



NATIONAL NEWS



OCTOBER 1984.

CLASS RULES.

Notice is hereby given that the following nine motions will be put to the Annual General Meeting at Rhyll on 10th January 1985.

1. Be it resolved that RL24 Class Rules be changed, effective from 1st February 1985 by re-wording the existing first sentence to read "RL24 yachts shall comply with the AYP definition for Trailable Yacht and must comply with the following in order to qualify for a measurement certificate."
2. Be it resolved that RL24 Class Rules be changed, effective from 1st February 1985, by re-wording the rule regarding HULL to read "HULL & CABIN: strictly one design. Hull, cabin and deck shall conform to R. Legg registered design produced from a mould approved by the designer. Minor modifications to cabin and deck may be allowed, at the discretion of a class measurer, provided the basic design profile is maintained."
3. Be it resolved that RL24 Class Rules be changed, effective from 1st February 1985, by re-wording the rule regarding HULL WEIGHT to read "HULL WEIGHT: The completed hull, dry and in sailing condition complying with the AYP definition for "Trailable yacht". shall not weigh less than 454 kg. This weight includes :
 - (a) those fittings bolted, riveted, glued or fibreglassed to the hull for the purpose of attaching standing rigging, or for the purpose of attaching fittings for running rigging.
 - (b) rudder pintles
 - (c) winch or tackle for raising centerplate
 - (d) any plates or brackets for mounting auxiliary motor
 - (e) sheet winches
 - (f) instruments permanently mounted
 - (g) all built-in furnishingsItems that shall be removed for weighing include keel, rudder, rudderbox and tiller, spars and all standing and running rigging, auxiliary motor and fuel, readily removable furnishings such as bunk cushions, marine toilet, stove, floor-boards and similar sundry equipment that the class measurer considers is not permanently fixed. Any ballast weight to bring a hull up to minimum weight shall be securely fixed as near as practical to a position 240mm above the inner keel line and 400mm aft of the top of the stem."
4. Be it resolved that RL24 Class Rules be changed, effective from 1st February 1985, by re-wording the rule regarding CABIN HEADROOM to read "CABIN HEADROOM: The shortest distance from underside of cabin top at mast to inside hull skin or moulded floor at yachts longitudinal center-line shall be 1.3 meters minimum."
5. Be it resolved that RL24 Class Rules be changed, effective from 1st February 1985, by rewording the rule regarding MAST HEIGHT to read "MAST HEIGHT: 9.3 meters maximum, measured from cabin top to center line of halyard sheave."
6. Be it resolved that RL24 Class Rules be changed effective from 1st February 1985, by re-wording the rule regarding WORKING SAIL AREA to read "WORKING SAIL AREA: The combination of mainsail and headsail in use at any one time shall not exceed 20 square meters maximum measured area; sail plan is otherwise unrestricted."
7. Be it resolved that RL24 Class Rules be changed effective from 1st February 1985, by re-wording the rule regarding SPINAKER to read "SPINAKER: Shall be symmetrical when folded along its centerline with the leeches together. Maximum measured area 20 square meters. Shape otherwise unrestricted."
8. Be it resolved that RL24 Class Rules be changed effective from 1st February 1985, by re-wording the rule regarding SAIL AREA MEASUREMENT to read "SAIL AREA MEASUREMENT: The area of all sails shall be measured in accordance with the simplified extract from the AYP Racing Rules 1973-77, Addendum E, as appended to these class rules."
9. Be it resolved that RL24 Class Rules be changed effective from 1st February 1985, by re-wording the rule regarding SAFETY EQUIPMENT to read "SAFETY EQUIPMENT: At all times RL24 yachts shall meet the following requirements which are based on the AYP Safety Regulations, Bouyant & Self Righting. The yacht shall be (a) bouyant and (b) when laid over to mast tip at water level shall remain essentially watertight and floating and shall have a positive self-righting moment with plate down and sails wetted.
Note 1: Bouyant for the purpose of this clause shall mean that the craft when swamped shall float and have sufficient bouyancy to support 10 kg per bunk space or crew member, whichever is larger. Bouyancy should be disposed as to float the boat on an even keel when swamped. Where bouyancy is in the form of sealed compartments, a drain hole and screw type plug shall be fitted to each such compartment. Nothing shall be stowed in these compartments. Where bouyancy is in the form of closed cell foam, it should not be located below bilge level.
Ballast and Heavy Equipment. All loose items over 5 kg in weight shall be securely fastened in such a manner as would retain the fittings in position with the yacht to its beam ends in a sea way.
Keel Lock-down and position indication. A substantial and positive non-friction device shall be fitted so that after launching the keel cannot retract more than 75% of its wetted area. That is a minimum of 25% area must be exposed at all times. A keel position indication visible to the helmsman shall be fitted.
Storm boards. Solid stormboards not less than 10 mm thick shall be carried sufficient to rend the companionway essentially water tight for a height of 300 mm above the cockpit floor. Storm boards should be fitted when reefing is require

Cockpit Drains. The cockpit shall be self-draining through at least two drain holes, each a minimum of 25mm diameter. Cockpit lockers shall be fully isolated from the internal volume of the yacht.

Fire Extinguisher. An approved portable extinguisher shall be securely fastened in position. Extinguisher shall be minimum 5 BC rating (.09kg) and one of the following type: dry powder, 802, B.C.F. or other vaporising liquid having toxicity rating not less than 5 on the underwriters classification scale. Extinguishers shall be serviced/ tested at time intervals specified by the maker.

Bailing Buckets or Bilge pump. Yachts shall carry a bailing bucket or bilge pump. Bailing buckets shall be of stout construction, minimum 8 litres capacity, and with a suitable lanyard securely attached. Bilge pumps shall have minimum 25 mm suction and discharge connections.

Anchors. An anchor shall be carried of equivalent holding power to a Danforth size 135 with a minimum 3.5 meters of 6 mm chain and 40 meters of 1350 kg breaking strain warp.

First Aid Kit. A first-aid kit shall be carried comprising:
1 small pack of combined dressing or Army field dressing.
2 x 75 mm crepe bandages.
1 packet of waterproof band-aids.
2 x 60 gm of cotton wool.
1 pair of stainless steel scissors.
Basic First-Aid and Resuscitation book.

Rudder Retention. Rudders, tillers and rudder blades shall be so secured to the hull that they cannot become disengaged.
Rudder pins or pintles shall be drilled and fitted with a stainless steel retaining pin.

Rigging Cutters. Effective wire rigging cutters shall be carried.

Buoyancy Vests. One buoyancy vest or life jacket, complying with AS1499 or AS1512 and branded with the appropriate SAA mark of approval, for each crew member, stowed in a readily accessible place, preferably in the cockpit area, shall be carried.

Outboard Motor. An outboard motor not less than 4.5 KW (6 HP) shall be carried together with at least 9 litres of fuel. Motors smaller than 6 HP may be accepted, at the discretion of the class measurer, until 1st January 1987."

These motions are moved by Bruce Castles, seconded by Trevor Jones.

No change is proposed to the wording of those rules covering Keel, Rudder, Foam, Number of Sails, Spinnaker pole length, Crew or Mast Section.

The purpose of the motions is to make the wording of our rules more specific.

Refer to April, June and August National News for background and relevant discussion.

Also, further to his letter in June, Norm Rodgers makes a further plea to change our rules re spinnaker and Sail Area Measurement:

"I would like to see specific clarification of the spinnaker rule.

If it is the wish of the class that a spinnaker be a symmetrical sail then so be it and the family sailor who is using an asymmetrical sail to make it safer and easier for wife and young crew will need to consider whether he can afford another spinnaker to enable him to compete in races.

I believe it is a spurious reason to say that we insist on symmetry because we cannot measure any other shape. Surveyors measure all types of bizarre shapes every day.

If measurement, in truth, is our only objective then surely we can allow any shape whatsoever provided the sail has a certified measurement and is supported from the mast by a pole and does not exceed 20 square meters. Mick Shannon indicates that symmetry is not universally demanded in all measurement rules. Why not be truly developmental and include new sail shape as we did with mainsails and encourage the people with a cruising leaning to increase our racing fleets

All members are asked to consider the proposals and vote at the AGM. Absentee votes are acceptable provided they are cast on the attached form. A two thirds majority of votes counted at the the meeting is required to pass any motion concerning rules. A copy of our existing rules is included in this newsletter.

TRAILABLE YACHT - DEFINITION.

Just in case you do not have a copy of the AYP Rules (Highly recommended for all yachtsmen)

Trailable Yacht: "all cabin yachts capable of being transported by road on a trailer, without special permit or permission, and capable of being launched and retrieved by its trailer without the assistance of external equipment. The cabin shall be of solid construction, enclosing two full-length berths, minimum, unless modified by local regulations and a galley with provision for fitted sink and stove. The craft shall be of monohull concept, its sail configuration having the same beam as the trailing configuration. The beam shall not exceed 2500mm. The minimum freeboard excluding transom shall not be less than 450mm. The minimum cabin headroom with hatches, pop tops, etc. closed shall not be less than 1050 mm over an area of 1m sq. The principal means of propulsion shall be by means of sails as distinct from machinery.

This is the definition referred to in the proposal to amend the wording of our class rules (Notice of Motion No.1).

SAIL MEASUREMENT PROCEDURE.

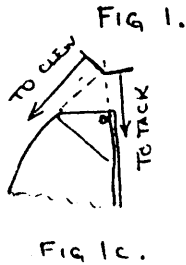
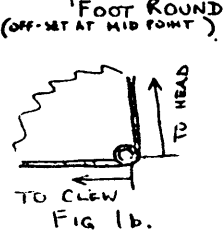
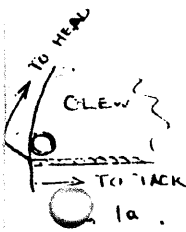
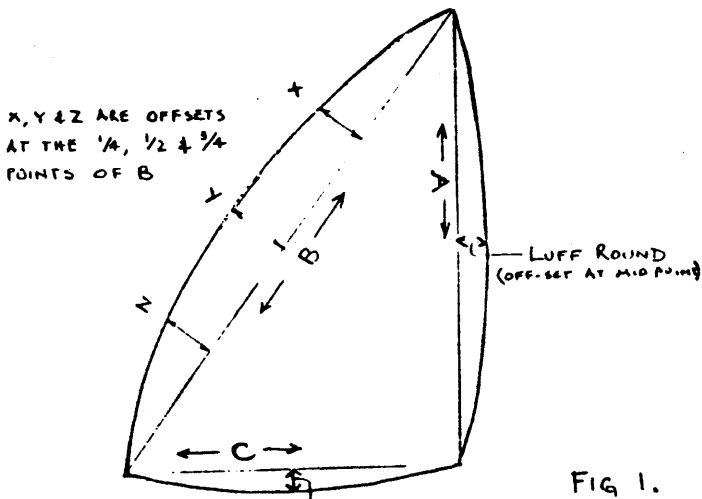
Rather than continue to refer to an AYP measurement rule that has not been re-printed since the 1977 edition of the rule book, it is proposed to print the measurement requirements as an appendix to our class rules (refer Notice of Motion No. 8). This proposal also includes a simplification of the AYP measurement rule to make it apply specifically to RL24 sails. The present AYP wording naturally covers a wide range of sail types and utilizes the "black band" method. Our proposed specific wording does not change past procedures for making and measuring RL24 sails but is intended to make it easier for owners, measurers and sailmakers. The following wording, then, is proposed as Appendix to RL24 Class Rules and Restrictions:

The measurement of sail area for the RL24 is based on the Australian Yachting Federation Racing Rules 1973-77, Addendum E, Section IV.

The basic method for mainsail and Jib is to measure lengths of luff, leech and foot, (these dimensions are used to calculate the "main triangle area"), and the offsets, or rounds, of the luff, leech and foot, which along with the first three dimensions are used to calculate the areas of the "rounds", which are added to the main triangle area to make the total. (A hollow leech, as on some jibs, may be subtracted.)

Figure 1. shows the measurements, and Fig. 1a, 1b and 1c show the detail of where the measurements are taken. The sails are measured dry, staked out on a flat surface, with battens in place, and with enough tension to remove wrinkles.

A spinnaker is measured folded down its centreline, with the luff and foot measurements taken around the luff and foot. The half height, half width is as shown on Fig.2.



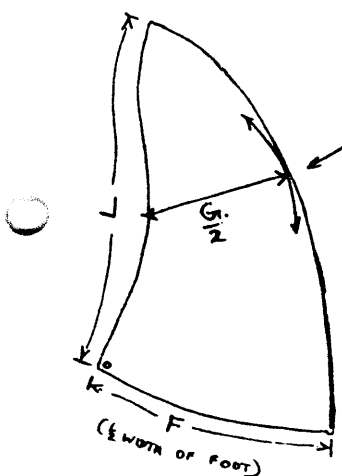
BOLT ROPES EXCLUDED EXCEPT THAT BOLT ROPE ON FOOT IS MEASURED IF SAIL IS LOOSE FOOTED.

$$\text{AREA OF MAIN TRIANGLE} = \sqrt{S(S-A)(S-B)(S-C)}$$

WHERE $S = \frac{A+B+C}{2}$

$$\text{AREA OF LUFF \& FOOT ROUNDS} = \text{CHORD} \times \text{OFFSET} \times 1.111$$

$$\text{AREA OF LEECH ROUND (KRNCH)} = \frac{B}{4} (1.16X + Y + 1.16Z)$$



$$\text{AREA OF SPINNAKER} = F \times L + \frac{2}{3} (G-F)L$$

1984/85 CHAMPIONSHIP REGATTA

Every member of the RL24 Owners Association knows that January 5th will see the start of the years most important sailing event. So far we know of 11 interstate entries from Qld, N.S.W. and S.A. With a strong contingent expected from Victoria we are assured of an excellent series. Have not heard yet whether Terry Willshire has been successful in chartering an RL (refer Aug. Nat. News) but if Terry makes it we will have our first entry from Northern Territory.

A few reminders :-

- .. Entries close December 1st.
- .. Accommodation is very hard to get - contact Mike Shannon immediately if you expect to get a bed (ring Mike after hours on (03)8902122)
- .. Your entry will not be accepted unless you are a financial member of the RL24 Owners Association of Australia.
- .. You must have a measurement certificate with all sails marked with the area, signed by a class measurer.

SEE YOU AT RHYLL.

LAUNCHING AT RHYLL

January 5 to 12 is, of course, prime time for water sports and launching ramps are at their busiest for the year. However your organising committee for the championships have negotiated a deal with the local council and we have been favoured with exclusive rights to the fine double ramp for a one hour period prior to each heat. Common sense and courtesy should still prevail of course, but as our priority usage has been widely publicised on Phillip Island we can expect hassle free launching. A word of warning for the unwary: although the ramp is OK in all tides, be careful of mooring in the shallows off the adjacent beach - the tide can very quickly leave you high and dry here.

AGM - AGENDA

Minutes of previous AGM and matters arising
Treasurers Report and fees for next year
Class Rules (Motions circulated)
Progress re 1985/86 Championships
Venue for 1986/87 Championships (Old due by rotation)

Presidents Report

Election of Office Bearers
(S.A. members due by rotation)

Other Business

(30 days notice of motion required for any rule or constitution change but any other business may be resolved without notice.)

VICTORIAN CLASS BASIC HANDICAP (CBH) UNCHANGED.

As reported in August National News all CBH figures for 1984/85 are being reviewed following re-measurement. The unofficial word is that the RL24 figures will remain unchanged, i.e. .708 (swing keel) and .713 (dagger keel). As background to this story we reproduce a letter from the Victorian RL24 Association to the Victorian Yachting Council (VYC).

"The C.B.H. Co-ordinator,
V.Y.C. Trailable Yacht Sub-Committee.

Dear Sir,

Please find enclosed copy of Class Rules and Measurement Certificate for the RL24 Class, for your records.

As you can see, the RL24 Class is a Restricted Development Class, not a One Design Class, as recommended in your class rules framework.

Our Class Rules, Constitution, and Measurement procedures were adopted in 1974 and have changed only superficially since that time. The concept of the rule is to allow for innovation and technological advancement, within a framework which gives all competitors as equal a chance as possible.

Given that this is also presumably the aim of the CBH, and that the demonstrably proven RL24 rule is Australia wide and not really negotiable by a State class association, we would urge your Sub-Committee to accept measurement of a couple of representative examples of the class for the purpose of arriving at the 1984/85 CBH.

Because both yachts are being worked on, they will not be available until the first weekend in September. I hope this is soon enough, and will confirm the arrangement by telephone if this is acceptable to you. The two yachts we suggest are "LowanaVI", a new boat as close to minimum weight, and "Pegasus", a 1976 RL24 which has raced fairly consistently in the Regatta Races since their inception."

Following this letter both sample yachts were measured.

Some two interesting statistics from the measuring were weight - Lowana VI-454 Kg, Pegasus 530 Kg, and self-righting - 18 kg at the hounds with 102 kg dagger plate down, no sails. The best self-righting performer on the measurement day was an RL24, with a figure of 85 kg at the hounds! We will publish CBH figures for all classes as soon as they are published.

Meanwhile one interesting comparison is the Sway which we believe has gone from a CBH of .725 to .745.

VICTORIAN NEWS

WINTER SERIES.

Race 2
17th June 19 starters
Extremely light winds 0-2kts
Course "L" Port

In drifting conditions at the halfway mark five RL24's were among the seven leading boats. LowanaVI, closely and hotly pursued by Bunyip lead the field of nineteen. Other RL's were Archena, Jacqui and Solace respectively.

As the leaders neared No 11 pile it was not to be found! In fact it had been removed and a new pile put in its place further South. In the confusion Archena rounded the mark and sailed away to a tidy lead taking line honours and the race.

1st Archena RL24 Doug Lee

Doug was presented with a smart pair of engraved goblets for his efforts.

Race 3

15th July

This race was resailed due to the very still conditions. Lowana V and LowanaVI were leading the fleet at the 1500hrs time limit.

Race 3 Resail

21st July

Conditions again very light.

This time the course was shortened to one triangle. A close duel was fought between RLs Archena and Solace for 2nd place (line honours).

Handicap results-
1st Bonito
2nd Hartley 24 (stretched 21)
3rd Duncanson 26
4th RL24 Solace
5th RL24 Archena

Race 4

15th August

10 knots increased to 15 knots
Solace led the field around the 1st mark to finish with line honours 3 minutes to the second boat;

Handicap placings:
1st Hartley 24
2nd Bonito
3rd Austral 24
4th RL24 Solace

Race 5

16th September

This was the last race of the series and started in a consistent 10 knots. This increased to 20 knots half way up the first leg lifting the RL's onto the plane. Lowana VI scooted to the front in the reaching conditions with Solace in second place. The winds gradually abated but not before Mick Shannon in Lowana VI crossed the line more than 20 minutes ahead. The rest of the field drifted home.

Handicap placings: 1st Lowana VI RL24 Mick Shannon
2nd Hartley 24
3rd Bonito

Overall: of the six races sailed (including the invitation race RL24's won 3 and took line honours in 5 of them.

This Winter Series has been successful and has been largely due to the participation of the RL24 Association. The Trailable Yacht Club of Victoria intends to run the series each winter and welcomes visitors to take part. How about it?

TUNE UP FOR NATIONALS.

The Lake Wellington Yacht Club have invited the RL24 Association to an "Association Weekend" at Marlay Point in December. The club will stage three races. Heat 1, 2.00 p.m. Saturday Dec. 8. Heat 2, 10.30 a.m. Sunday December 9, Heat 3, 2.00 p.m. Sunday December 9. Entries \$1 for each heat, will be received on the race weekend. As for the very enjoyable Vic. titles regatta we have been offered the free camping facilities and use of the club house, barbeque, etc. Bring your family, have an inexpensive camping/sailing weekend, take advantage of the rare opportunity for competitive sailing in an RL fleet. What a chance to tune-up for the big one at Rhyll.

FRENCH ISLAND RACE.

The annual Round French Island race on Westernport Bay was something of a fiasco this year. A good fleet of about 160 trailable yachts set off at 7 AM in very light conditions, - unlike most years when strong winds have been the norm. To cut a very long story short, only two yachts finished within the time limit of 6 PM, a Ross 780 and a Blazer. Only about 20 or 30 yachts made it "over the hump" before the falling tide made it un-navigable, some being stranded high and dry in the attempt. Two RL24's were in the first 20 at 6 PM - Lowana VI leading Pegasus by a good margin. Such are the joys of yacht racing, to sail all day for no result and be still poking around in the dark at 8.30 looking for home base!

VICTORIAN CHAMPIONSHIPS

Remember, this year in conjunction with the Australian Championship at Rhyll. Seven heats over the week Jan 5 to Jan 12. Entries only \$5 added to the entry for the Australian Titles, close 1st December.

FOR SALE

RL24 MK II. Internal fittings include life belts, Stove, Porta Potti. Fittings include 2 head sails, Spinnaker and Main. Other fittings include life rails, VDO Sumlog. Boat is on trailer, 8 HP Mariner OB and in good condition throughout. Phone 5963650 AH. PRICE. \$9,000.00

QUEENSLAND NEWS

NIL

N.S.W. NEWS.

ZERO

SOUTH AUSTRALIAN NEWS.

NONE