

RL24 OWNERS ASSOCIATION OF AUSTRALIA

NEWSLETTER

October/November 1976

NOTICE OF ANNUAL GENERAL MEETING

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The Annual General Meeting of the RL24 Owners Association of Australia will be held on January 10th, 1977 at the Gippsland Base Hospital Nurses Home Theatre, Palmerston Street, SALE, commencing at 8.00 p.m.

A G E N D A

Apologies.

Minutes of last Annual General Meeting.

Correspondence.

Treasurer's Report

President's Report

Determination of Venue for 1978 National Championships.

Election of National Committee/Office Bearers 1977.

General Business -

(a) Notice of Motion - see below.

(b) Other

Close.

Footnote: As is now customary the committee of the State Association hosting the next National Championships becomes the National Committee of the Association for the intervening 12 months.

Notice of Motion.

It is proposed that the maximum fore and aft dimension of the mast shall be limited to 120 mm excluding normal fittings.

Proposed Roy Martin.
Seconded Ross Corben.

President's Message.

Our editor, Ross Corben, has just run through the items for this newsletter. He has accumulated a lot of interesting news so I will try to keep my end of the story to the bare essentials. The next four items are mine.

Referendum and revised rules.

The referendum on sails resulted in a decision to nominate one mast and one suit of sails for a series.

Forty five votes were returned, thirty one in favour of proposal 1, giving the necessary two-thirds majority.

Eight voted for proposal 3, and only five in favour of proposal 2, i.e. no restriction. One member returned the ballot paper with comments, but without voting.

The results have been embodied into the class rules, a copy of which you will find enclosed.

The latest rules are dated 8th November, 1976. Apart from the sail restrictions they are essentially as previously laid down, but the format has been changed a little and the intent of the sections on hull form, hull weight and mast buoyancy clarified.

Replacement of gear.

Some members commented that the proposed rule seemed to prevent replacement of broken gear, particularly the mast. This wasn't intended. From the measurement certificate - "It is the responsibility of the owner to ensure that the boat is correctly measured, and thereafter meets the measurement requirements.". This will cover the repair or replacement during a series of anything subject to measurement, if essential because of inadvertant damage, provided the owner gets his measurement certificate re-validated by the class measurer and receives the approval of the race committee. This is normal procedure.

Mast Size

The notice of motion for the Annual Meeting is intended to tidy up this point. The I.Y.R.U./A.Y.F. rules stipulate that the area of the mast should also be measured, but because it isn't in the recommended sail plan, we have specifically excluded it under the rules. However, to maintain the interest of a maximum area, we are proposing to limit it to 120 mm. fore and aft.

Dispensation on Sail Area

The committee has concluded that there should be no dispensation allowable on the measured sail areas. They must all be 20 square metres maximum, regardless of the date of purchase.

We admit, quite unashamedly, that this is to make our lives easier in the long run. Some of the pertinent facts are:-

1. We haven't found any certain way of assuring the date of purchase, or the sailplan used by the sailmaker.
2. The original decision to restrict sails to 20 sq. m. was taken by the first committee on 25th October, 1973, and the modified sailplan is dated 1st January, 1974.
3. Our best estimate is that only about 30 suits of sails would have been bought to the original sailplan.
4. Nowhere in the class records is there any record of dispensation being granted to early sails, so we have no means of establishing a cut-off point.

So after much discussion, but only a respectable degree of regret, we have concluded that 'no dispensation' is the only way of avoiding future problems.

AUSTRALIAN CHAMPIONSHIP NEWS

With this Newsletter you will find the Notice of Race and Entry Form for the 1977 Australian Championship Series. The latest word from Lake Wellington Yacht Club is that, in addition to a superbly organised series of 7 races, skippers and crews can expect to enjoy a hectic social program which includes a Pig & Beef Barbeque at Ken Hackett's home (155 Foster St., Sale) on 7th January, and the Presentation Dinner on January 13th (or 14th, depending on whether or not a resale is required). Additionally, there will be nightly "cook-outs" (Sale is now an American oil town, remember!) at L.W.Y.C. on a B.Y.O. basis and the Association's Annual General Meeting will be held, as noted above, on Monday evening, January 10th.

To date 4 boats from S.A. and 2 from Queensland have indicated they are definite starters and it is hoped that a contingent from N.S.W. might join the fray. With a black road now right across the continent, it would be great to have some of the W.A. people join in too but anyone who has sailed in the West will understand their reluctance to leave Perth at this time of the year.

Bob Bull, the Victorian RL agent has generously agreed to provide a special trophy for the first non-trapeze equipped boat and it has been confirmed that Capt. S.B. Taylor, Chairman of the V.Y.C. Racing Rules Committee, has kindly agreed to act as a member of the Protest Committee.

Clearly the Lake Wellington people are working very hard to provide us with an outstanding series. It is now simply up to us as owners to get behind the event to make it the best championship series yet. Incidentally, if you cannot make the trip to Sale it would help the Lake Wellington boys if you would let them know that you won't be competing. Skippers should also keep in mind the provision that only FINANCIAL members of the Association are eligible to race. At the time of going to press 47 owners were unfinancial members. In case you are in this category, our Treasurer is: Geof Olney, P.O. Box 202, Mount Evelyn. 3796.

W.A. ASSOCIATION FORMED

At a meeting held on 11th August, 1976, at the South Perth Y.C., a group of 10 RL24 owners formed the RL24 Association of Western Australia. Jim Elliott (Fran) was elected President while Helen Waldby (Swagman) took on the tasks of Secretary/Treasurer. Jim Woodhouse (Warrior) is the W.A. Association's Official Measurer. W.A. owners wishing to join the Association can contact Helen at 17 Bartling Cres., Bateman. 6153.

What's In a Name.?

Nothing, according to a good number of our members! The Association's Register lists all boats belonging to the Association but while all have numbers, a great many don't have names. There are at least 2 reasons why your boat needs a name. First, it is ineligible for class measurement certification without one and second, the A.Y.F. insists that the Register be complete, including boat names, no two of which may be the same, before it will confirm National status on a class. This has particular significance for us as we are on the verge of gaining such status. So, if a tick appears in the box below your boat is shown on the Register as nameless and it would be appreciated if you would contact our Secretary, Rae Mahon, 24 Wattle Ave., Beaumaris 3193, with appropriate details. Submit a couple of choices in case your favourite has already been taken.

From the Mailbag

Don McLean who sails JACANA (Sail No. 2) has dropped us a line in which he says, among other things, "my main object in writing this letter is to assure RL owners of a warm welcome if they should visit Bowen". As if that

From the Mailbag continued....

As if that sort of invitation wasn't sufficient, Don goes on to describe the prevailing sailing conditions on Bowen's excellent harbour and makes the point that it is a most viable alternative to Airlie Beach for those doing the Whitsunday trip. Don can be found at Magee's Supermarket, Gregory St., Bowen or via P.O. Box 43 Bowen, 4805.

Anchors (Away!)

The National Committee recently approached the V.Y.C. for a dispensation to use an 8 S Danforth anchor or its equivalent in lieu of the 13 S as specified by the Council and the A.Y.F. After a great deal of very careful deliberation the V.Y.C. declined to grant the dispensation and provided very valid arguments for not doing so. RL 24's are therefore obliged to carry a 13 S Danforth anchor or its equivalent as provided by A.Y.F. Yacht Racing Rules, Appendix 9, Part 2. As this Appendix is written into the Class Rules, skippers presenting their boats for measurement prior to the National series should make sure they have the right anchor and ground tackle.

More on Measurement.

If you wish to have your boat and sails measured simply contact one of the following. They are the Official Measurers appointed by State Associations.

Q'LD: Bill Mc Intosh,
66 Imperial Parade,
LABRADOR. 4215.

S. A.: John English,
P.O. Box 61,
BARMERA. 5345.

VIC: Bruce Castles,
12 Willow Court,
SALE. 3850.

Peter Trigger,
54 Saxonwood Drive,
EAST DONCASTER. 3109.

W.A.: Jim Woodhouse,
35 Mc Coy Street,
MYAREE. 6154.

Timtarri's Triumph or "The Language of Love".

Geof Olney has insisted that the Newsletter carry the following story. Since I largely disagree with his description of the language used (most of it was unprintable) and given that winning races is a fairly routine, no hum affair to many RL skippers, I was reluctant to accede to his request. On reflection, however, it was a very happy day for me - the day I won my first ever yacht race - and one I would like to share with all those skippers who, like me, are constant "also rans". So here's Geof's somewhat embellished account and to him and Pat and Ross Mahon go my grateful thanks for getting Timtarri to the line first.

Does your RL respond to tender loving words and thoughts? Timtarri's skipper talks to his boat and in a recent race at Royal Melbourne Y.S. she showed just what sort of an effort his smooth talking can have on a willowy beauty like an RL. The fleet numbered about 50 ranging from an H28 all the way through the multitude of keel and other boats of R.M.Y.S. Including RL's Timtarri (Sail No. 105) and Lowanna III (Sail No. 115 skippered by Mick Shannon). The Sou-easter blew at 15-20 knots gusting to 25. The crew weighed in at about 600 lbs. Previous performances in the 1976 Winter Series determined that Timtarri was off 7 minutes behind the earliest departure. The port tack start was a good one (the skipper showed that he meant business) and on the first beat Timtarri was kindly asked to knock off two Boomerangs. She responded willingly by laying the mark as never before still on port tack after laying off to a starboard call. What a girl! On the broad reach she was pampered and cajoled into knocking over some Tumlarens and various other boats which she did in true champion style.

Timtarri's Triumph or "The Language of Love" continued. .

On the run to leeward she was again exhorted to extend herself and she loyally obliged by planing down the face of the waves at speeds variously estimated at 12 to 20 knots, the latter, being the skippers estimate! on rounding the mark she lay 5th and then came the final beat to the gun. A lapse in the skippers concentration peeved her somewhat and she made her point by allowing two recently overtaken boats to cross tacks under her bow. But some hasty apologies and a string of passionate words soon smoothed Timtarri's ruffled feelings and gathering up her skirts, she took off. What a reaction! As Lyall Watson who wrote "Supernature" once said, (page 136) "There are examples of what seem to be P.K. (psycho-kenisis) forces acting on electrically inert substances such as plastic." Well, wasn't Timtarri plastic? There was no mistake. She pointed to the windward mark like she made the others appear to have lost their keels and with the last adversary disposed of she took the gun going away. For the first time an RL 24 had won a race at Royal Melbourne, thus creating a little bit of history for the class.

Cruising Corner.

Jo Robjohn, who describes herself as First Mate and Galley Girl aboard Merv Allwood's RL 24 "Falcon" (Sail No.137) has contributed the following delightful account of a two month cruise they completed in August, sailing north from Mackay to Cairns.

"The RL 24 is undisputedly the fastest trailer sailer and we have been very happy with our race results in Mackay against deep keelers and other trailer sailers.

But Merv and I have also proved this small yacht to be a comfortable cruising boat offshore, spending two months sailing before the S.E. Trades up the coral coast from Mackay to Cairns and enjoying every minute. We also made use of the RL's trailerability on the return journey. What would have been a hard slog into the wind in a deep keeler, was an easy 420 mile trip on wheels in 11 hours!

"Falcon" had been gradually fitted out for cruising over the last two years and when we set sail on April 16th, 1976 she sported a two burner and griller gas stove, small fridge (the gas cylinder being fitted in the cockpit) and a 20 gallon water tank. Not surprisingly, with all hatches full to capacity "Falcon" was three inches below her water line!

The winds for the first few weeks were 15-20 knots as we sailed up through the Cumberland and the Whitsunday Islands. At the end of April cyclone "Watorea" was forecast and we spent a few wet days with mast down and "Falcon" tied securely to mangroves in a muddy creek near Airlie Beach. Fortunately, "Watorea" passed off shore and blew herself out to sea.

The overloaded "Falcon" wasn't entered in the Airlie Beach Sailing Regatta, but her skipper scored a crewing job on Ross MacKee's Townsville R.L. "Escapade", coming second in the trailer sailer class. First prize went to that purple terror from Townsville, Doug Baker's R.L. "Nathalie Bee". Herb Seccombe's R.L. wasn't in the race; Herb being Commodore of the local sailing club had his time cut out organising events.

Border, was one of our favourite islands lying, as it does, a few miles due east off Whitsunday Island, and with a perfect sandy shore for beaching "Falcon". We usually tied a stern rope to a strong tree on the beach and bow anchor to hold the bow to seaward and the R.L. sat perfectly upright, (except with a strong side wind as happened with us at one time when she lay slightly to starboard - not uncomfortably so, but the gas fridge objected and ceased functioning until an air lock was removed!)

Our 7' 3" fibreglass dinghy was towed most of the time, for although it just fitted on the foredeck it made it difficult to flatten the jib and also to handle the anchor. We were towing the little dinghy when

Cruising Corner continued....

leaving Border Island and with good weather report and fair barometer reading, had full sail up, but soon found ourselves in a 20 - 25 knot wind and 5' - 6' sea. The main was double reefed (7' out) and we were still doing 12 knots at times, when, to our dismay the painter on the dinghy broke. The genoa tore as an attempt was made to roller furl it in the strong wind and we then motor sailed back looking for the white dinghy but with its pale blue interior it was impossible to spot amongst the whitecaps. So - be warned! Paint your dinghy a bright colour.

Bowen has a sheltered little boat harbour with good shore facilities, but the skipper was a bit disappointed on arriving to find it was a non-racing weekend, for he had hoped to compete against Bowen's only R.L. We had met Don Maclean at the Airlie Regatta and a few challenges had been thrown out!

The long stretch of coastline between Bowen and Townsville with Cape Upstart the only suitable anchorage in between was not so formidable as we had thought. With early starts and good conditions for square running we covered the second leg, i.e. Upstart to Townsville (66 n.miles), in eleven hours with some spinnaker flying and fast surfing on the waves. "Falcon" handling well. On reaching Townsville an enjoyable sailing weekend was spent on and around Magnetic Island with another R.L. owner Graham Power and his family on "Lime Fresh". A lot of time was spent dinghy hunting but we were unable to get one small enough and on June 1st, we continued north, towing a canoe!

Passing Great Palm Island we anchored at Orpheus Island a couple of days and then headed for Hinchinbrook Is., with its wooded hills and majestic peaks, the heavy mangrove forest extending to a maze of channels on the western side and with its rugged seaward side enticing one on to its inaccessible beaches. One could spend weeks exploring and I was sorry to leave, as we continued up to Bedarra and Dunk Islands spending a night in the beautiful little natural harbour of Mourilyan before fetching up at Cairns on 15th June.

A few weeks were spent in Cairns where we met Fred Hole with his R.L. "Contessa", Ken Laycock with "Wide Horizons" and raced with the local club as well as joining the Cairns Cruising Yacht Club on a cruising weekend to Fitzroy Is. We did a bit of "land lubbering" and while on a day trip on the Tablelands visited Bob with his R.L. "Tiki" in Atherton.

An informal match race was held in Townsville on the return journey, much to the skipper's delight, between "Lime Fresh", "Nathalie Bee" and an unloaded "Falcon"!

It was really interesting for Merv to meet the R.L. owners along the coast and also to race with them. Being the only R.L. in Mackay there has been little opportunity to compete and it was difficult to judge how "Falcon" performed.

One of the things that impressed us most of all was the friendliness of sailors and land lubbers alike, along the coast, and if this article reaches the R.L. 24 Newsletter we would like to take the opportunity of thanking all the R.L. Skippers and their families for their hospitality while we were in their ports.

Footnote: Mervyn made a few alterations to the R.L. for our offshore sailing eg: a stronger and larger rudder blade with stronger stock and pintles; the lower storm board permanently bolted and sealed, rising 5" above cockpit seating; ability to lock the keel down; and heavier turnbuckles fitted to the side stays. We often used the popular book "Cruising the Coral Coast" by Alan Lucas, but for those wishing only to cruise the Cumberland and Whitsunday Islands, the Mackay Cruising Yacht Club have published a very helpful handbook at reasonable cost, with details of anchorages, points of interest on the islands, and Admiralty Charts needed. It can be obtained by writing to the Secretary, Mackay Cruising Y.C., P.O. Box 952, Mackay. 4740.

Current Membership.

Membership of the National Association now numbers 167 with boats located in Queensland, New South Wales, Victoria, South Australia, Western Australia and the Northern Territory. Since the beginning of 1976 membership has grown at a rate slightly better than one new boat per week.

Quote of The Year.

"She (i.e. the R L 24) is a first class craft with tremendous versatility both as a racing yacht and as a family cruiser." Jeff Toghill writing in "Australian Boating", Test No. 95 - November, 1976.

KNOXFIELD.

NOVEMBER, 1976.