



NATIONAL NEWS



RL24 - It's YOUR kind of boat

OCTOBER. 1988.

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MEMBERSHIP.

Firstly apologies to all those members who did not receive the May Newsletter. With the change over of administration to Victoria we did not chase up the national mailing list in time. All Victorian members should have received their May issue but unfortunately only a few owners in other states got theirs. For this October issue we are making amends. In fact we are going for the overkill by sending a copy to all owners we know about, whether they are current association members or not. Hopefully this may result in a few more RL24 owners joining our group of like-minded yachties. The cost is low at \$10 per financial year and for that you are kept abreast of latest happenings, trends, information on your class and a deal of gossip. You also have the chance to compete in the Australian Championship regatta. All aimed, of course, at increasing your pleasure in using your beautiful yacht. There is an invoice included with this Newsletter for your subscription for the current year - or if you have already paid a receipt is enclosed. It is possible of course that our mailing list is not right up to date and you have sold your RL24 - if so, would you mind letting us know? We would like to contact any new owners too.

MAIL.

It was good to get quite a lively response following our last Newsletter. Thanks for the letters. Here are a few extracts of general interest:

1. From Wagga, Don Pembleton talks about the major refit on his Mark II RL24. "Following a discussion with fellow RL owners at Eden earlier this year, one of the modifications I have undertaken is to replace the swing keel with a drop keel. Scott Thompson at the RL factory quoted a price of \$1500 to \$1800 which I considered most reasonable. The work has only just been completed so I have not yet had the opportunity to test sail it. Scott estimates that I now have a nett saving in weight of about 50 kgs - the weight has now transferred to the base of the keel whereas previously it was evenly distributed between the keel and the casing. The removal of the old casing seems to be the main saving. Also, naturally, I no longer have the slot for the old keel to swing up into the hull. I am excited about the future..."
2. From Brighton, Ron McCrindle fills us in on the Victorian "off" season..... "During Easter we went with the Western Trailable Yacht Club to Yarrawonga. The first part was a 50 mile motor-sail from Corowa to Yarrawonga with an overnite stop on the river bank. A couple of races at Yarrawonga, the Services Club at Mulwala on Saturday night and a sing song at the Yacht Club on Sunday night and the so called Easter classic Monday morning. 10 boats did the river trip which was great fun. Now winter is well and truly here, Bunyip is sailing with the Trailable Club of Victoria, the first Sunday in the month May to September. We have had 2 races so far finishing 3rd in May across the line that is 8th on handicap. 38 starters - a good fleet. The June race, a hard northerly with some rain we were 2nd over the line 7th on handicap about 25 starters.
3. From Palmwoods, Qld., Genny Garrad (Dump Truck) invites us to consider Qld for the 1990 Australian Championships. (On our normal rotation it is South Australia's turn so they have first refusal).

4. From Heathmont, Victoria, Lloyd Graham fills us in on the Melbourne Boat Show (see separate report) and asks us to particularly thank Pat and Rae Mahon and Geoff & Arch Olney who each spent an entire day attending our stand even though they no longer own RL 24's. Special thanks are also passed on to Scott Thompson of Rob Legg Yachts for his generous donation towards printing of new promotional brochures for the show.
5. From Glen Waverley, Victoria, Eric Logan advises he has reluctantly decided to retire from sailing and so his well known "Street Car" is up for sale. (This very well equipped Mark II, a former National Champion winner, is still in top condition. Interested parties may call Eric on (03) 5447526.

By the way a number of people have indicated they have pre-loved sails surplus to their needs. Contact the editor if you are a likely customer for cheap sails.

THE BOAT SHOW.

The Boating Industry Association Boat Show was held in the Melbourne Exhibition Building during July. Thanks largely to the initiative of Lloyd and Sue Graham, the RL24 Association exhibited Bumblebee, a very well equipped Mark IV. Our stand was very professionally put together and attracted a most gratifying level of interest. A total of twenty people expressed interest in a demo sail and a further six requested specific details and asked for more information to be forwarded. Three or four people asked about crewing berths on RL 24's. Despite the very inclement weather on the demo day, fifteen different parties attended.

At least two new boats had been ordered by mid September as a result of the show. Scott Thompson has had several calls from interested parties re new and second-hand boats. Judging from the comments from people at the show and demo day any good second hand boat would be snapped up!!

THE 16th AUSTRALIAN CHAMPIONSHIPS.

The notice of race and entry form for the premier event of the RL24 calendar is attached to this Newsletter.

This year Victoria are hosting the titles on the Gippsland Lakes at Lake Wellington, an active center of RL sailing since 1974. Lake Wellington Yacht Club have conducted our Australian titles before - 1977 when Barry Arnold and crew in Coolibah were dominating. This is an excellent sailing venue with a wide expanse of open water and regular summer sea breezes. The club is noted for competent race management and friendly hospitality, with hassle free launching and private camping facilities away from resort crowds. We expect most crews will camp at the club making for a companionable togetherness regatta that the whole family can enjoy. This should be a relaxed week with some top sailing. Following the pattern established at Eden last year, the differing development paths of our class are recognised and like boats will compete in divisions as well as for the outright championship. In this way owners with older yachts, or who are normally more cruising oriented may race each other for a trophy. So we have a division for swing keelers, one for drop keelers and a division for the newer RL's that have been constructed of "exotic" materials.

To add a little further interest we have also introduced a veterans prize, the most improved, and re-introduced a family trophy.

If you would like to combine your trip with some pre or post regatta cruising, the famous Gippsland Lakes are magnificent and safe cruising waters. You can start or finish your cruise at Marlay Point.

Dates to remember.

December 9th 1988	Entries close
January 7th 1989 to	
January 14th 1989	Regatta races.

OUR AUSTRALIAN CHAMPIONS.

Do you remember when ???

For the record here is the complete list of RL24 Australian Champions.

1974	Scarlet Lady	-	Des Stanaway, Rockhampton.
1975	Coolabah	-	Barry Arnold, Barmera.
1976	"		"
1977	"		"
1978	"		"
1979	Sasha	<i>SALE SANDGATE SPECIAL PT</i>	Ken Hackett, Sale.
1880	Lorna Dee		Peter Yeomans, Sydney
1981	Street Car		" "
1982	Pegasus	<i>ALBURY</i>	Bruce Castles, Sale
1983	Dump Truck	<i>ROCKHAMPTON</i>	Peter Yeomans, Sydney
1984	Dump Truck	<i>PORT STEWART</i>	Rod Young, Gladstone
1985	Sundance	<i>RIVER</i>	Warren Walters, Gladstone
1986	Lowana V	<i>SA.</i>	Barry Aitken, Rhyll
1987	Wings	<i>GLADSTONE</i>	Warren Walters, Gladstone
1988	F. Troop	<i>EDEN</i>	Dave Parmenter, Gladstone

VICTORIAN CHAMPIONSHIPS.

The 1988/89 Victorian titles will be sailed concurrent with the Australian titles. All seven Australian championship heats will also be heats for the State regatta but two races may be discarded. To be eligible you must be a financial member of the Victorian Owners Association and have sailed two races on Victorian waters during 1988. An additional entry fee of \$30 applies to entrants in the State series.

CHALLENGE : The RL24 owners from Lake Wellington Yacht Club hereby challenge the RL24 owners from Rhyll Yacht Club for the Lakes Championship. The points score in the Vic. titles from the best 3 yachts in each club to determine the winning team. The losing team to put up a Magnum of champagne so that the winners may gloat in the traditional manner.

CLASS RULES.

Since the last publication of the class rules (1985) there have been a few amendments. All changes were made, of course, at duly constituted general meetings in the proper way. We have now published the up-dated rules and these will be forwarded to financial members of the Association. Note that these rules are effective from January 1988 and naturally will apply to the 1988/89 championships. The rules involving change from 1985 concern

- (a) Rule 9.1, allowing 2 jibs to be used in a series.
- (b) Rule 7.3, re foam in mast - deleted.
- (c) Introduction of restriction on deck configuration.
- (d) Introduction of rule governing hiking.

FINANCE.

After squaring away all expenses associated with last season the N.S.W. Assoc. transferred the sum of \$390.67 to Victoria. This is the account balance we are starting with for the current season. \$82 has been spent on our Boat Show exhibit (cheap!) and on going costs are being incurred on Newsletter production and postage. Championship regattas are self funding out of entry fees.

ANNUAL GENERAL MEETING.

The annual general meeting of the RL24 Owners Association of Australia will be held on January 12th 1989 at 1930 hours at Lake Wellington Yacht Club. Any proposal requiring a change in the constitution or in the class rules must be circulated to members at least 30 days prior to the meeting.

TRIVIA.

Latest census in Victoria reveals that following the dramatic rise in trailable yacht numbers in the ten years peaking in 1984, trailables on Victorian club registers have levelled out in the last 3-4 years at around 1100 (1078 last year). Largest class is still the Hartley TS 16 with 90 on the register, while Noalex 25's are the fastest growing - numbers increased by 24 last year.

TREASURER IN WORLD RANKING

Current Association treasurer Craig Rainey, new owner of "Wings", has just returned from a very successful campaign in England. Sailing with crew Simon Walsh in their flying fifteen "Tradesmans Entrance", Craig steered to 3rd place in the World Championships. Only just squeezed out of 2nd place, the boys had 57 international helmsmen behind them. The series was taken out by a UK sailor who had moved into the fifteens after taking out the World 470 title. Craig and Simon are well known of course to many RL24 owners having spent much of their early sailing days on their respective family RL's - Craig on "Splice" and Simon on Jack and Joy's "Ohau Rua".

REPORT OF REFUGE COVE CRUISE, 1988. by Bruce Castles.

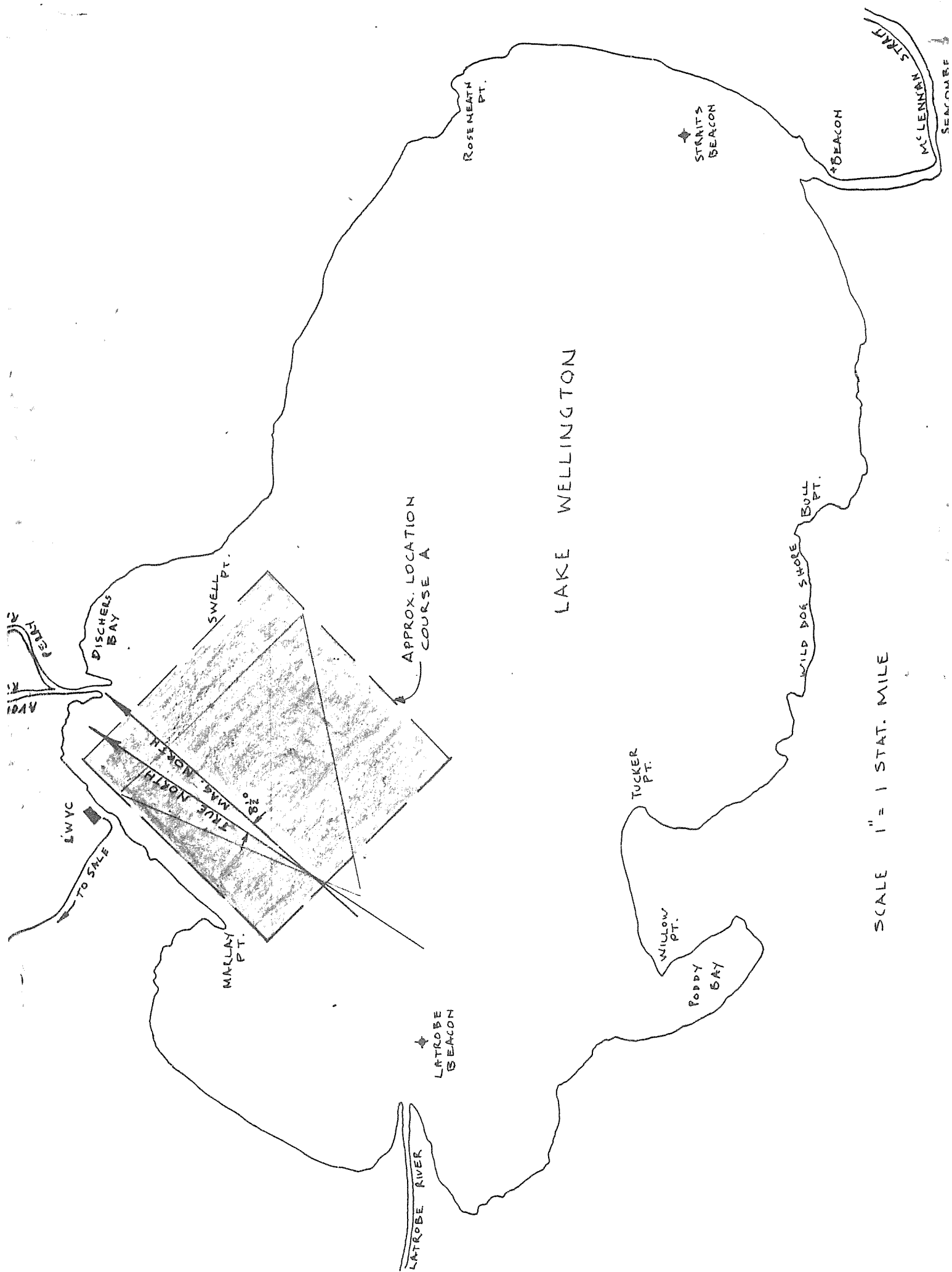
Four RL24's assembled at the boatramp at Port Welshpool on the morning of Sat. June 11th. Twelve souls in all. The weather was bleak, with a cold, 20 knot westerly, and frequent rainsqualls. The forecast was for the worst of the bad weather to be blown over during Saturday, with finer weather to follow, so we decided to proceed as far as the Corner Inlet Entrance and make a decision at that point whether to go on down the east side of the Promontory, or stay inside Corner Inlet.

This stage was in fact the wettest part of the whole cruise, with the short chop and fast boat speed causing sheets of icy spray to rake the cockpit. I cannot speak for the other boats, but morale was not too good aboard Pegasus at this stage.

We held a hasty confab. while hanging very uncomfortably at anchor, and reached a democratic decision to go on down to Refuge, aided by a radio report from a Farr 7500 just ahead that the sea conditions were quite comfortable outside. The trip down the coast was relatively quick and not too uncomfortable, though the wind remained at 20-25 with gusts over 30. As we had been warned by the Coast-Guard when lodging our departure sheets, we struck very confused seas while passing Sealer's Cove, and headway at this point was very slow. We were all safely tucked inside Refuge Cove not long after 4 pm. With crews wet and cold, eating on board without much socialising was the order of the day. What a contrast Sunday morning brought! Bright sunshine flooded the Cove, highlighting the rugged grandeur of this most spectacular place. We breakfasted in good spirits, idling about the beach and soaking up the atmosphere before climbing up the rocks for a photographic session, with the boats moored below being the main subject.

After a leisurely pack-up and rig-up, we eased outside again into a light NW wind. Our plan was to sail north, with a lunch stop at Rabbit Island, and either camp the night at Chinaman's Beach, just inside Corner Inlet, or, if conditions were too exposed on this westerly facing shore, we would carry right on to Welshpool. As it turned out, we were well behind schedule by Rabbit Island, so we had lunch on the run and pressed on reaching our goal at about 4 pm again. The weather was very settled, and we decided that it was a fair risk to stay at Chinaman's beach, despite the forecast westerly, as the tide times meant that we could be sitting on the sand for most of the night anyway. A most convivial evening ensued, with all 12 people seated in sociable comfort aboard "Anitra". After eating too well, and a fest of joke telling, tall yarns, recitations, cookies and coffee, we retired at the ungodly hour of 8 pm. Deep, beautiful sleep all round. Monday dawned calm and still, and crews breakfasted well while waiting to be re-floated by the tide. A light NW breeze came in, as if on cue, to carry the fleet back to Port Welshpool by lunchtime, where we used the electric barbeque and picnic shelter to good advantage after we had hauled out our magnificent yachts and readied them for the road home. Overall, the cruise was voted to be successful, although the weather had been less kind than on the 1987 outing.

Yachts taking part - Anitra, Bumblebee, Lowana VI, Pegasus.



SCALE 1" = 1 STAT. MILE