



NATIONAL NEWS



MAY 1988

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EDITORIAL COMMENT.

The wheel has gone full circle.

The last RL Newsletter I compiled was in 1984 and now, four years on, Victoria is once again providing the Associations administration.....and I did not duck in time!

Four years ago I recall we made the big effort to clarify the wording and meaning of our class rules, resulting in current rules (effective February 1985). Also at that time we were still assessing the effect of the new drop keel development. One member had a minimum weight hull constructed of fibreglass but at that time no kevlar hull existed.

A well sailed RL 24 DK was still very difficult to beat in open competition despite the proliferation of new fast lightweight designs in the trailer sailer world.

The RL 24 Owners Association was quite active with a healthy membership but the widening gap in members sailing performance and a declining trend in attendance at title events was causing concern.

The few years following 1984 saw a further widening of the gap between the performance of the keen hot shot racers and the main bulk of RL 24 owners, with a corresponding lessening of interest in championship events. Consequently the Association has levelled out at a pretty low key level.

Of course it is not easy for a class now fifteen years old to maintain a high level of activity and involvement. Not many other yachting associations of our age can boast particularly high participation by owners although the Hartley TS 16 is an outstanding example of what can be achieved. An interesting move last year however, by our N.S.W. management, could see RL 24 owners being more responsive to Association events. At Eden in January there was a very deliberate effort to classify RL 24's into divisions according to potential. This was considered very successful by the 18 competing yachts and the idea will be continued in 1988/89. So if you own a fairly basic RL 24, maybe enjoy cruising together with a bit of racing, do not have a regular team of experienced gorillas crewing for you - don't worry about the ultra light high-tech out and out racing enthusiasts. You can still achieve a significant result competing against similar yachts to yours. Also, racing in a series alongside the guys who have developed their RL to be highly competitive is a sure way of improving your own speed. You will find RL people freely exchange go-fast ideas.

I think the innovation at Eden and the the strong camaraderie at that series indicates an uplifting of the spirit of the RL 24 Owners Association. Heres to a continuing quickening of interest in RL's keeping in touch.

PRELIMINARY NOTICE OF REGATTA.

RL 24 NATIONAL CHAMPIONSHIP 1988/89

The Australian RL 24 championships will be conducted by the Lake Wellington Yacht Club from the 7th to the 14th January 1989.

Location. The Lake Wellington Y.C. is located at Marlay Point on the western shore of Lake Wellington, near Sale, Victoria.

Lake Wellington, part of the Gippsland Lakes system, is fresh water (brackish) surrounded by flat farmland and lightly wooded country. Access is by good bitumen road from the Princes Highway between Sale and Stratford. The yacht club is a two storey, brick "A" frame building on the foreshore. There are two all-weather launching ramps, a protected jetty and ample car/trailer parking.

Yachts may be safely left overnight either moored or rigged on trailers. There is a large, clubowned camping area adjacent to the clubhouse.

PROGRAMME.

Sat. Jan 7	1430 hours 1830 hours	Invitation Race. Welcome BBQ.
Sun. Jan 8	1200 hours 1400 hours	Series Briefing. Ht. 1
Mon. Jan 9	1400 hours	Ht. 2
Tues. Jan 10	1000 hours 1400 hours	Resail Provision. Ht. 3
Wed. Jan 11	1200 hours 1900 hours	Ht.4 (Long Distance) Spit Roast dinner
Thurs. Jan 12	L A Y D A Y. 1930 hours	A.G.M.
Fri. Jan 13	1000 hours 1400 hours	Ht. 5 Ht. 6
Sat. Jan 14	1000 hours 1400 hours 1930 hours	Resail provision Ht. 7 Presentation Dinner.

Wednesday and Thursday interchangeable at discretion of race committee.
Formal notice of race will be mailed in October.

ACCOMMODATION.

Camp sites can be used adjacent to the Yacht club free of charge. Caravans can be hired and placed in the camping area, provided adequate notice is received to secure booking of vans.

A good selection of motels is available in Sale (24 Km).
Contact Ken Hackett for any booking requests. (051) 44-4346,

The Yacht Club facilities will be freely available for use by RL 24 families and crew.

DID YOU KNOW.

The Victorian Yachting Council handicap system for trailable yachts is known as the Class Basic Handicap (CBH). This is based on a comprehensive measurement system that may be adjusted for performance.
For the season just finished the RL 24 Drop Keel is rated at a CBH of .669.
By comparison, similarly rated classes are :-

Noelex 25	.665)	
Seaway 25	.667)	
Sonata 8	.667)	slower
Farr 7.5	.659)	
RL 24 Swing Keel	.657)	
Farr 740 Sport	.692)	
Ross 780	.719)	faster
Spider 22	.720)	
Mazrm 720	.722)	

WINGS ON WELLINGTON.

Former National Champion RL 24 "Wings" has changed hands. Don't relax though if you think it's not going to be the threat it was when Warren Walters was at the helm. Wings is now owned by the Rainey family and sails on Lake Wellington. In her first outing at her new club she showed us all just how slippery she is, beating Sasha, Pegasus and Splice quite comfortably. Of course new helmsman Craig Rainey is no slouch, representing Australia three times at Flying Fifteen world titles and being current Victorian and N.S.W. State title holder, with crew Simon Walsh.
The former Rainey RL 24 "Splice" is now owned by Ken Griffith. Griffo has graduated from TS 16's, in which class he has been three times division winner in the famous Marlay Point Overnight Race.

RESULTS FROM EDEN - JANUARY '88

Our new National champion is David Parmenters F. Troop. Dave and crew came from Gladstone and their well deserved win was very popular after their third place in 1987. The sailing facilities and race organisation at Eden were first rate and with most visitors staying at the one camping area, it was an outstanding social success.

RESULTS FROM LAKE WELLINGTON - JANUARY '88

Following closely on the Eden regatta the Victorians had their State Championship series at the end of January. A small but very competitive fleet did battle in near gale conditions for 3 heats and one real drifter at the end.

Pegasus revelled in the heavy weather and Bruce Castles had 3 straight wins to set up an invincible lead and take the title (for the 6th time).

STRUCTURAL WEAKNESS ?

Trevor Jones never got the chance to put Casper and her new sails to the test in the Vic Titles. In the dead run to the starting area for the 25-30 knot 1st heat Casper decided to shed her mast.

Trev. was aghast to find that the shroud, connected to the the standard U-bolt had pulled out a complete area of fibreglass deck. There is plenty of re-inforcing around the U-bolt area to locally strengthen the deck but the glass had simply torn apart at either end of the reinforced area.

On inspecting this damage one quickly comes to the conclusion that some modification would be desirable.

Although by no means a common failure in RL's, there is certainly a potential weakness in the structural design at the point of attachment of the shrouds. We suggest simply glassing in suitable gussets under the deck to transfer the shroud load more positively to the hull. An alternative change is to abandon the U-bolt and fix chainplates directly to the hull.

Note- Mark IV hulls have the shroud attachment area gusseted to the hull as part of their design for ultra-high rig tension.

RL 24's, RL 28's, RL 34's ALIVE AND WELL.

Since Rob and June Legg sold out at Southport a new, dynamic management have moved in to keep the RL team very much in business.

Working from the same factory and employing the same production foreman, Scott Thompson, is enthusiastic about the future of his new acquisition.

Scott offers a complete after-sales service, all RL repairs and spare parts.

A special service just introduced is a computerised listing of second-hand RL's for sale throughout Australia - available to potential buyers and sellers.

Just ring Scott on (075) 39-3344.

By the way, whisper is that a new, smarter topsides profile is on the drawing board for the RL 28.

MELBOURNE BOAT SHOW.

The B.I.A. Boat Show, July 7th- July 13th, will feature the RL 24.

Thanks to the initiative of Lloyd Graham, Bumblebee will grace the RL24 Owners Association stand. She is a Mark IV hull, well fitted out for cruising, and has the added interest of a wish-bone boom (sailboard style). Scott Thompson is helping out with latest brochures and price lists and has also come to the party with a donation to help defray costs of the stand.

Now - the crunch - Lloyd can not do the whole thing single handed. He is relying on volunteers to help man the stand both during the day and after working hours. All workers on the stand are admitted to the show free.

So - please ring Lloyd (03)8705439 and offer your help. What about a contingent from Gippsland making the trip at the weekend?

PORT - CRUMPETS - LOG FIRE.

And convivial company guaranteed.

This popular mid-winter social gathering of RL types is on again. Usual venue, Corbens home at 161 O'Connor Rd, Knoxfield. Diary the date NOW. Saturday, August 20th at about 8.00 PM. Something to go with the crumpets on the common table at supper would be appreciated.

MARLAY POINT AFTERMATH.

The Gippsland Lakes turned on a wild one for the annual Marlay Point Overnight Race last March. The postponed start got the fleet away at 7.00 AM on the Sunday. By mid-morning the yachts were battling 30 knots and higher.

24 RL 24's were entered. The most remarkable performance was Radical Lady's recovery from a complete knockdown in a wild broach, to be the first RL 24 home. Barely recognisable as an RL though, finishing with a Sonata mainsail! Only Jack would be fitted out with a "storm" mainsail.

Lowana V had the misfortune to capsize when she was the leading RL. To add insult to injury the keel retaining bolt failed so that Lowana V could not be readily righted. During the subsequent rescue operation the mast was broken. Imp, a well rigged Mark III capsized and apparently the forward buoyancy tank failed. The yacht was left inverted but anchored with the intention of later recovery, but she sank after about 4 or 5 hours. Despite extensive searches, Imp was not found and is an insurance company loss.

Post race statistics showed that a total of 37 yachts in the fleet of over 400 required assistance of some kind from the 30 boat rescue flotilla, including 8 yachts that could not be righted after capsizing. Most competitors got into trouble when driving their yachts hard under spinnaker. Skippers who shortened sail appropriate to the conditions generally fared well. Most yachts that could not be righted had no keel lockdown - at least two lost their keel completely.

Incidentally at the end of the 1st leg of the race - the 12 mile broad reach across Lake Wellington - 2 RL 24's were up near the leaders of the "faster" division 2 yachts, having started 30 minutes later !!

OUR CIRCULATION AND OUR SUBSCRIPTIONS.

Not really related subjects but both require your action NOW.

1. Our mailing list seems to be in a very disjointed, not to say incomplete state. Please help us get more current by passing on this news to any RL 24 owner you know.

2. Subscriptions to your National Association are now due. A paltry \$10 gets you financial from 1st July 1988 to 30th June 1989 and enables us to send you news, stage championship regattas, promote your class.

Victorians members are up for a further \$10 (total \$20) to ensure their continued membership of the Victorian Owners Association.

All additions to our mailing list plus any news for future newsletters send to Ken Hackett, 155 Foster St., Sale (051) 44-4346.

All payments of subs, both National and Victorian, send to Craig Rainey, 14 Allambie Rd., Sale 3850.

MINI COMPUTER SERIES.

This series of sponsored races conducted by the VYC is Victorias premier event for trailable yachts.

Six heats are sailed at widely separated clubs, spread over the sailing season. RL 24's have an outstanding record in this event. Bruce Castles has twice been overall winner in Pegasus and this year finished second in Division 5 (the division for fastest yachts).

Bruce beat all comers to be outright winner on one heat. Sasha sailed only the one heat on local waters and led a spectacular result for RL's in that race with Jack Walsh 2nd in Ohau Rua and Pegasus 3rd overall.

Barry Aitken sailed Lowana 5 in a consistent series with a 2nd and two 3rd in Div 5.

The only two teams events saw RL's make a double clean sweep winning both teams trophies with Pegasus, Lowana 5 and Lloyd Graham in Bumble Bee.

1988 NATIONAL TITLES DIVISION 1

YACHT NAME	SAIL NO	SKIPPER	INV.	HEAT 1	2	3	4	5	6	7	TOTAL WITH DISCARDED	PLACE
LIAISON	431	GEOFF VAUGHAN	5	5/10	4/8	4/8	4/8	DNF/11.7	4/8	2/3	45	5
LOWANA VI	427	MICK SHANNON	3	4/8	5/10	3/5.7	5/10	4/8	2/3	3/5.7	40.4	4
RADICAL LADY TOO	707	JACK LUCAS	1	1/0	2/3	2/3	3/5.7	2/3	1/0	4/8	14.7	2
F TROOP	500	DAVID PARMENTER	4	2/3	1/0	5/10	1/0	1/0	3/5.7	1/0	8.7	1
SLIPPERY WHEN WET	808	KEVIN BRIAN TROY	2	3/5.7	3/5.7	1/0	2/3	3/5.7	5/10	DNF/11.7	30.1	3

DIVISION 2

SEPTEMBER SONG	456	VIV DAUENPORT	3	4/8	4/8	4/8	4/8	1/0	1/0	6/11.7	32	4
COLD DUCK	403	GEOFF ONIONS	DNF	5/10	7/13	7/13	6/11.7	6/11.7	6/11.7	5/10	68.1	7
FREEDOM	4361	BARRY POWWALL	4	6/11.7	6/11.7	5/10	3/5.7	DNF/14	5/10	4/8	57.1	5
PEGASUS	152	BRUCE CASTLES	5	2/3	3/5.7	3/5.7	5/10	3/5.7	2/3	3/5.7	28.8	3
SASHA	102	KEN HACKETT	1	1/0	2/3	2/3	1/0	2/3	4/8	2/3	12	1
BUMBLE BEE	409	LLOYD GRAHAM	6	3/5.7	5/10	6/11.7	7/13	5/10	DNF/14	7/13	63.4	6
LOWANA V	402	BARRY AITKEN	2	7/13	1/0	1/0	2/3	4/8	3/5.7	1/0	16.7	2

DIVISION 3

LADY JANE	112	CHRIS LAIRD	3	1/0	1/0	DNF/10	DNF/10	DNF/10	2/3	1/0	23	2
CALLISTO	35	JOHN WHITE	1	3/5.7	3/5.7	2/3	2/3	DNF/10	3/5.7	2/3	26.1	3
RAGING LEMMING	187	BREAN MARCH	DNF	4/8	4/8	3/5.7	3/5.7	2/3	4/8	DNF/10	38.4	4
ANITRA	332	ROSS CORBEN	2	2/3	2/3	1/0	1/0	1/0	1/0	DNF/10	6	1

DIVISION 4

PEER GYNT	168	DON PEMBLETON	DNF	1	1	1	1	DNF	1	1	0	1
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Consolidated results for Div. 1, 2, 3 :-

F-Troop	20.7 pts	Liaison	69.4
Radical Lady	25	Freedom	91
Sasha	42.4	Bumble Bee	97
Lowana V	43.4	Cold Duck	98
Slippery W.W.	45.4	Anitra	113
Pegasus	61	Callisto	121
September Song	64.7	Lady Jane	123
Lowana VI	67.1	Raging Lemming	126

Peer Gynt Sailed shorter Div 4 Course.

PL 24 OWNERS ASSOCIATION OF VICTORIA
 VICTORIAN CHAMPIONSHIPS 1988
 LAKE WELINGTON YACHT CLUB

SKIPPER	YACHT	RACE 1		RACE 2		RACE 3		RACE 4		RACE 5		DISQUAL	TOTAL POINTS	PLACES	
		RACE	POINTS	RACE	POINTS	RACE	POINTS	RACE	POINTS	RACE	POINTS				
BRUCE CARTERS	REAROS 152	1	3/4	1	3/4	1	3/4	6	8 1/4	4	4	12 1/4	6	6 1/4	1st
MIC SPANNON	LONANVA II 427	2	2	3	3	4	4	1	9 3/4	5	5	14 3/4	5	9 3/4	2nd
BARRY ARTHUR	LONANVA I 402	5	5	6	6	2	2	5	5	6	6	24	6	18	6th
GEOFF WATSON	UNION 47X	6	6	2	2	5	5	3	16	3	3	19	5	14	5th
Ken WICKETT	SEA 102	4	4	5	5	10	19	2	21	1	3/4	21 3/4	10	11 3/4	3rd
JOE LUCAS	AFRICK LADY 707	3	3	4	4	3	10	4	14	2	2	16	4	12	4th
RON MC CRIBBEN	BUNNIP 405	10	10	7	7	10	27	8	35	7	7	42	10	32	8th
THOMAS JONES	CRESPER 37	DNS		DNS		DNS		DNS		DNS					
ROSS COPPIN	ANTIPA 332	DNS	10	8	8	18	6	6	24	7 1/2	7 1/2	34	8	8	39
													10	29	7th

Proposed Refuge Cove Cruise.

June 11,12,13/88

In response to popular demand, a repeat of last year's very successful cruise is proposed for the June long weekend.

We say "proposed" because cruising even on the fringes of Bass Strait is totally weather dependent, and if conditions are not favourable we will either cruise in the vicinity of Corner Inlet or Port Albert, or not cruise at all. (This need not be a total loss, we could leave the yachts and trailers in the carpark and drive to the Bulga/Tarra Valley National Park, where the waterfalls, ferns and tall timbers are magnificent.)

Those wishing to participate in the cruise should contact Bruce Castles, (051 442639). Meeting place will be the carpark at the Port Welshpool boat ramp on Friday night as late as you like, or Saturday morning very early.

A point worth noting, for those concerned with catering, is that firelighting is virtually banned on the Prom. and there are plenty of Rangers to make sure no-one does the wrong thing, so those wishing to barbeque need to take their own gas fired gear.

Check your safety equipment, particularly keel lockdown. Appropriate chart for the area is AUS145 or 350. A 27meg. radio is essential.