



**NATIONAL NEWSLETTER**

**NOVEMBER 2000**

**RL24 - It's YOUR kind of boat**



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### *From The Bosuns Chair*

Recently, I was enjoying a boondoggle! (hands up anyone who now *doesn't* know what that word means? - James Shannon excepted.) I was looking back through my collection of RL24 Newsletters and noticed a piece penned in August 1983 by the editor of the day, Ken Hackett. Under the by-line *Where Have All the RL's Gone?* Ken wrote "Up until May 1983, 417 RL24's had been built. But we only have 240 addresses..." Seventeen years ago, Ken was airing his concern, subsequently shared by many others, about a phenomenon that, far from diminishing, has accelerated as the years have passed. Today, we have about 200 fewer paid-up members than we did in 1983. This, of course, is a matter of regret and some may argue that, on the basis of the raw statistics, our Association has missed the bus in terms of its potential for growth. Be that as it may, and leaving aside any arguments about whether or not growth of itself is a desirable thing, my feeling is that many of the factors which determine the way we live have changed so much over the last 10 to 20 years that some decline in interest is inevitable. Most of us accept that times have changed and people's priorities, interests and constraints change with them. Life moves us on. I think it is also worth noting that our Association is not alone in suffering a decline in the general level of enthusiasm and commitment it once enjoyed. This malady is attacking interest groups as diverse as sporting clubs, political parties and environmental organisations. There is a growing body of social research offering explanations as to why this is so but this is not the place to discuss it. Rather, I think we ought to focus on the fact that our Association *does* still exist, there is a solid core of support and let me tell you, there is still plenty happening. For example, since the last Newsletter, your Committee has done a lot of work with help from Brad Taylor organising the details of the forthcoming National Championships at RQYS in Brisbane, I've had members ringing about Class Rules, the Committee has talked to a number of country members about tentative plans for the 2001 Vic Championships, there have been discussions with members about proposed Motions to be put at the next AGM and there have been email exchanges with the Canberra Cruising Yacht Club about their proposal to host the 2002 Nationals. Who says the RL24 Association is a hospital case? However..... I don't for a moment suggest that we can rest on our laurels and I believe the future direction of our Association is a matter that urgently needs lots of discussion amongst owners. I raise the issue here deliberately in the hope that we can begin to address some of the factors involved at the AGM to be held during the Brisbane Nationals. To those unable to participate in the Brisbane regatta, I invite you, nay *urge* you, to use the pages of the Newsletter to make your contribution to shaping the future of this Association.

### *National Championships 2001*

Planning for the Brisbane Nationals to be held at RQYS from 8/1/01 to 12/1/01 is now well advanced but it's still not too late to enter. If you haven't entered and wish to, contact the Operations Secretary, RQYS on (07) 3396 8666 for a Notice of Race and Entry Form. Entries close on Dec 22<sup>nd</sup>, next. At last count, at least 8 boats are making the trip from Victoria and Brad Taylor (*F Troop*), who is co-ordinating the event with Royal Queensland, expects a dozen or so from the Sunshine State. No word from NSW but Brad has emailed a number of Clubs where RL's are known to lurk so we're hopeful of some representation from that State. On the social side,



plans are afoot for a Welcome Barbeque on the evening of Monday, 8<sup>th</sup> Jan. and following the AGM on Wed. 10<sup>th</sup> Jan. there will be another social event, details of which will be available at Registration on 8/1/01. The Presentation Dinner will be held at RQYS on Friday, 12<sup>th</sup> Jan 2001. This event will be held "upstairs" where a dress code of neat casual applies. Singlets, stubbies and thongs wont get you in! However, to the great relief of many, neckties are not demanded.

### ***Annual General Meeting 2001.***

Notice is hereby given that the Annual General Meeting of the RL24 Owners Association of Australia for the year 2001 will be held at the Royal Queensland Yacht Squadron Ltd., Royal Esplanade, Manly, Qld. on **Wednesday, 10<sup>th</sup> January 2001 commencing at 5pm**. The Agenda, Minutes of the AGM 2000 and current Financial Statements will be available at Registration for the regatta on Monday 8/1/01.

### ***Notices of Motion***

Attached to this Newsletter and circulated in accordance with the Associations Constitution are copies of correspondence received from Daryl Langdon (*This Way Up*). The correspondence consists of four Notices of Motion to be put to the AGM and explanatory notes. All Motions have been seconded by Ian Lane, joint owner of *This Way Up*.

### ***How It All Began***

Did you know that the very first National Championship for RL24's was held on the Broadwater at Southport in August 1974. The event was won by Des. Stanaway from Brisbane sailing *Scarlet Lady*. *Wide Horizons* (Win. Treasure) and *Southern Cross* (Harold Peacock), both from Southport, were second and third respectively. Fourth and the winner of the trophy presented to the boat which travelled the longest distance to participate, was current National President, Bruce Castles sailing the first of his three RL24's, *Sundance*. We know where *Sundance* is (currently owned by Colin and Geoff. Mc.Donald of Mc.Donald Marine in Melb.) but where are the other original placegetters? It would really be something to see them at the Titles in Brisbane next January. If anyone knows the whereabouts of these boats, could you please advise Ross Corben on (03) 97637732.

### ***For Sale***

I had a very pleasant though in some respects sad hour or so on the 'phone one evening recently with Viv. Davenport who, with wife Rae, is the owner of the immaculate *September Song* (Sail No.456). Viv. is widely regarded as the doyen of RL skippers in NSW and has been a regular and successful participant in our National Championship regattas for many years starting first with the ex Robb. Legg boat *Geronimo*. Some time ago, Viv. and Rae had a rush of blood to their heads and they moved to another bigger, more expensive and slower class of trailable yacht.



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However, after a Bex, a cup of tea and a good lie down they realised the error of their ways and returned to the RL24 fold with *September Song*. The sad part of our conversation came when Viv. told me he and Rae had realised that the years had overtaken them and, with regret, they had decided to sell their lovely boat. *September Song* is a Mk 4 with a Holms Bros. drop keel and rudder and is skiff rigged with North Sails designed by Michael Coxon. A mainsail, 2 jibs and 3 spinnakers make up her sail wardrobe. Internally, she is fully lined and equipped with shelving, metho. stove, bunk cushions etc. for comfortable cruising. She comes with a 5hp Yamaha outboard, stainless boarding ladder and is on a galvanised steel single axle registered trailer (NSW.) Also included is a dinghy which stows in the cockpit when the outfit is being trailed to yet another cruising venue. When not sailing, the boat is always garaged which helps explain its immaculate condition. Viv. is asking \$18000 (ono) for *September Song* and can be contacted on (02) 43 521 884.

*And finally.....*

As this is the last Newsletter for the year 2000, your Committee (all 3 of us!) extend to all members our best wishes for the coming festive season and hope you have a great sailing summer. To those making the trip to the Brisbane Nationals, we look forward to catching up with you there.

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*Ice Chest: Routine Maintenance*





# Memo



To: Club Commodores  
Club Captains  
Keelboat/Tailable Club Secretaries  
Keelboat /Tailable Class Secretaries

(Please ensure the appropriate people within your club/class receive a copy of this memo)

From: Peter Bedggood  
Chairman - VYC Safety Committee

Date: 23 August 2000

Re: **Standardised Safety and Seaworthiness Declaration for Season 2000-01**

In conjunction with representatives of Clubs and Class Associations the Safety Committee of the VYC has been working to develop a standardised Safety and Seaworthiness Declaration for use by keel andailable yachts.

When implemented, along with the safety category identifying sticker, the new Declaration form will reduce administrative work for race officers and provide assurance that boats entered for events will be in compliance with the required category for the event.

As part of the implementation, the VYC will be seeking agreement from Clubs to accept entries from boats that have submitted a completed Safety and Seaworthiness Declaration to a signatory Club or Class Association, without a need for submission of another Declaration. Signatory clubs are requested to establish systems to ensure that Declarations are properly processed and stickers issued.

The concept of the safety category identifying sticker is that after submitting a completed Declaration to their Club or Class Association, boats will be issued with a sticker indicating the highest category for which the declaration applies. This sticker is to be affixed on or close to the stem of the boat in a readily visible position and will be "statement" by the boat of it's continuing compliance. The sticker will have the applicable safety category prominently in the centre and the shape of the sticker will change from year to year for easy recognition.

The sticker will also serve as check for race officers, both on the water and ashore, that boats are in compliance. For big events with 60 or more entries, such as Range Races and the mainailable events, the verification of conformance will be much easier and quicker.

It will remain a recommendation that Safety Equipment Inspectors conduct audit inspections at random. The Declaration and sticker will make it simpler and quicker.

The standardised Declaration form will be available electronically from the VYC so that Clubs may tailor the form for the Category/s they for which they wish to apply and to include the name of the Club or Association. The stickers will be issued in bulk by the VYC Office for a fee to cover the cost of producing the stickers.

It should be noted that the Safety and Seaworthiness Declaration is to be signed by the Owner of the boat and is their statement of compliance. Any inspection of boats should only be made after the form is submitted and as an audit only. It is important that Safety Equipment Inspectors do not sign the Declaration form or in any way imply that they are "approving" a boat so that they are not put in a legal position of taking responsibility for assuring the safety and seaworthiness of the boat and it's equipment.

A "protocol" is being prepared for circulation to involved Clubs and Class Associations and we will be asking for a statement of acceptance of the protocol by all involved.

I strongly commend this new co-operative system to all involved Clubs and Class Associations and seek your prompt response so that it may be in operation for the first racing to commence in October.



The Secretary,  
RL24 Owners Association,  
161 O'Connor Rd.  
Knoxfield 3180

Daryl Langdon  
455 Barongarook Rd.,  
Barongarook 3249  
Ph. 52338216 AH  
52311494 BH  
04119881862 Mobile

Dear Ross,

I would like the following notice of motions to be put to the Annual General Meeting of the RL 24 Owners Association.

1. Any boat which has a modified keel, deck/cockpit modification ( i.e. cut down etc) shall incur a 2.5% time penalty.

2. Championship/Titles shall consist of 3 divisions

1. Drop Keel
2. Swing Keel
3. Cruising Division

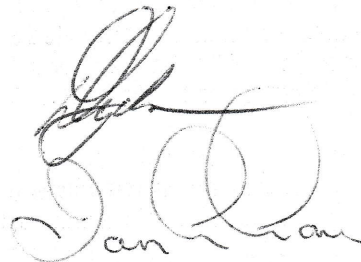
Boats sailing in the cruising division will not use a spinnaker, they must carry bunk cushions and a stove. Drop & swing keel boats will contest the one cruising division with the CBH system used to calculate the winner.

3. All boats must carry a working 27 MHz radio.

4. Slopper stoppers to be allowed.

Proposed by Daryl Langdon

Seconded by Ian Lane.

The image shows two handwritten signatures in black ink. The top signature is for Daryl Langdon, and the bottom signature is for Ian Lane. Both signatures are written in a cursive, flowing style.

Daryl Langdon  
455 Barongarook Rd. Barongarook 3249  
Ph 03 52311494/ 0352338216  
or mobile 0419881862

To all members of the RL24 Owners Association

Following discussions amongst local RL24 members we believe that unless some realistic changes are made the future of our class of boat is very limited. [Probably doomed.]  
We must entice more members to compete at our titles. We believe this can be achieved by the following rule changes.

1. We propose a 2.5% penalty for modified boats which will help equalise the fleet. Some will argue that the RL24 is a development class (development means spending dollars to go faster, thus becoming a class where the more money you have the better chance of success). We believe this development is hurting our class. Besides how can you develop a class when the class is no longer produced.

The modified boats are hurting handicaps for the standard RL24, because the C.B.H is calculated on results at open regattas etc, where these modified boats are competing, quite often successfully, thus discriminating against the standard RL24.

2. It is believed a cruising division will entice the husband/wife combination, the newer inexperienced sailor and others who feel their boats are not quick enough for the open divisions. Spinnakers will not be used in this division.  
By not using spinnakers the safety factor, especially in heavy conditions is enhanced. Cruising division boats must carry bunk cushions and a stove, bringing a true sense to what a cruising boat should be.

Only one division comprising both drop and swing keel boats will be contested. The CBH system will be used to calculate the final results.

3. All boats must carry a 27 MHz radio. Carrying a radio will improve safety by leaps and bounds. The way the sailing scene is going it will not be long before radios are compulsory anyway.

4. Slopper stoppers to be allowed. Slopper stoppers are allowed in some states, why not make it uniform. The cost of this device would be minimal and they would help to keep the boat dry.

All these proposals have been forwarded to the association secretary to be put to and voted on at the A.G.M. We look forward to your support in trying to achieve our aims.

These proposals are supported by the following RL's

This Way Up  
Toucan  
Slippery When Wet

Streetcar  
Pipedream

Sincerely Yours.  
Daryl Langdon

