



**NATIONAL NEWSLETTER**

OCTOBER 2004

RL24 – It's YOUR kind of boat

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**From the Secretary:**

The months are passing by and in my haste to get the Notice of Race out in plenty of time, I failed to clear it with the Gippsland Lakes Yacht Club first, and that is the reason for the updated Notice of Race, re-written by GLYC, included with this newsletter. The changes they have made are mainly based on safety and liability so make sure you have your boat insurance up to date and bring along your safety compliance declaration as required by the Club. Also don't forget to wear your PFDs at all times when you are on the water. I guess it will become law before much longer so this may be the time to get used to wearing them. I have an inflatable PFD which is quite comfortable to wear but they are expensive. I do find it far better than wearing a boat fender around my neck.

I do have some great news to report: Jeff has secured a major sponsor for the Nationals and Bernie has also managed to get plenty of sponsorship for each race of the series. We have planned to partially subsidise the travelling expenses for all competitors so keep a record of your kilometers travelled to get there as there may also be a prize for a distance yet to be determined. This does not apply to late entries. Our major sponsor, GFO, will have their banner displayed at the Yacht Club and each competitor will carry their sticker on their bow for the Series. I have included a list of the local sponsors in Paynesville so please support them while you are there.

In this newsletter there is another great story from Ross about the drama on the way to last year's Nationals at Loch Sport. It has inspired me to do a little maintenance before the summer arrives.

Another event to mark on your calendars is the Snapper Point Regatta which will be held on the 12<sup>th</sup>, and 13<sup>th</sup>. February 2005. This event may be a good opportunity for us to hold our Victorian State Titles in conjunction and the Mornington Yacht Club is a great venue. It is conveniently located for Melbourne residents and their facilities are excellent. Negotiations are underway and the Notice of Race should be available soon.

On the same weekend, 12<sup>th</sup>, and 13<sup>th</sup>. February the Victorian Trailable Yacht Championships will also be held. The venue for this event is the Royal Geelong Yacht Club. Unfortunately there always seems to be more than one event on at the same time to the detriment of the organizing clubs.

Coming up on 30<sup>th</sup>, and 31<sup>st</sup>. October is the Rose Festival Regatta hosted by Mokoaan Yacht Club. For more information contact the Club Secretary, Kerry, on 03 57273429 or the Commodore, Liz, on 03 57624567. There may not be too many more opportunities to sail on Mokoaan before the plug is pulled out so take the chance to sail on this man made lake before it is gone.

On 13<sup>th</sup>. November, the Portarlington Sailing Club will be holding their Channels race. Portarlington is a convenient venue for Melbourne or Colac RL24s.

I would like to welcome new members John Haworth (Libeartybell) and Simon O'Leary (Miles to Go). Look forward to meeting them soon.

If anyone would like to nominate a member of the Association for the Bruce Castles Participation Award, now is the time to send in your nomination.

### 30<sup>th</sup>. Anniversary National Championships.

The Loch Sport Boat Club again hosted the RL24 National Championships, the third consecutive year it has done so and despite some uncooperative weather, the series was an unqualified success. This anniversary year saw both a significant increase in the number of boats competing and a substantial rise in the standard of competition. In fact, one would have to go back to the 1980's to recall racing as good and close as this year's.

The success of the series was, in large part, driven by the participation of a number of new boats and the return to the RL fold of some old stalwarts. For example, Ian Cook from the Colac YC joined the Swing Keel Division for the first time with his Mk3 *Screaming Blue Murder* (Sail # 414). James Shannon, erstwhile foredeck maestro aboard *Lowana 6*, claimed a place in the Drop Keel fleet with his recently acquired Mk1, *Warrigal*, (Sail # 150), an ex South Australian boat which he has restored magnificently. Bernie Ryan from Paynesville joined in with *Monkey See Monkey Do* (Sail # 126), a Mk1 swing keeler which was originally built up in 1974 by Roy Martin, the National Association's first President. The most immaculate RL ever built, *Streaker*, (Sail # 104) was brought out of retirement by Doug Liaity, its builder, owner and guardian these last 30 years or so. This magnificent Mk.1 swing keeler which looks more like a piece of fine furniture than a yacht was skippered by Darren Dyer who is usually found tweaking the mainsheet aboard *Ohau Rua*. Craig and Ian Rainey made a most welcome return to an RL National series with their Mk3 drop keeler *Wings* (Sail # 450). They had previously won a National Championship with her at Lake Wellington in 1989 where they had as one of their crew none other than Simon Walsh. In 1987, *Wings* won the RL Nationals at Gladstone Qld. in the hands of her previous owner, Warren Walters. Lloyd Graham also made a comeback to National championships after an absence of several years. On board *The Sting* (Sail # 555), his Mk3 drop keeler, was top A Class cat. sailor John Pruden and South Pacific Masters Games Silver Medallist, Les Brown so Lloyd wasn't short of experience. Quelling the brawls and the constant threats of mutiny amongst the crew (both of whom sail their own RL24) was another matter but by the end of the regatta, they had done very well indeed.

The racing was excellent in both Divisions despite weather conditions which caused some heats to be postponed or abandoned due to either too much wind or not enough! In fact the last heat was lost altogether as constantly heavy weather made it impossible to run the resail. The Championships were thus determined on the basis of 6 heats. In the Swing Keelers, Ian Lane (*This Way Up*) once again demonstrated his class by winning 3 of them while Bernie Ryan won 2. Darren Dyer won the other, steering the venerable but very quick *Streaker* to victory in Heat 2. While the leaders were belting away at each other, there were some notable scraps taking place not far behind. Paul Davis (*Street Car* Sail # 269) was always there or thereabouts, claiming a meritorious 3<sup>rd</sup> in Heat 4 and finishing 4<sup>th</sup> in the Division. Wayne and Greta Hill, undaunted by their unexpected swim last year, returned with *Spiral Navigator* (Sail # 47 – the ex John Smythe *Juanita*) complete with a very clever and well executed cockpit makeover and diced vigorously with Ian Cook and *Screaming Blue Murder*. The fleet “whipper upperer” was *Miss Tress* (Sail # 108 – the ex Col. Murray *Pampero*) sailed enthusiastically by the entire

Hetherington family, Hugh, Lisa and children Cara and Howard. Despite some gear problems, they started and finished every heat bar one and on one notable occasion, won the start only to be thwarted in their moment of glory by a general recall. *Miss Tress* may not be the fastest boat out on the track but the Hetherington's consistent support of the Association's National Championship series is laudable.

For their part, the drop keelers also enjoyed the closest racing they've had for years. Any one of 4 or 5 boats could have taken any given heat and even after 6 heats, the result was not fixed. With three heat wins each, *Ohau Rua* was in front of *Wings* on points but a win in the last heat by *Wings* would have given it the Title. However, championships aren't decided on speculation and for 2004, it is Simon Walsh who is the National Champion in the RL24 Drop Keel division. Simon and his crew of Shane (The Barrel) Bennett and Glen (The Keg) Keith answered every challenge and are worthy winners in every respect.

The performance of the runners-up, Craig and Ian Rainey with *Wings* was also full of merit. *Wings* hadn't been sailed competitively for a considerable period of time and had only just been put back on the water after a keel and mast transplant operation which took several months to complete. That she should perform so outstandingly speaks volumes for the meticulous way in which the Rainey Brothers (known affectionately as The Dodgy Bros!) prepared her and raced her on the track.

Third spot on the podium was filled by the bloke with the secret of perennial youth – one Michael John Shannon sailing his beloved *Lowana 6*. The great thing about Mick's performance was that it mattered not one jot that his crack for'ard hand (possibly the best spinnaker trimmer going around) had deserted him. Recruiting Rebecca Dyer, a very talented young yachtswoman and daughter of the aforementioned Darren to replace "Fig Jam Jimmy" and with help from #2 son, Fred, Mick and Rebecca notched up at least two 2nds. and a third to finish the regatta in 3<sup>rd</sup>. place overall. A terrific performance.

The Consultative Committee aboard *The Sting* consisted of owner and nominal boss Lloyd Graham, John Pruden (owner of *Liaison* - Sail # 431) and Les Browne (owner of *Alicia 2* - Sail # 338). Three skippers sharing one boat usually means three different opinions on how to sail it but somehow they kept their focus and had a great regatta. In particular, they worked hard at their starts and regularly came off the line at or near the head of the fleet going fast. Not surprisingly, they scored well with a solid 2<sup>nd</sup> and a couple of minor places in their tally to finish 4<sup>th</sup> overall.

The next four boats, (Mike Reid with *Sasha* Sail # 102, Paul Corben *Cosmic Sedso*- Sail # 600, Jeff Germaine *Radical Lady* – Sail # 307 and Ken Griffiths *Splice* – Sail # 231) had a wonderful regatta-long tussle with any one of them capable of knocking off the others. Heat 4 was pivotal when *Cosmic*, after holding a seemingly certain 3<sup>rd</sup> place for eight of the 9 legs of the course, was trapped on the wrong side of a shift and was overrun on the last beat by *Sasha* and *Rad. Lad*. There wasn't much to smile about in the Corben/Castles camp that night, I can tell you. *Sasha*, for her part, performed more consistently than either *Cosmic* or the *Lad*. and Mike's 5<sup>th</sup>. place was well earned. It's not known if *Rad. Lad* suffered from the same Excessive Skipperitis condition which was detected on *The Sting* but what is known is that crewing with President Jeff was Hon.Sec/Treasurer Trevor Jones who forsook his very own *Casper* on the grounds that no one would sail with him. Treasurers are sometimes like that! Ken Griffiths (*Splice*) had

a consistent series and, given that he was the only one on the boat younger than retirement age, should have been well pleased with his performance. As usual, his boat was immaculately presented.

Finally, despite circumstances that would convince most people to give away sailing altogether, ( see the following story) Jimmy Shannon arrived at the starting line of the first heat of an RL24 National Championship sailing his very own RL24 and thus fulfilled a long held ambition. He fronted up for all subsequent heats also and in doing so, opened up new ground for the offspring of the pioneering owners ie those who have been around the RL24 scene for a bit. We all know the list of spoilt brats who have taken over their parent's boat – the likes of Simon, The Dodgy Bros, Paul, Jamie McDonald (*Solitaire* Sail # 25), Jimmy Castles (*Pegasus* Sail # 152), Pete Hackett et al but Jimmy Shannon is different. He, to his great credit, has bought his *own* boat and what a wonderful example he sets! In fairness, it should be reported that his brother Fred has done the same thing but Fred is yet to front a Nationals in full combat mode. On this occasion, Jimmy may not have featured prominently in the results but when he gets himself organized, I, for one, predict that he will be a force to be reckoned with if the tenacity he has recently shown is anything to go by. Well done, James.

The National Championships for RL24's have thus been decided for the year 2004. Ian Lane and Simon Walsh are to be congratulated and applauded for their success, the more so because this year they were required to work hard for it. But the real winners are all the people who came to the regatta and who enjoyed the competition, the camaraderie and the opportunity to learn more about their boat and their chosen sport. Many thanks to the team at Loch Sport Boat Club who worked tirelessly to present a seamless series under difficult weather conditions. Without their efforts and contributions there could be no regatta.

#### **Winners and Grinners.**

Trophy winners at the 2004 RL24 National Championships were

#### **Swing Keel Division**

1 <sup>st</sup>	Ian Lane	<i>This Way Up</i>
2 <sup>nd</sup>	Bernie Ryan	<i>Monkey See Monkey Do</i>
3 <sup>rd</sup>	Darren Dyer	<i>Streaker</i>

#### **Drop Keel Division**

1 <sup>st</sup>	Simon Walsh	<i>Ohau Rua</i>
2 <sup>nd</sup>	Craig Rajney	<i>Wings</i>
3 <sup>rd</sup>	Michael Shannon	<i>Lowana 6</i>

#### **Coolibah Trophy For Teams**

Lloyd Graham	<i>The Sting</i>
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### **Master of the Fleet**

In recognition of the 30<sup>th</sup> anniversary of the RL24 Association, our Patron Rob Legg forwarded to the Committee the Australian flag which was flown from the masthead of the Committee Boat officiating at the first RL24 National Championships on the Gold Coast in 1974. At the conclusion of that series, Rob took the flag and carefully stored it in wrapping for the next 30 years. In exposing it to the light of day once more, the Association's Committee has decided to make the flag an annual presentation to the oldest RL24 owner actively participating in the sailing competition at the National Championships. The first owner to receive this distinguished trophy is Doug Laity, the owner of *Streaker*.

### **Bruce Castles Participation Award**

This year saw the inaugural presentation of the Bruce Castles Participation Award. The award consists of a wooden trophy beautifully handcrafted by current Association President Jeff Germaine. It is a stylized representation of a yacht's mainsail and spinnaker in the same proportions as those on an RL24. The base is taken from a piece of Blackwood (*Acacia melanoxylon*) which Bruce had fancied the look of and had stored for years in his shed against the day he would have time to run it past his wood turning lathe. Alas, that day never arrived but there is no doubt that he would be well pleased with the result of Jeff's work. The spinnaker is a magnificently carved and polished piece of River Red Gum (*Eucalyptus camaldulensis*) while the mainsail is taken from a billet of Southern Sassafras (*Atherosperma moschatum*). Sassafras is a species dating from the Gondwana period, a fact well known to Bruce and one which intrigued him. The trophy is a wonderful piece of work by a talented artist but its real value lies in the way Jeff has so skillfully woven together so many threads of Bruce Castles' life in a medium to which he gave much of his life. Jeff has given us a trophy to treasure as a reminder of the vast talents of the late Bruce Castles and the extraordinary contribution he made to those around him, to the sport of sailing and to the RL24 Association in particular. Ross Corben was awarded the trophy for 2004.

### **Toad of Barmera Award**

To the great consternation of the Standing Committee for the Awarding of the Toad Trophy (SCATT!)\*, the standard of on-water behaviour at this year's Nationals was so high that there were almost no claimants for the Toad Trophy. To be fair, the Hetheringtons made a half-hearted bid for honours when Lisa took a tumble from the cabin top while in the throes of removing the mainsail in a 40kt. squall but she'd hardly bobbed to the surface when the Loch Sport rescue crew plucked her to safety. Earlier, Ken Griffiths and his Dads Army crew of John Sheppard and Reg. Hill were exploiting the benefits of Ken's local knowledge by sneaking in close to the shore to pick up a lift to the finish line. They did well for a time and were congratulating themselves when they suddenly noticed that the scenery wasn't slipping past as fast as it should. After a minute or two, the penny dropped and they realized they'd gently run aground. So much for local knowledge although the boys were heard arguing strongly that the offending sandbar had only moved that very afternoon! However, as amusing as it was to watch the antics aboard *Splice*, from the comfort of the Committee Boat (Ray Walsh's Clipper 40!) it didn't amount to an award winning performance and so the SCATT was left with no

option but to award this years Toad Trophy to the “victim’ of an off-water event. As recorded earlier in this journal, James Shannon recently purchased “Warrigal” (a Coorie word for “wild dog”!) and spent considerable time and money repainting her and replacing most of her fittings. The result was magnificent and full of justified satisfaction and high of spirit, James set out from Rhyll bound for Loch Sport. Alas, like Mulga Bill and his bicycle, he’d barely gone a dozen yards and the right hand wheel of his trailer bolted clean away. Fortunately, this minor interruption to his stately march to Loch Sport occurred right outside the aircraft park at the Phillip Island Airport and while the departing wheel went to the left of a stationary Cessna, the trailer went to the right and no harm was done. After retrieving the offending wheel, repairs of a sort were made to the hub and once more our Jimmy set his course for Loch Sport and his first Crusade. Arriving at Wonthaggi after an uneventful hour or so on the road, James prudently sought an auto parts shop and purchased new hubs and associated bits for both wheels. Regrettably there was no one in the town who could fit them up for him but the helpful suggestion was made that if he detoured to Inverloch, he would certainly find someone there who would oblige. Wrong! However, our intrepid traveler was assured by the self-appointed expert in Inverloch that his current set-up would see him through so, once again, he lit out for Loch Sport. Wrong again! Somewhere near Fish Creek, the left hand wheel took its leave but this time the wheel disappeared into a massive clump of blackberries and defied retrieval. Worse, the impact of the hub on the road drove a mudguard support through the hull leaving a morale-sapping and expensive hole in the otherwise pristine boat. But our boy was more than a match for this most recent upset and simply set about rebuilding the left hand hub on the side of the road by himself. It’s said you can give a Holden a valve grind with a shifter, a scew driver and a pair of pliers. That may or may not be true but James is here to attest to the truth that with the addition of a hammer to the aforementioned tools, you can fit new wheel hubs and bearings to a boat trailer on the side of the road near Fish Creek! With the job completed it required only the jack to be removed before our intrepid traveler was on his way again but once more the Trailer Triffids struck and somehow the jack became jammed. The effort to free it rendered it incapable of further service and it was consigned to the blackberries, to rot forever with the runaway wheel! On the road again and surely, there is nothing left to go wrong thinks Jimmy The Jinx. He’s wrong too! Approaching Alberton, the wheels are still part of the axle assembly but a tyre bursts and now our lad really is in deep Sorrento Hotel I Tango. The jack and the spare wheel are both resting comfortably in the Fish Creek blackberries and worse, the sun has suddenly dropped behind the horizon. But James is nothing if not resourceful and spying a nearby farm house, replete with the usual clapped out Holden paddock ute abandoned under the usual ancient cypress tree, he hies himself to the back door and pours his heart out to the resident within. At last, his luck is running his way. The farmer, as farmers often do, takes pity on this pathetic piece of flotsam which has just washed up on his doorstep and obliges with the loan of a jack, a tyre off the paddock ute and lots of support and encouragement. James lives again – the only cat with many, many more than 9 lives! But, of course, it’s now dark and not wanting to press his luck too far, he sensibly sought the comfort of a local motel for the night thus not only earning the gratitude of his ever-patient and tolerant partner, Michele, but becoming the first RL24 owner in history to take more than 1 day to drive from Rhyll to Loch Sport. What a distinction! Next day was a total bore – no drama, no adrenalin, no wins, no losses.

And his Championship series was pretty much the same except for some minor inconvenience at the end of the 6<sup>th</sup>. heat when a 40kt squall hit *Warrigal* but, as you've already seen, he'd done quite enough to secure the Toad Trophy for 2004. The win is particularly impressive insofar as James is the first skipper since Peter Jackman to win the Toad at his first Championship as an owner. Peter won the inaugural award in 1978 for his effort in driving from Innisfail Qld. to Barmera S.A. towing his RL24 in 2<sup>nd</sup> gear. He drove back the same way!! And that set a precedent for James too. At the end of the series, he left Loch Sport bound for Rhyll, but before he reached Longford, yes, you guessed it, a wheel fell off his trailer!! Thus are made the great legends of the RL 24 Association.

\* Scatt. n. *an improvised form of singing where the vocalist sings nonsense syllables.*

### **Editors Postscript**

While I've never considered it a sin to enjoy a joke at James' expense, (after all, I've known him, man and boy, for most of his life and I owe him a few) I think it only fair to point out that the wheels fell off his trailer through no negligence of his. Quite the contrary. Most probably it was his conscientious checking that the wheel nuts could be removed in the event that he picked up a puncture during his journey that was the genesis of his problems. My guess is that in loosening and retightening the wheel nuts, he exceeded the tensile strength of the studs (very easy to do) and given that one or two of them may have been weakened anyway by accumulated corrosion, they progressively failed as his trip proceeded. James' experience is thus a most timely wake up call for all of us. And one more thing – it is a blessing that, apart from bruised pride and a hole in the wallet through which a lot of money escaped, neither James or Michele suffered any damage and are home safely.

### **A Newsletter Plea With A Difference.**

Most newsletter editors, at some stage of their career, cry out for something to print. You may have noticed that I gave away that approach years ago. These days, if things are quiet on the news front I simply make it up. That's what they do on the dailies and people buy them by the millions. However, this plea is different insofar as what I'm looking for are *newsletters* - RL24 Newsletters to be precise and in particular any which were published between June 1977 and August 1983 and between January 1987 and December 1988. I'm attempting to archive the collected wisdom and experience of that select group of people in this life who have chosen to sail RL24's and I'm fairly confident that I have all other RL24 Newsletters ever distributed, including the very first one written by June Legg. Photocopies will do and, of course, I'll happily meet any expenses incurred in that regard. If you can help me (Ross Corben) I'd welcome your call on (03) 97637732 ah or 0419 501319 bus.

**Some Mothers Do 'Ave 'Em!**

After a late-night phone call, I have it on the very best authority that Colac's uncrowned Queen Pamela has a badly broken ankle. Pam says this was the outcome of her husband, Crown Prince Bryan, driving a tractor over her leg. Bryan says Pam flung herself under the machine in a last ditch attempt to win the Toad Trophy for Colac. Whatever, the reason, Pam wasn't aboard *This Way Up* the following weekend as a result of which Laney was beaten by Paul Davis and *StreetCar*. There is absolutely no truth in the nasty rumour circulating around the Colac Y.C. that Paul wants Bryan to drive the tractor every weekend.

Fact File: Pam was actually helping Bryan launch Toucan for an after-work sail. Pam was on the jetty holding the bow line, Bryan driving the club tractor hooked onto the trailer. The line became caught on the trailer so Pam hopped onto the ramp to free it, unseen by Bryan. Unfortunately, she slipped and before either of them realized it, she'd gone under the wheel of the tractor. After she was extricated, she hobbled round for 24hrs or so before finally getting to a doctor who took no time in diagnosing a bad break, a fact confirmed by x-rays. One tough lady is our Pam.

Not long after hearing from my "agents" in Colac, I had a report from Paynesville to the effect that, during a long distance race to Metung and back, Bernie Ryan and his boys took the opportunity to earn their Learn To Swim Certificate. They were obliged to do this on account of *The Monkey* (ie *Monkey See Monkey Do*) rolling over on them and playing doggo. Unfortunately, with its mast pointing at the bottom of Lake King, the swim lasted longer than Bernie would have wished but thankfully, there was little or no damage other than injured pride.

**And Finally...** thanks to Trevor Jones who so generously produced the last two RL Newsletters thus compensating admirably for my overwhelming sloth. I'll try to do better in future.

Ross Corben.

**GIPPSLAND LAKES YACHT CLUB Inc.**  
**NOTICE OF RACE**  
**RL24 CHAMPIONSHIPS – 2004/2005**

Gippsland Lakes Yacht Club Inc. (GLYC) invites entries for the 2004/2005 RL24 Championships to be sailed on the Gippsland Lakes adjacent to Paynesville from January 2 to 7, 2005 according to the program herein.

**1. ORGANISING AUTHORITY.**

The Organising Authority is Gippsland Lakes Yacht Club Inc. on behalf of the RL24 Owners Association of Australia.

**2. RULES.**

All races will be governed by the ISAF Racing Rules of Sailing for 2001-2004 (RRS) including amendments as made from time to time by ISAF; by the Prescriptions and Special Regulations of the Australian Yachting Federation (AYF); by this Notice of Race; by the rules of the RL24 Owners Association as supplied to the race Committee prior to the Regatta; (except as any of these are changed by the Sailing Instructions); and by the Sailing Instructions that will be issued for this Regatta.

**3. REGATTA PROGRAM.**

The Regatta Program is as follows:

Sun. 2nd. Jan	Registration from 0900.	Information session 1200.	
	1355 <b>Invitation races</b> - 3 heats.		
	1700 Barbecue, club introductions.		
Mon. 3rd. Jan	0955 - <b>Race 1.</b>	1355 - <b>Race 2.</b>	Approx 10 min after Race 2 - <b>Race 3.</b>
Tues. 4th. Jan	0955 - <b>Race 4.</b>	1355 - <b>Race 5.</b>	Approx 10 min after Race 5 - <b>Resail</b> if necessary.
	1800. AGM		
Wed. 5th. Jan	0955 - <b>Race 6.</b>	1355 - <b>Race 7.</b>	Approx 10 min after Race 7 - <b>Resail</b> if necessary.
Thur. 6th. Jan	0955 - <b>Resail/s</b> if necessary) or	Fun race, details to be announced on the day.	
Fri. 7th. Jan	1900 - Presentation Dinner.		

**4. ADVERTISING.**

The Series is classified as Category C in accordance with RRS Appendix 1.

**5. ELIGIBILITY AND ENTRY.**

The regatta is open to all RL24s whose owners are financial members of the RL24 Owners Association of Australia. Eligible boats shall enter on the attached Entry Form which shall be lodged with the Secretary of the RL24 Owners Association of Australia by Monday 20th December 2004 accompanied by the Entry Fee.

Late entries may be accepted at the discretion of the Race Committee up 1200 on 2<sup>nd</sup> January.

**6. ENTRY FEES.**

The entry fee for the regatta will be \$110.00 per boat..

**7. SAILING INSTRUCTIONS.**

The Sailing Instructions applicable to races in this series will be available from the Regatta Office after 0900 on Sunday January 2.

**8. COURSES.**

Courses will be triangular Olympic or windward and return as detailed in the Sailing Instructions.

**9. SCORING.**

9.1 The Low Point scoring system of Appendix A.4.1 will apply except that first place in each race will score 0.75 point. Boats shall discard their worst finish place.

9.2 Five races are required to be completed to constitute a series.

## **10. PRIZES.**

Prizes for the RL24 Championship will be awarded to:

- (1) Drop Keel Champion – best scoring RL24 Drop-keel
- (2) Swing Keel Champion – best scoring RL24 Swing-keel
- (3) Other prizes may be awarded as determined by the RL24 Owners Association..

## **11. SAFETY.**

### **11.1 Category**

The safety category applicable to this series is AYF Addendum A, Part 1 Category 6.

In addition the following will apply:

3.23 (b) Outboard motors shall be mounted in the normal operating position at all times; but may be retracted whilst sailing.

A minimum of 9 litres of fuel must be carried at the start of each race.

PFDs shall be worn by all crew at all times whilst afloat during the Regatta.

### **11.2 Safety Equipment Declarations**

Boats shall have submitted to GLYC a valid Safety Equipment Declaration (SED) as per attached.

## **12. MEASUREMENT**

The Race Committee reserves the right to inspect, measure and check the hull, spars, sails and safety equipment of any yacht at any time before or after any heat during the series. Competing yachts should have a current measurement certificate.

## **14. INSURANCE.**

All competing yachts shall have public liability insurance for an amount of not less than two million dollars (\$2,000,000). Such insurance should cover all risks arising while the competitor is participating in any way in the Championships whether ashore or afloat. The owner / competitor shall provide a copy of the insurance certificate with the Entry Form.

## **15. FURTHER INFORMATION**

Contact the Secretary, RL24 Owners Association of Australia (Trevor Jones).  
P.O. Box 112, Loch Sport, 3851. Phone 51460592.(Weekends), 51430806 (M to F).

President, Jeff Germaine. Phone 51432067 e-mail [trevor@loch-sport.net](mailto:trevor@loch-sport.net)

Gippsland Lakes Yacht Club: [glyc@hotmail.net.au](mailto:glyc@hotmail.net.au)

Class Coordinator: Bernie Ryan. Phone 51567606 [ryan@dcsi.net.au](mailto:ryan@dcsi.net.au)

### **Social Activities:**

The GLYC clubhouse will be open after each days racing and all competitors are invited to come along and enjoy.

The GEO 2005 RL24 National Championships are sponsored by the following business. Therefore during the Championships and any other time could you please support them as they have supported us.

- Supermarket
- Mercury and Yamaha motors
- 100 seat charter boat
- Innovation in design and construction
  - Butcher
  - Fresh fish and Fish & Chips
  - Meals
  - Accommodation bookings
- Boat sales, chandlery, maintenance
  - Tattsлото, papers, magazines
  - Architects
    - Pharmacy, gifts
    - you bang em we beat em
    - Computers, hardware, software,
- Bread, pies, cakes, drinks
  - Waste Disposal, bulk bins, skips
  - Onsite cabins, boat storage
  - Advertising, news items, printing
- Free RL24 storage, self storage units
  - Travelift, cleaning, maintenance, survey
  - Civil Engineers
- Avor Boats, second hand boats, yachts sales
- Property Developers
  - Residential property sales
- Beer, Wine and Spirits