bashing. So a reduced fleet for the final go with Pegasus needing a win. And win she did, leading all the way. However the finish for Sasha was a cliff hanger. She needed a second to tie. At the last mark Splice was 2nd, Sasha 3rd with Streetcar and Radical Lady close. This was the long course with a 2 mile beat to the finish. Sasha and Splice split tacks and Sasha's side turned out best. But..half way up the leg Streetcar came from the long tack on the port side to cross in front of Sasha. Tack for tack followed with Streetcar always putting Sasha about on starboard until Sasha was able to go behind, tack, and force Streetcar over the lay line before going about and close reaching to the line. Too close for comfort but enough to square the series.

PEGASUS AND SASHA SHARE HONOURS.

In 1974 the very first Victorian championship was sailed at Lake Wellington. Result, Bruce Castles, sailing Sundance (Sail No.100) tied with Ken Hackett, sailing Sasha. Ten years on, same scene, same result. Even a countback could not separate Sasha and Pegasus (successor to Sundance).

Five heats were sailed in heavy to very heavy conditions. During one morning race there was a brief lull down to about 15 mph, but otherwise it was a consistent 20 to 25 and up to 35 mph for the whole series. These conditions found out weak spots and hardly a competitor escaped damaged gear of some kind. Most serious were broken mast, broken rudder, broken mast step, chain plate pulled out, broken halyard, torn sails, not to mention worn out crews.

Five races in three days in these conditions left everyone exhausted and tended to take the shine off what was otherwise an excellent regatta. Everyone enjoyed the "togetherness" atmosphere and Lake Wellington Yacht Club were very caring and thoughtful hosts.

On the water we were all most interested to see how the brand new Lowana VI would go. Well, the Shannon family were the most disappointed crew there. A 3rd, a 1st a 3rd and then tragedy - out of the series with a broken mast when in 2nd place in heat four.

The clash of the drop keelers and the swing keelers was a bit of a non-event too. Boat handling in strong winds was a much more significant factor than aerodynamic efficiency under the water. In the final outcome the swing keel could have had some advantage, in fact the ability to rake a swing plate back on a screaming reach definitely helps improve weather helm and control of broaching. Sasha and Streetcar both have swing keels.

Heat 1.

Sasha got the early break, led at the first mark and was never headed. Pegasus threw out a challenge on the 2nd last leg when Sasha had trouble carrying a kite on the shy reach. A tacking duel seemed imminent up the last work to the finish when only boat lengths separated them, but....you really do need a headsail for that sort of caper - Sasha took it easy as Pegasus limped along cursing their broken halyard. Streetcar got through the unlucky Pegasus to be second over the line only to find she was disqualified for failing to re-start after being over early. Solace learned a hard lesson in this heat too - disqualified because one crewman forgot his lifejacket.

Championship Results

Handicap Results.

		Championship Results										Handicap Results.								
		Ht.1		Ht.2		Ht.3		Ht.4		Ht.5		Tot.Pl.	Ht.2	Ht.3	Ht.4	Ht.5	Total	Place.		
		Pl	Pts	Pl	Pts	Pl	Pts	Pl	Pts	Pl	Pts									
20	VALENTINE	R. HIGGINS	13	13	10	10	DNS	21	8	8	7	7	38	10	2	2	6	7	36	6
98	KARINGAL	R. WALLACE	12	12	DNF	21	DNS	21	DNF	21	DNS	21	75	19	DNF				84	18
102	SASHA	K. HACKETT	1	½	2	2	1	½	4	4	2	2	5½	=1	17	5	9	6	37	7
115	LOWANA IV	G. VAUGHAN	10	10	9	9	DNS	21	11	11	DNS	21	51	12	8	21	14	21	64	15
152	PEGASUS	B. CASTLES	2	2	3	3	2	2	1	½	1	½	5½	=1	12	4	1	2	18½	3
159	JEWELTIME	D. HALE	9	9	13	13	DNS	21	7	7	DNS	21	50	11	16	21	5	21	63	14
199	OHAURUA	J. WALSH	4	4	6	6	8	8	5	5	DNS	21	23	=5	11	8	12	21	52	11
207	SHAMROCK	K. DUGGAN	14	14	15	15	DNF	21	DNF	21	DNS	21	71	=16	5		21	21	68	16
231	SPLICE	K. RAINEY	5	5	5	5	4	4	3	3	5	5	17	4	10	1	2	5	17½	2
244	SOLACE	D. ARMSTRONG	DIS	21	12	12	7	7	10	10	6	6	35	8	1	2	11	3	16½	1
269	STREETCAR	L. RIPPINGALE	DIS	21	4	4	5	5	2	2	3	3	14	3	14	6	4	4	28½	4
302	IMP	C. MCKEIFF	DNF	21	17	17	DNS	21	14	14	DNS	21	73	18	7	21	13	21	62	13
305	JACQUI	D. LEWIS	8	8	DNF	21	DNS	21	DNF	21	DNS	21	71	=16					84	18
309	PIRNOCHIO	G. LSETE	DNF	21	DNF	21	DNS	21	DNF	21	DNS	21	84	20					84	=18
332	ANITRA	R. CORBEN	11	11	11	11	6	6	9	9	DNS	21	37	9	13	6	10	21	50	9
402	LOWANA V	B. AITKEN	7	7	8	8	DNF	21	DNS	21	DNS	21	57	14	9				72	17
405	BUNYIP	C. GATT	15	15	14	14	DNS	21	13	13	DNS	21	63	15	4	21	7	21	53	12
409	BUMBLEBEE	P. MAHON	16	16	16	16	DNS	21	12	12	8	8	52	13	3	21	3	8	35	5
405	RADICAL LADY	J. LUCAS	6	6	7	7	DNF	21	6	6	4	4	23	=5	15	21	8	1	45	8
427	LOWANA VI	M. SHANNON	3	3	1	½	3	3	DNF	21	DNF	21	27½	7	6	3	21	21	51	10

RHYLL WEEKEND.

25th and 26th of February 1984.
 Hopefully the editor will get February Nat. News out before this auspicious weekend, although all RL owners are already very much aware of this important date. This is the ONE outing we organise for the Victorian Owners as an Association social and family get together with boats. It has become a long standing and very popular annual picnic weekend.

- Programme :
- Sat 25th (1) A handicap race for the perpetual "Olneys Gong". Start time 1.30 p.m.
 - (2) A family barbeque evening at Shannons' Rhyll home. All meat supplied - bring anything else you might fancy. This evening includes presentation of trophies for Victorian Championships.
 - Sun 26th (1) Annual General Meeting at Rhyll Yacht Club commencing 10.30 a.m.
 - (2) Short cruise to nearby beach for lunch. Salad rolls and beer supplied. Estimated departure 12 noon for lunch at 1 p.m. Lunch venue also accessible by short drive (not so short if you follow Cristina Shannon!)

So...get there Friday night or Saturday morning, camp in the boat on the vacant block alongside Shannons' or book in at Swan Bay Caravan Park - (059) 569220.

ANNUAL GENERAL MEETING.

Notice is given that the AGM of the Victorian RL24 Owners Association will be held at 10.30 a.m. on February 26th at the Rhyll Yacht Club.

- Business:
1. Presentation of Treasurers Report.
 2. Election of Office Bearers.
 3. Dates and venue for 1985 State Titles
 4. Organisation for 1985 State Titles.
 5. Membership Fee.
 6. Any other business.

KINA CHANGES HANDS.

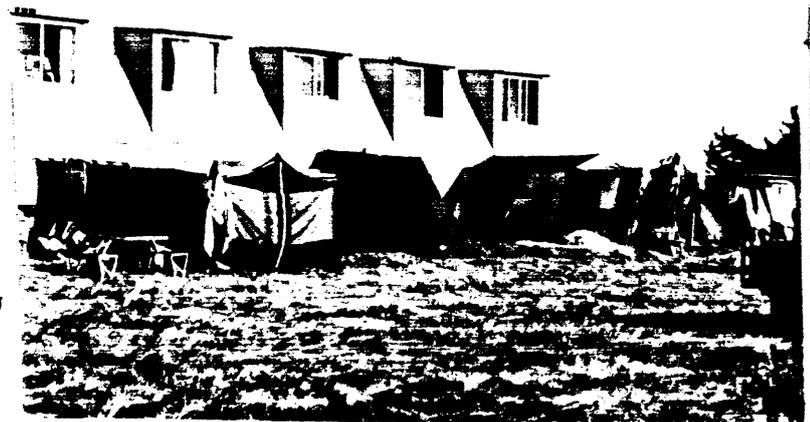
Graeme Askew, one of our long time RL24 stalwarts has moved into fixed keelers and has parted with Kina. New owner is Ray Scott from Maffra who will be joining Lake Wellington fleet. (sold by advertising in these columns).

LOWANA V STAYS AT RHYLL.

At Rhyll yacht club they collect RL24's named Lowana like they are a true collectors item. And so they are! Barry Aitken is now the proud owner of Lowana V and of course will campaign against all those other Lowana's at Phillip Island, including the beautiful new Shannon RL, Lowana VI.



Spectator interest keen from the clubhouse.



Part of tent city behind the club.



"Up spinnaker"- action on Pegasus.

CRUISING MALLACOOTA INLET (EAST GIPPSLAND)

My wife (Yvonne) and I had decided to spend a week cruising Mallacoota Inlet during the May school vacation. We had caravanned there many times but had never been on the water.

On Monday, 11th May '82 we trailed out RL24 "Sublime" the 518 km to our destination, departing at 10.00 a.m. and arriving at 5.30 with three stops. One for lunch and two for petrol.

We spent the night on the trailer in the foreshore park not more than 150 meters from the ramp. In the morning (Tues) Yvonne and I stepped the mast, rigged the sails, obtained ice, petrol and chart and made ready to launch. There are two concrete ramps just adjacent to the main jetty and separating each by some 10 meters is a piece of land with a light pole to illuminate the ramps at night. We could hardly believe our eyes as there were two S.E.C. cables not more than 6 meters off the ground passing directly over the leading edge of the first ramp!! The lower cable had a kink in it which we were told was made by a yachty retrieving his yacht. He suffered a broken mast but no loss of life. It would not take much effort to re-route the cable underground!!!

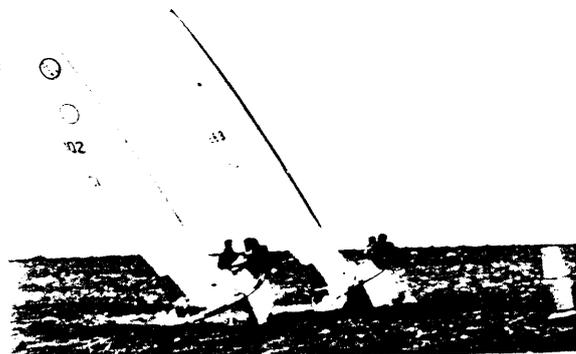
Needless to say we launched at the further ramp and tied up to the wharf and drove the car and trailer to a friends house for safe storage. On returning we had coffee and departed under motor to negotiate the narrow channel leading to the bottom lake. The wind was blowing 20 knots so we remained under power and a working jib as we rounded the John Bull pile to port and commenced beating across the lake to the Narrows. On approaching the Narrows we furled the headsail to negotiate this waterway as the wind funnelled through the passage right on the nose.

On gaining the entrance to the top lake we veered to port into Double Creek Arm and dropped anchor close to shore in the Big Bight for lunch. It was quite sheltered as the surrounding hills rose very steeply and the forest of trees rising silent at the waters edge were wavering and shrieking up near the ridges. After lunch we motor sailed and explored the various inlets of the arm and returned to spend the night tied to Double Creek Jetty.

The whole of the Mallacoota Inlet is surrounded by National Parks and consequently there are some 10 jetties built by the National Parks Service for boating people to gain access to land. They also provide B.B.Q'S, seats, tables, bins and in some instances "basic toilets". Most of these facilities are only available to the boating fraternity with no access roads, and I must commend the National Parks Service for the planning and servicing of the facilities which contribute immensely to the enjoyment of being on the inlet.

Upon tying up we stoked the fire (still alight from some departed boaty) and proceeded to enjoy a B.B.Q with spuds in the fire a "tinny" and afterwards billy tea. Breakfast was toast by the fire and billy tea, chatting by the fire with coffee at 10.00 a.m. and then depart.

What I have described to date was repeated daily, tying up each night at a different yet secluded jetty with not



Sasha (102) just makes it for 2nd in heat 5 from Streetcar.

another soul around.

We had some beautiful sailing in both lakes (each 5-6 km. across) plus arms and inlets, and only lightly touched bottom once. During the day there were many open fishing boats and half cabins travelling to their favourite fishing spots. We tried half-heartedly on several occasions but the fish weren't interested in committing suicide.

A day up the Genoa River having a counter lunch at the Gipsy Point Hotel was one of our highlights. The river is some 100 meters wide, winding with the occasional small inlet and banks treed, and rising steeply.

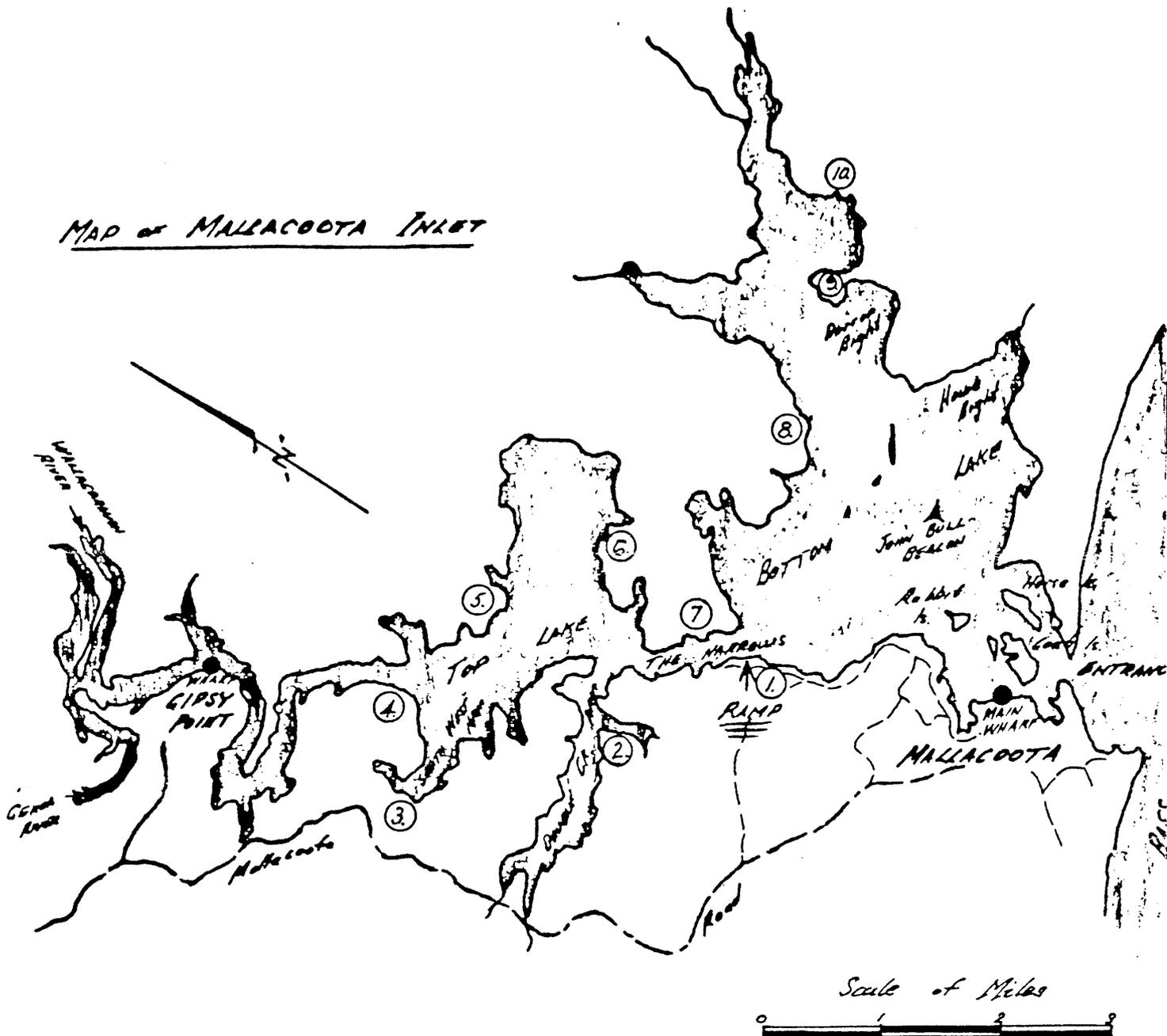
There is very little tidal movement in both top and bottom lake probably not more than 150 mm. (6"). The sea bed is black sandy silt and clay, and relatively free of weed.

Wild life abounds in the forest surrounding the lakes with impudent possums around the B.B.Q. facilities. One evening while celebrating my birthday, having smoked oysters (tinned) on toast, and drinking my favourite Kaiser Stuhl Cream Sherry, we had an uninvited guest. A large bushy tailed possum stepped up onto the log we were sitting on and after sniffing my clothes, placed two "hands" on my shoulder and pleaded to join our celebration. He departed some 20 minutes later after a feed to no doubt brag to his bushy tailed friends. After six beautiful and peaceful days (no rain), we retrieved the yacht on a gravel ramp some 3 kms. from Mallacoota and recommend to anyone to launch and retrieve at this point only.

We both agreed that we had had one of our best weeks afloat and will return in the warmer weather to enjoy swimming, walking, and more sailing.

Yvonne & Keith Hayes
"SUBLIME"

MAP of MALLACOOTA INLET



Location of jetties around the Inlet.

- | | | | |
|----|----------------------|-----|------------------------|
| 1. | Western Beach Jetty | 6. | Gravelly Point Jetty |
| 2. | Captain Creek Jetty | 7. | The Narrows Jetty |
| 3. | South West Arm Jetty | 8. | Kingfisher Point Jetty |
| 4. | River Mouth Jetty | 9. | Allan Head Jetty |
| 5. | Goanna Bay Jetty | 10. | Spotted Dog Jetty |

Note:- The only fresh water available is adjacent to the Main Wharf at MALLACOOTA.

Recommend launching adjacent to Western Beach Jetty, drive around edge of Lake from MALLACOOTA township.

Coming Up : Cruising Coffin Bay (useful for when you are in S.A. for the '86 Nationals).