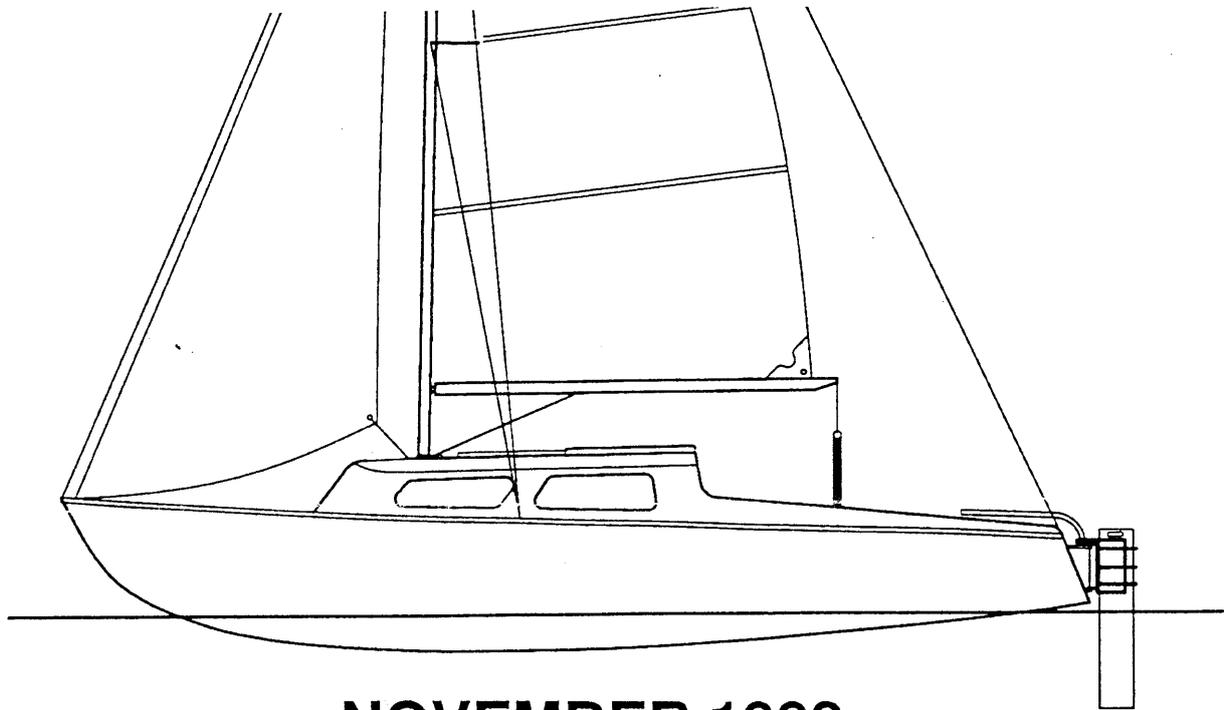


VICTORIAN NEWSLETTER



NOVEMBER 1992

RL24 - It's YOUR kind of boat

PRESIDENT'S PRATTLE.

Time has again got away from me and I am very aware that every one is watching the letter box for news of the RL24 State Titles to be held on the Australia Day Week-end. Before I go on I hope those who intend heading north at Christmas for the Nationals have remembered to send off their application form etc.

Unfortunately *The Sting* will not be able to make it this year. (One day I'll stay in a job long enough to accrue some leave!) Ron McC. has received a couple of entries so far but I'm sure a few more will trickle in soon.

I'll take this opportunity to wish all who are going a safe and successful series. One request....Please bring back title!

Pam and Brian Cuthbertson, now joint owners of *Toucan Do It* have been working hard down at Colac organising the Australia Day Regatta / State Titles. Rumour also has it that the boat is sporting some new go fast gear so the competition will be hot in the swing keel division! Mark the week-end of Jan 30th.- Feb 1st. '93 in the diary now.

On the home front *The Sting*, or really the Skipper, has been chasing publicity for the RLs in a big way. Maybe you saw the race report for the Nissan Regatta in the papers?

Those with a little less temerity, namely Lowana V1 and Bunyip, pulled out of what was a very wet and wild 3 race series off St. Kilda last week-end. More than 2 thirds of the fleet withdrew in the rather atrocious conditions. Egged on I believe by Steve Holligan (Reflections) and a top Fireball skipper they tested their luck once too often and hoisted the kite on the last reach! One crazy gybe and we proved the buoyancy factor to the satisfaction of the VYC!!

The official sponsor's launch, no doubt powered by a Nissan motor, towed the semi submerged boat back to the marina.

Simon Walsh in *Ohau Rua* managed a creditable second place in the first race but had to withdraw from the series with gear failure.

Wishing you a safe and happy Christmas and good sailing,

VALE Barry Dare.

Many of you got to know Barry and Shirley Dare (*Toucan Do It*) at the National Titles last year. Their great sense of humour and fun enabled them to fit in quickly and after a few days we all felt like we had known them for years.

Unfortunatley Barry passed away very suddenly on the week-end at Magnet Island, aged only 49 years. It is with great sadness that we extend our sympathy and condolences to Shirley and family, and their many friends at Colac Yacht Club.

Many thanks to David Donnan for this article.

A "WINTER" CRUISE - AUGUST 91

As I cope with this August's chilly and wet weather, I've been reminiscing on my singlehanded cruise last August from Airlie (Whitsunday) to Cooktown. And prompted by Lloyd Graham, I have put together these notes for the newsletter.

My boat "KALINKA" is a Mk 1 RL24. We believe she was built about 1973 and that her sail number was 5. She has had a number of owners and names.

In preparation for the trip, I installed an echosounder (to feel out unfamiliar anchorages), fitted the bower anchor with an all-chain cable of 17 fathoms (to prevent chafing on coral), used a slightly-cut down main with an extra deep reef and slugs on the luff (so the sail could be hoisted from the cockpit and wouldn't blow over the side when lowered) and set up a heads'l downhaul so that the genoa or jib could be smothered without going forward.

The weather on the trip was predominately moderate south-easterleys with a couple of days each of light north-easters and fresh (with some rain) south-easters. Only on one day was sailing out of the question for a singlehander.

I launched Kalinka at Airlie, put the boat in the Abel Point Marina, and then drove the Toyota and trailer through to Cairns and caught the bus back to Airlie.

I've listed the various legs and anchorages below. These might be of interest to anyone going cruising in the area.

Leg	Intermediate and Overnight Stops	n m
1	to Bowen (NQCYC Marina)	33
2	to Grey's Bay (secure in SE winds)	6
3	to Cape Upstart (secure in SE winds behind a high rocky headland, but rolled savagely)	39
4	to Cape Bowling Green (secure in SE winds behind a sandspit several miles long)	32
5	to Townsville (Marina next to Casino)	34
6	to Havannah Island (secure in SE winds)	30
7	to Yanks Jetty, then Little Pioneer Bay on Orpheus Island (secure in SE winds, identify limit of fringing reef before anchoring)	15
8	to Dungeness for supplies and then over to Mulligan's Creek on Hichinbrook Is (secure in all winds, entry tide dependent)	20
9	to North Zoe Creek on Hinchinbrook (secure all winds, entry tide dependent)	6
10	to Cape Richards and then to Missionary Bay channels (secure all winds, entry tide dependent)	28
11	to Dunk Is. (secure in most winds)	25
12	to Mourilyan Harbour and onto the Johnson River and up to Innisfail (rafted up at jetty right in the middle of town)	33
13	to High Is (safe in SE winds, but could be very roilly)	25
14	to Cairns (to Cairns CYS marina)	30
15	to Double Is. (secure in SE winds)	17
16	to Port Douglas and then onto the Daintree River (once inside, secure in all winds)	36
17	to Cape Tribulation and then onto East Hope Cay (secure in south east winds)	41

18 to Cooktown (secure in all winds)

21

Airlie to Cooktown

471

I would recommend an "indestructable" dinghy (such as a Tamco Pioneer) to anyone cruising North Queensland. Some anchorages have fringing reefs, which preclude beaching, and the tidal range and abrupt drop-offs can result in some spectacular drying-out attitudes even where the shore is sheltered and sandy.

Self steering would have made life a little easier, particularly gybing the kite. "Kalinka" would not hold her course long enough (particularly with my weight forward) to allow me to gybe the spinnaker. The kite had to be recovered by letting the brace run free, so that the kite streamed to leeward, from where it could be recovered by standing in the main hatch, pulling in on the sheet and easing out on the halliard. The brace had then to be re-run, the kite re-bucketed forward, the pole swapped over and the sail re-hoisted. I got quite practised at it.

Of the populated islands, Dunk is a good stop for cruising folk. It has a good anchorage. Affordable meals and free hot showers are available in the day trippers facility by the wharf. Most of the island is a national park, with pleasant walks and spectacular views from the top. Supermarket supplies are available on the mainland about 2 miles away at Mission Beach.

Perhaps the most beautiful spot on the trip was East Hope Cay, a tiny island, sheltered by an extensive reef system. The island can be walked around in ten minutes and the only sign of civilization is a national parks sign. The shore and anchorage are of brilliant clean sand and the water is crystal clear. There are no facilities, no towns on the adjacent mainland and no people. Paradise.

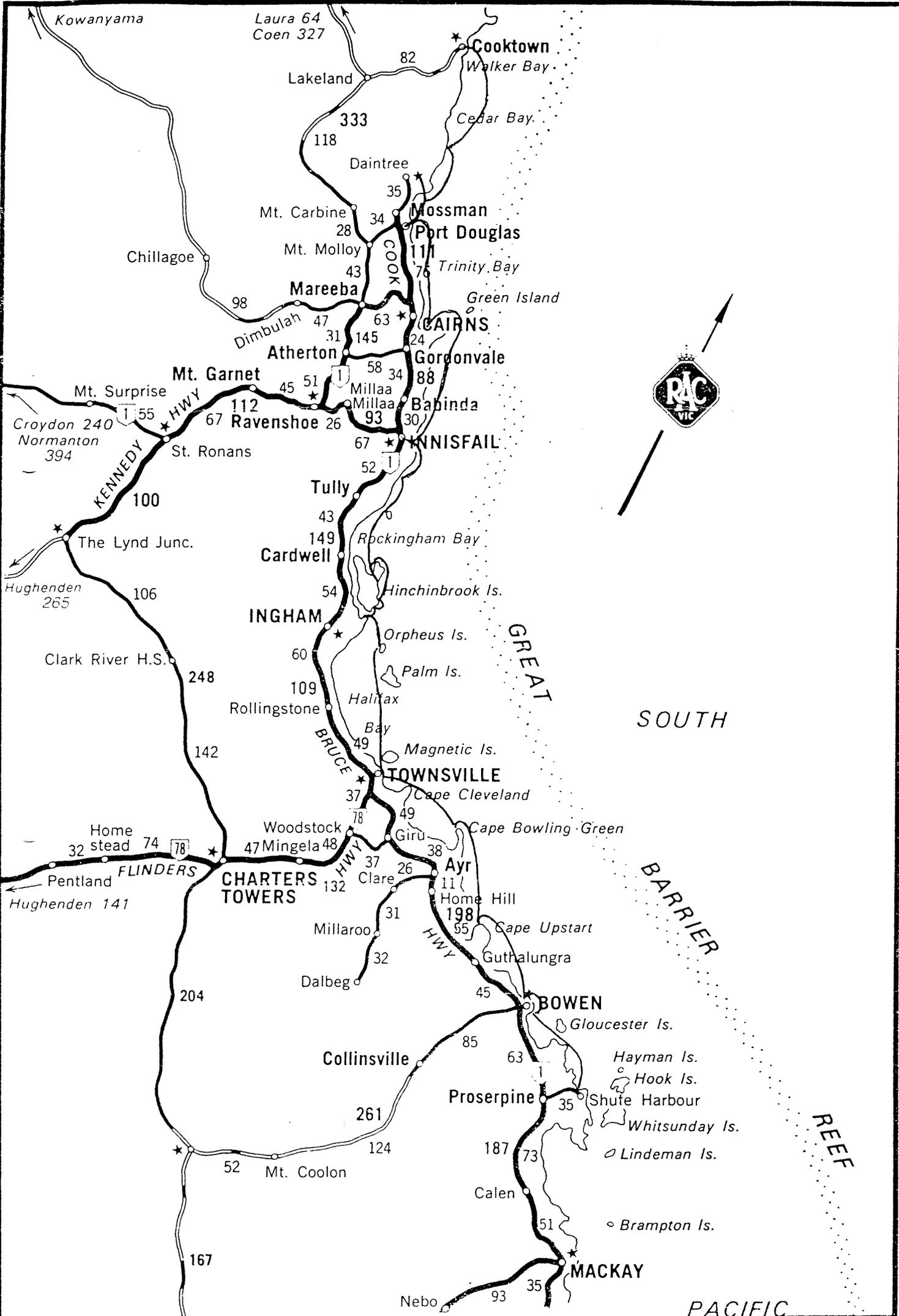
For a cruise of limited scope, the Hinchinbrook Island area offers a lot. Cars and trailers can be left at the Mobil petrol station at Dungeness (near Lucinda), where there is a ramp. There's a narrow channel system between the island and the mainland and beautiful bays to be explored on the north and east coast of the island, which is a spectacular craggy national park. To the north are the Brook, Gould and Family Islands and Dunk. To the south east are the Palm Islands, including Orpheus.

A warning. The coastal road from Daintree River to Cooktown is atrocious and is not suitable for even an unladen trailer. The last stretch of the inland road from Cairns to Cooktown is unsealed and badly corrugated. If you wish to cruise north of Port Douglas, leave your trailer at Port Douglas.

A second warning. Charts for North Queensland are still in fathoms, rather than metres. I spent a couple of days puzzling over the apparent discrepancy between charted and observed depths.

Best of all, the weather was warm and consistent - Melbourne's winter was a million miles away.

Dave Donnan



SOUTH

BARRIER

REEF

PACIFIC

NOTICE OF RACE RL24 STATE TITLES

JANUARY 1993

COLAC YACHT CLUB

The RL24 State Titles will be held in conjunction with the Australia Day Regatta at Colac Yacht Club over the long week-end of Sat. 30th. January to Mon. 1st. February 1993. All heats will be sailed as per the regatta races however the RL24s, and any other class conducting titles, will have separate starts.

RACE PROGRAM (Times to be confirmed)

Saturday	late am	Invitation Race
Saturday	pm	Heat 1
Sunday	am	Heat 2
Sunday	pm	Heat 3
Monday	am	Heat 4

ELIGIBILITY.

Entries will be accepted from owners who are financial members of the RL24 Association of Victoria and upon payment of the entry fee of \$35. All yachts must comply with the class rules of the RL24 Association of Australia and be available for measurement during the series.

RULES.

All races will be conducted under the racing rules of the I.Y.R.U. with the prescriptions and safety regulations of A.Y.F. category 6, and with the RL24 Class Rules and Restrictions.

TROPHIES.

Trophies will be awarded for 1st., 2nd. and 3rd. places in each division provided there are 4 or more entrants in the division. Trophies will be awarded for the first two places if there are less than 4 entrants.

SAILING INSTRUCTIONS.

Sailing Instructions will be available at Colac Yacht Club on the Saturday morning. Should they be made available earlier they will be mailed to entrants.

ENTRIES.

Entries on the attached form and including payment in full, must be received by the Treasurer no later than Friday 15th. January 1993. A late entry fee of an additional \$10 will be required for entries received after this date.

All mail should be directed to:

*The Treasurer,
Mr Ron McCrindle,
6 Arnott Street,
BRIGHTON. 3187.*

SCORING.

Points will be scored according to the A.Y.F. Yacht Racing Addendum A2.

BRIEFING.

Briefing will be held at Colac Yacht Club on Saturday morning at a time to be advised by the CYC.

RESAILS.

To allow travelling time for country members the resail for the State Titles will not be sailed Monday 1st. Feb. in the afternoon but will be sailed during the Rhyll week-end at a time to be announced.

FACILITIES.

Members may camp at the yacht club over the week-end for a fee of \$15 per family / boat. The club facilities have kindly been made available to members.

Boats may be left in the water for the duration of the series or retrieved onto trailers.

Food and liquor will be available at the club during the regatta including lunches daily and substantial meals at night. A spit roast is promised for one night.

No formal social events have been organised as it is expected that members will join in with club activities.
