

THE R.L. 24 OWNERS ASSOCIATION
OF AUSTRALIA

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(Stella Maris - Sail No. 160)



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● SAILING

Arnold adds Qld. to his titles

BARRY ARNOLD sailed magnificently to add the 1978 Queensland R.L. 24 championship to his already impressive list of titles.

He holds the South Australian and National cham-

pionships 1975, 76, 77 and 78.

Arnold won four of the five heats in the Queensland event, held off Shorncliffe on the Queen's birthday weekend.

Racing divisions results

were: 1. Coollbah, Barry Arnold; 2. Sundance 11, Warren Walters; 3. Gorida, Jim Wassell. Cruising division: 1. Troika, George Beckhouse; 2. Genie, I. Watt; 3. Dulcinea, Peter Graham.



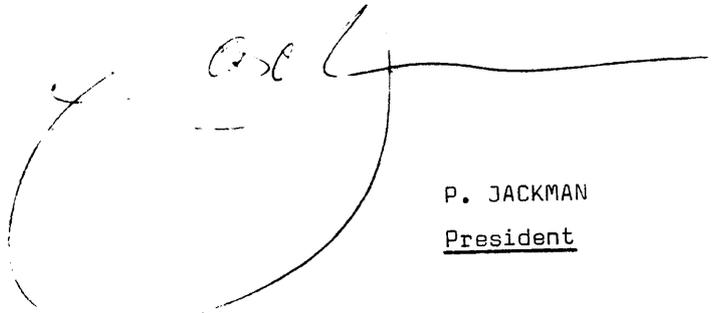
AN R.L. 24 IN ACTION

ABOVE EXCERPT FROM "THE ECHO" OF 28TH JUNE, 1978

The President's Pen: An Epistle from Petrus - (Stella Maris). would that more Barmera vineyards turned sour. Queensland was particularly pleased to have our Australian Champion Barry Arnold (ex S.A.) sailing in the 1978 State Titles at Sandgate (Brisbane). He, of course, did what he has done frequently in "Coolibah"; never looked like being beaten although a number of races were very close. The final race was a memorable one in which Jim Wassel's "Garuda" was ahead with fifty metres to go to the gun and flag. "Coolibah" was second and seemed she was destined there to remain. The good Dr. Wassel's wife and daughter were watching from the cliff tops of Sandgate and were about to sink to their knees in gratitude for the miracle given when "O mirabile dictu" Barry got up behind Jim, took his wind, collapsed his spinnaker, crept up alongside "Garuda" to nudge Jim out by a few feet - shades of Toad of Barmera, eh. Craig (and Pauline).

Barry (and Chris) - we salute thee, Queensland salutes thee, and our leader (Joh) salutes thee. (Some critics have said "Stella Maris" was a good thing beaten - others have said other things less complimentary).

We are particularly pleased to have news from the Associations in other States. Oh, what a philosophical President has the Victorian R.L. 24 Association. Tony Shannon appeared on National T.V. (Monday Conference) and took on some of the so-called brains of Australia's Academia: his display on T.V. surely makes him a real threat to "Coolibah" in the 1979 National Titles.

A large, stylized handwritten signature in black ink, appearing to read 'P. Jackman', is written over a faint circular stamp or watermark.

P. JACKMAN
President

BRAMBLE BAY WINTER SERIES: This series comprising five races was conducted by the Sandgate Yacht Club in conjunction with the Queensland Cruising Yacht over the period from 21st May 1978 to 23rd July 1978. Approximately eighty boats entered this series and amongst them were seven (?) R.L. 24's - making us the largest number of one design class racing in this series.

The first race on 21st May was with strong westerly winds blowing and gusting between 25 and 30 knots. Members will be interested to know that "Coolibah" (Barry Arnold) was there and lost a man overboard on the first leg. After turning back and picking him up he was still first monohull over the finishing line, as well as taking handicap honours. (Congratulations Barry). It just goes to show - a well sailed R.L. 24 is still easily the fastest Trailer Sailer.

NATIONAL TITLES - MAY 1979: The National R.L. 24 Titles will be held during the period from 12th May to 19th May 1979 on Bramble Bay and will be hosted by the Sandgate Yacht Club. Details of races and social activities will be published in later editions of the Newsletter.

As it is anticipated that quite a few members will continue their stay in Queensland after the Nationals, the Queensland Government Tourist Bureau has made available a number of wallets containing brochures, maps, etc. of Queensland Tourist resorts. These will be posted (on request) to interested members. Accommodation: There are quite a number of motels and several caravan parks relatively close to the Sandgate Yacht Club. Your Secretary will publish the names, addresses and tariffs relating to these establishments in the next newsletter. However, no undertaking can be given to reserve accommodation for members.

SUBSCRIPTIONS JULY 1978 - JUNE 1979: A good response has been received from members and subscriptions have been flowing in. Members whose subscriptions are still outstanding are requested to remit their subs. as soon as possible.

STATE NEWS: From Western Australia, Norm. Griffiths retiring Secretary of the R.L. 24 Association of W.A. writes:-

State Titles 1978: Ken Bartley sailing JOKEN had an undefeated record to win the 1978 State Titles. Tony Johnstone (THE DOBBIE) was runner up and Bill Waldby (SWAGMAN) came in third. Eight yachts competed in the Title series and Terry Potter sailing in SUSIE had a popular win in the Consistency Event with Ken Bartley being the runner up.

Terry was one the many of us who bought our RL 24's for family cruising and got hooked by the racing bug.

The Titles were sailed in weather ranging from drifters to 20 knot breezes and it even managed to rain in Perth during the last heat.

Prizes were presented by the Commodore of Royal Perty Yacht Club, Don Langoulant, at a function held at the end of the series.

Office Bearers for 1978/79:

President	:	Jim Elliott
Secretary/Treasurer	:	Helen Waldby
Racing Member	:	Terry Potter
Cruising Member	:	Sandy Penny (in absentia)
Northern Delegate	:	Ken Bartley
Publicity	:	Colin Smith and Helen Waldby
Delegates to YAWA	:	Norman Griffiths and Helen Waldby
Measurer	:	Ron Vincent

From New South Wales, Lou Bray secretary RL 24 Association of NSW advises that their State Titles to be held on 23rd and 24th September, 1978 will be hosted by the Oak Flats Sailing Club.

Office bearers for 1978-1979:

Patron	:	
President	:	Mike Stevens
Vice President	:	Wal Curry
Hon. Sect. & Measurer	:	Lou Bray
Treasurer	:	Chris Bray
Publicity	:	Mike Stevens
Auditor	:	George Bodell

News Item

Last month we published the first half of some of Arthur Roger's experiences in Moreton Bay over last Christmas holidays. The other half of Arthur's letter is set out hereunder:-

Tangalooma to Bribie Is.

We followed the channel until the second last marker off Bribie was in sight and cut across to the water tower. It was a clear day and Caloundra was visible in the distance. Only thing to watch out for are sand banks at near low tide and an over run (short choppy seas where flood or ebb tide meets an opposite wind blowing). When an Adventure 7 can cross R/Ls will not have any real problems.

On return journey we cut right across from the Bribie water tower towards Tangalooma (early ebb tide) but did not allow enough for tidal drag out and ended up off Cowan Cowan.

Bribie Island

On the south side of bridge anchorages are good. Watch out for sand and mud banks at low tide off the beach and in some cases a flat rocky shelf but easily seen and only a danger if you beach in some areas.

Bribie to Caloundra via Pumice Stone Passage.

Plenty of crabs and fish we were told - but we don't rely on fish on our menus. Which is just as well as we rarely catch a feed. A nice oyster patch about one mile north of the bridge, opposite the wreck.

As the bridge is only 5 metres in height, the first job is to lower the mast.

Water, fuel and ice are obtainable at a jetty just south of the bridge.

Don't try Pumice Stone Passage unless you can pass the half way mark just prior to high tide. The charts show zero water at low tide in some areas and you had better believe it!! R/Ls will not have any trouble if the northern half of the trip is done this way, otherwise the thick mud and mozzies may claim you for a couple of hours.

It is possible to sail the greater part of the way to Caloundra providing the wind is favourable. Watch out for speeding power boats in the more narrow channels.

Caloundra

Choosing to anchor in deep water limits the field a bit and of course a dinghy is a must.

Opposite the fishing boat jetties is reasonable but again watch out for the current, sand banks and a couple of pieces of metal and debris sticking out of the centre of these banks. It's not a very good anchorage in N.E. or E. winds on a high tide, as currently the water comes straight through from the bar and creates problems for the cook.

Small sharp rocks do line some areas of the beach, along from the jetties at Bullcock's Beach at low tide so watch the rubber dinghy.

The Caloundra Bar

I was told by a fishing boat skipper that the bar is safe to cross by yacht providing you watch out for the easterly or N.E. winds which are not favourable. Also cross on a flooding tide. We intended to cross the bar and a Coast Guard member had his boat on the ready to lead the way out for us. However the weather that day was a strong easterly and the trip had to be cancelled. Even the trawlers were grounded.

We traced our way back to Tangalooma and one point here. Between Bribie and Tangalooma our friends in the Adventure 7 were towing a dinghy and conditions were rough enough for them to have to fold down sails and motor the last few miles as the dinghy kept filling with water and/or turning over. A lesson to be learnt would be when crossing the bay for safety and to get the most out of the conditions fold away the rubber dinghy. Our friends learnt this on this trip and thanked their lucky stars that they had as next day had they not stowed the dinghy and motor they would have lost the lot in a sudden change.

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Tangalooma to Dunwich

Hit by a wind change a couple of miles off Dunwich. We had been sailing before the wind from Tangalooma and the S.E. change of about 60 knots hit us at Hope Light. We had a long, hard run before it into Waterloo Bay and Manly Boat Harbour.

During this episode I wished my standard shaft 15 H.P, Chrysler would grow a few inches longer. However at no time did I worry as we motored up and over the seas, although the wind screaming throught the rigging sounded almost like a human voice, especially when we got a little beam on to the seas.

The last week was spent around the Canaipa and Jacob Well area and some interesting sailing around Macleay, Lamb, Karragarra and Russell Islands.

Before taking off around the bay make certain your anchor is at least the minimum size and that you have a lot more chain on the anchor than the regulation 12 feet. You may never use it but if you have to hold ground in a storm or fast current you'll forget the inconvenience of the extra weight.

Safe Sailing,
Arthur Rogers.

A special correspondent - "Whiskers" Mc Namara has forwarded the following article:-

For all those who are interested in the latest development in sail battens, new carbon fibre battens with a foam sandwich core are now available. They are about 70% lighter than the current fibreglass battens (same strength) and are produced in five different tapers. The cost for an R.L. 24 would range from \$35 - \$40. These battens are available from Iain Murray's Sailing Centre, 536 Sydney Road, Seaforth. N.S.W. 2092. It is possible that in the near future these battens will also be available through Sailmart (Newstead) Brisbane. Whilst on the subject of "Go-Fast" gear, FICO is conducting a competition for those who want to invent new fittings. All the details are contained in the June edition of "Australian Sailing". If you have any custom made fitting on your RL 24's it may be worth your while to enter this competition. First prize is \$500 cash or \$500 worth of FICO fittings. It is hoped to bring you new ideas in each Newsletter. Next time I will be dealing with the preparation and painting of spars.

If any member has any new ideas or has any comment to add on this section please let your Secretary know.

Until next Newsletter,

Happy sailing,

Col. Feuerriegel
Col. Feuerriegel,
Hon. Secretary.