

NATIONAL NEWSLETTER

RL24 - It's YOUR kind of boat

SEPTEMBER 1998



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FROM THE BOSUNS CHAIR.

Consider this. The RL24 Newsletter brings you all the RL24 news that is fit to print. In this edition there is no news (well, almost none.) Does this mean that most, if not all, RL24 news is *not* fit to print? Could be, but no one's saying. If you want to find out for yourself, you'll have to come to the National Championships being held at the South Lake Macquarie Amateur Sailing Club starting on 28th. December next. It just so happens there's a Notice of Race and an Entry Form for the event attached to this Newsletter. Now then, isn't that good news? (RL24)

AN INTERESTING "LIAISON"

Like quite a few before him, John Pruden came to RL24's via catamarans. Unable to shake the adrenalin rush that comes from high speed sailing, he sought out the opportunity to crew on RL's for a while and has participated in a number of RL championship events. Not so long ago, John seized the chance to purchase "Liaison" when Geoff. Vaughan put her on the market and has been a regular and successful competitor with her ever since. We recently asked John to give us a word or two about the modifications he has made to "Liaison" since he began campaigning her and he generously responded as follows.

"You asked me to do a para on mods to Liaison so here goes. When I bought Liaison from Geoff Vaughan a few seasons ago, it was a boat purpose built for the boys to go racing, having a few interesting features such as mast through the deck for bend control and hydraulics on centreboard, forestay and mast support. Well, as I need to trail the boat every time I sail, the through deck mast arrangement went straight away which also enabled me to close one of the holes in the deck. While I was at it, I decided to remove all the hydraulic equipment which was both heavy and consumed a fair bit of interior space. Along with that went a fair bit of aluminium supporting structure, deck fittings, pipes and pumps. The boat is extremely stiff and after I had hit my head on the pipe braces from ceiling to chain plates a hundred times, they went too! A bit of wood now supports the plate case and because there is no well in the fore deck or internal bulkhead, the sleeping space in Liaison is much bigger than in other RLs. Being a cat sailor, we couldn't work out what all these boom vang circular tracks did, so that went too. The outboard was never meant to be mounted in position so a slot has appeared in the bottom to accommodate that. Other changes include lightening the rudder box, tiller, boom and some internal fittings, a general simplification of the deck arrangement and new sails. My crew are generally cat sailors and do not understand all these ropes with funny names so I try to keep the deck as clear as possible. For the future? The plate is 40kgs overweight and of a non-laminar section so this may be the next major change. The main improvement we need to target, however, is the nut on the helm which has proven to be the most unreliable part. Any suggestions?" (RL24)

WHERE ANGELS FEAR TO TREAD.....

(An occasional series examining the legends of the RL24 Association.)

It was *not* a dark and stormy night as Bruce Castles, doyen of the RL24 movement and son Jim, wended their weary way home to Sale after a Geelong – Queenscliff race a few years ago. On the contrary, it was broad daylight on a cold, drizzly Sunday morning which probably explains how Bruce was able to clearly see that the old codger in the battered ute which had just overtaken him was now standing on the brakes to do a right hand turn from nowhere near the centre of the road. The alternatives of slowing or stopping altogether never presented themselves leaving Bruce the option of shunting the old boy into eternity or chancing a wild slalom – like swerve between the ute and a young but substantial wattle tree standing beside the road. Being the bloke he is, Bruce took a punt on the slalom but unfortunately the wattle stood its ground. What happened next was a scene even Spielberg couldn't replicate and it went something like this. After the initial swerve to the left to pass behind the errant ute, Bruce had then to correct to the right or collect the wattle. At this point *Pegasus* and its trailer said “ ‘nuff!” and proceeded ahead on the course set by the swerve left – slamming the back left-hand side of Bruce's vehicle into the tree. Not unnaturally, the whole outfit came to an abrupt halt – that is, all except *Pegasus* which kept right on going. Shrugging off its tie – downs and snapping the winch cable like string, it launched itself up the cotton reel roller on the pillar at the front of the trailer, flew through the tree splitting its foliage in two before heading off into the ether. At this point, a word or two of explanation. This magnificent event happened at a little town on the Princes Highway called Nilma a few kms east of Warragul. At this spot the highway runs very close and parallel to the main East Gippsland railway line. The line is elevated on an embankment slightly above road level and between the two is a wide but much lower railway easement bordered by an ancient barbed wire fence. So, having shaken off the tree, the now well and truly air-borne *Pegasus* is out over the easement which fortunately has a batter of about 35°. As she re-entered the atmosphere, the bow dropped and, like a ski jumper, she touched down on the batter at precisely the right angle thus avoiding a potentially shattering impact had she landed flat on the ground. In a final, defiant push for freedom, she skidded on down the embankment, across the width of the easement and through the fence before coming to rest just short of the line. Incredibly, damage was limited to a lot of scratches and gouges and a centre case packed with mud (she was a swing keeler in those days) but otherwise she was fine. So fine that, believe it or not, she fronted up to a club championship heat at Lake Wellington the very next weekend. How Did Bruce and Jim get *Pegasus* home? Well, their vehicle hit the tree behind the left hand rear wheel which didn't do it much good but didn't stop it from being driven either. The tow bar shifted about 500mm to the left but retained its structural integrity. So Bruce drove down the embankment and with the assistance of an incredulous passer by, they winched *Pegasus* back on its battered trailer. Setting out for Sale at a fairly pedestrian pace, they soon found they could safely trundle along at a quite satisfactory rate and were home for lunch in no time. Thus are legends made. (RL24)

Victorian RL24 Championship - 1999

Preliminary Notice of Race

Venue: The waters of Port Phillip Bay

Dates: February 27th & 28th 1999

We are looking at a four race series sailed in conjunction with the Western Trailable Yacht club. This club has a strong fleet of RL's with up to nine RL's sailing last season. Although St Kilda is a public marina we expect to be able to make arrangements for secure overnight yacht storage (for a fee). As there is no club house as in conventional sailing venues, we will book a covered BBQ area for the Saturday evening on the Marina. There is also a marina restaurant available for possible group bookings.

Although there is a ramp launching fee, we will not incur the usual yacht club race management fee as we will be organising our own start boat & on water support boat/buoy laying.

Accommodation is always a problem at city based venues but this could be turned to an advantage. What about city based owners offering to billet out-of-town members? This would be a great chance to build up a closer camaraderie among our RL fraternity. We have in fact already received two firm offers of Bed & Breakfast for the weekend.

Traditionally on this weekend Western Trailable have an evening cruise out of St Kilda as a warm up for Marlay Point ONR. Cruise is the operative word. However a summer evening sail around Port Melbourne, Williamstown area with the city lights reflecting on the bay can be quite a magical experience and will provide a little light relief from the serious stuff.

Marina Fees:

Launch \$8.00

Overnight storage \$16.00 + launch fees

Overnight berth \$20.00 + launch

An alternative is to park all the boats in a group and have people sleep in them. This, and the marina's security patrols should keep them safe.

More details in the next newsletter. (RL24)

NOTICE OF RACE

24th RL 24 NATIONAL CHAMPIONSHIP HOSTED BY SOUTH LAKE MACQUARIE AMATEUR SAILING CLUB INC. FROM DECEMBER 28TH. 1998 TO JANUARY 3RD. 1999 AND ORGANISED BY THE RL 24 OWNERS ASSOC. OF AUSTRALIA.

1. RULES.

The regatta will be governed by the 1997 – 2000 I.A.S.F. Racing Rules of Sailing, Prescriptions and Special Regulations of the A.Y.F. Cat 6, the rules of the RL 24 Class Association and the sailing instructions except for the following variations.

Rule 3.23. An outboard motor, minimum 6 hp, must be carried.

Rule 3.23 (e) A minimum of 9 litres of fuel must be carried at the start of each race.

Rule 5.1 (b) PFD 2 or PFD 3 buoyancy vests must be worn by all crew at all times while racing.

2. ADVERTISING

The regatta is classified as a Category A event in accordance with Appendix G and A.Y.F. Prescriptions.

3. ELIGIBILITY AND ENTRY.

The regatta is open to all skippers of RL 24 Yachts whose owners are financial members of the RL 24 Owners Association of Australia and holders of a current Measurement Certificate.

4. FEES.

The regatta entry fee is \$80.

5. SCHEDULE OF EVENTS.

DEC. 28TH 1998.... Registration and Measurement and Invitation Event

DEC. 29TH.1998.... Heats 1 and 2.

DEC 30TH. 1998.... Heat 3.

DEC 31ST. 1998.... Heat 4.

JAN. 1ST. 1999.... Lay Day or resail if required.

JAN. 2ND. 1999.... Heats 5 and 6.

JAN. 3RD. 1999.... Heat 7 and resail if required.

6. SAILING INSTRUCTIONS.

The Sailing Instructions will be available at the SLMASC on 28th. Dec. 1998.

7. REGATTA SITE.

Racing will be conducted in the southern area of Lake Macquarie.

8. COURSES.

Courses will be as described in the Sailing Instructions.

9. SCORING.

The low point system of Appendix A of the Racing Rules will apply.

10. ALTERNATIVE PENALTIES.

The 720° penalty (Rule 44.2 of the Racing Rules) will apply.

11. RADIO COMMUNICATIONS.

A yacht will not make radio/telephone transmission while racing nor receive communication not made to all yachts.

12. PRIZES.

Trophies may be awarded to

- (a) Drop Keel Champion
- (b) Swing Keel Champion
- (c) Heat winners based on the V.Y.C's C.B.H. corrected time system.
- (d) Other trophies may be awarded depending on the number of entries.

13. FURTHER INFORMATION.

- 13.1. Owners without a current Measurement Certificate may arrange for scrutineering by prior appointment with Lloyd Graham, 'phone (03) 9870 5439 or Bruce Castles, 'phone (03) 51442639.
- 13.2 SLMASC is located at the western end of Sunshine Parade, Sunshine, adjacent to Sunshine Reserve. Please refer to the enclosed map. Morisset is on the F3 Freeway 125 kms north of Sydney and 50 kms south of Newcastle.

- 13.2. Camping is available immediately adjacent to the club rooms on the waterfront. There is no power but club house facilities are open 24 hours. There is plenty of car and trailer parking and good launching. Caravan parks are at,

Bonnells Bay Village Estate, 'phone (02) 4973 3555

Lake Macquarie Village, Morisset, 'phone (02) 4973 1883

Myuna Bay Sports and Recreation, 'phone (02) 4980 1440

Lake Macquarie Tourist Park, Wangi, 'phone (02) 4975 1889.

14. SOCIAL.

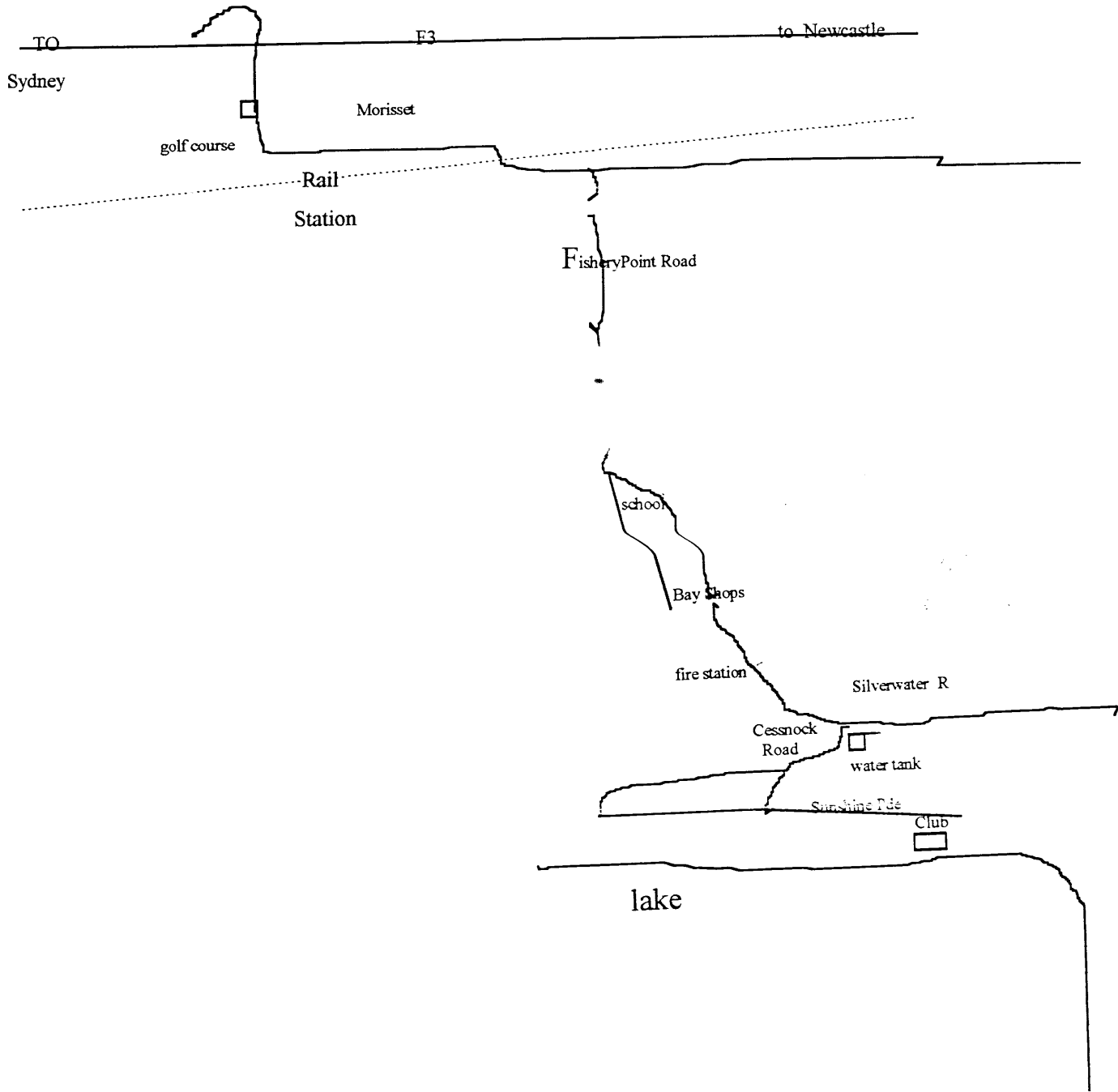
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|-------------------------------|---|
| Dec. 28 th . 1998. | Welcome barbeque. (Approx \$5 - \$10 per head.) |
| Dec. 31 st . 1998 | Spit roast and New Years Eve party. (Approx \$15 - \$20 per head and drinks at bar prices.) |
| Jan 3 rd . 1999 | Pasta night and trophy presentation. (Free but BYO drinks.) |

Dec 28th. and 31st. functions are to be held at the club house and grounds. The Jan. 3rd. function will be held at 16 William St Bonnells Bay, on the water front, 5minutes from the yacht club.

ANNUAL GENERAL MEETING

The Annual General Meeting of the RL 24 Owners Association of Australia will be held on December 30th. 1998 commencing at 1700hrs. sharp at the club house of South Lake Macquarie Amateur Sailing Club Inc. Notices of Motion, duly seconded, must be forwarded to the Honorary Secretary, RL 24 Owners Association of Australia by 20th. November 1998. Any other items for inclusion on the Agenda for the meeting must be forwarded to the Hon. Secretary by Dec. 29th. 1998.

MAP



ENTRY FORM

RL 24 NATIONAL CHAMPIONSHIP.
SOUTH LAKE MACQUARIE AMATEUR SAILING CLUB INC.
DEC 28TH 1998 TO JANUARY 3RD. 1999

YACHT NAME:

SAIL NUMBER:

KEEL TYPE: (Swing or Drop?)

OWNERS NAME:

PHONE NO.

SKIPPERS NAME:

PHONE NO.

**MEASUREMENT CERTIFICATE
CURRENT ?**

YES/NO (Delete as appropriate.)

CAMPING REQUIREMENTS: (Approx. No. persons.)

PLEASE FORWARD, WITH ENTRY FEE OF \$80 (cheques payable to the RL 24
Owners Association of Australia) TO:

Ms. RACHEL PARKER,
HON SECRETARY,
RL 24 OWNERS ASSOCIATION of AUSTRALIA
16 WILLIAM ST.
BONNELLS BAY
2264

ENTRIES CLOSE 11TH. DECEMBER 1998