



NATIONAL NEWS



AUGUST

1984

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RE ON CLASS RULES.

Following publication in April of proposed re-wording of R class rules we have had some useful comment, both written and verbal. A letter from Mick Shannon is published below with further helpful response:- I am delighted to see the interested response to your revised class rules. May I comment on some of the objections and points raised.

1. Regarding spinnakers the new rule does not alter the previous rule but simply clarifies it. In virtually all measurement rules a spinnaker is defined as a symmetrical sail. In our own rule the measurement method required that the spinnaker be folded in half for measurement. An asymmetrical spinnaker simply could not be measured by this method.
2. I agree with Jack Lucas' contention that use of a spare spinnaker should be permitted during a race provided that it can be demonstrated to the Race Committee that the normal spinnaker had been seriously damaged.
3. I also agree that in open racing we could not be limited by this number of sails rule.
4. Regarding keel lock-down I am all in favour of this but I think your new rule is too lenient. I believe that at least 50 per cent of the keel should be exposed while sailing and this would still permit substantial alterations in rake for swing keelers to balance the helm. An RL with less than this area exposed becomes unstable and almost all episodes of disaster have occurred when the keel is either retracted or retracts in a knockdown.
5. Regarding foam in the mast I know that this rule is not enforced, I believe it is unenforceable and I am sure that the amount of foam in a tapered mast contributes virtually nothing to stability.
6. Regarding HP of motors we have found our 4.5 HP motor proved adequate when we broke our mast in strong winds on Lake Wellington.

Changeover price for a new 6 HP motor is over \$600. Perhaps a phasing in period could be allowed and since the main racing objection to a smaller motor is weight saving (minimal) a minimum weight could be prescribed for motor and fuel tank.

Finally, may I congratulate you and your committee on your efforts to update the class rules and suggest that the class have a permanent rules committee to answer questions regarding legality of proposed modifications to hull or deck and to ensure that class rules are adequate to satisfy the needs of increasingly legalistic bodies such as the Victorian Trailable Yachts sub-committee."

In our next issue of National News we will be printing notices of motion to be put to the A.G.M. for changing the wording of the rules. Remember the overall thrust of the proposed word changes, is to make existing rules more specific. The committee are anxious to hear more expressions of opinion on the proposals - please send us a note if you have a view. To help you in your thinking we would like to respond to some of the comments received so far:-

(Refer to April Nat. News for proposed new wording)

HULL AND CABIN.

The new wording here actually extends the rule to make the cabin and deck one design (as well as the hull) to R. Legg registered design. What we are after is ensuring that RL24's always look like RL24's. At present the topsides can be any shape at all as long as there is 1.3 meters headroom in the cabin. However the new wording is perhaps too restrictive. An acceptable compromise may be to add a further sentence to our new wording: "Minor modifications to cabin and deck may be allowed, at the discretion of the class measurer, provided the basic design profile is maintained".

SPINNAKER.

The new wording merely spells out what is already inherent in the class measurement rule (Addendum E, Section IV of the 1973-77 AYP Rules). If you have an asymmetrical sail it can not have a centerfold and so can not be measured and is not a spinnaker under RL24 class rules.

NUMBER OF SAILS.

Yes, the proposed new wording means a definite rule change, not just a clarification. Members seem to be sharply divided on this one. Please give this item considered attention and let us have your views, particularly if you can not get to the A.G.M. to vote.

SAFETY REQUIREMENTS.

The new wording itemises all AYP Requirements rather than simply referring to the AYP rule book. Some of the AYP requirements have been modified, however, to make them specific for RL24's, two items have attracted attention: Keel lock-down and outboard motor. Keel lock-down is currently mandatory only for racing at night, when 80% wetted area must be exposed. Our proposal seeks to require RL's to race at all times with the keel lockdown fitted. Probably not much debate with that, but swing keelers in particular will look for the advantage of being able to rake the keel. Hence the proposal for 25% of wetted area exposed. Of course when racing at night under AYP rules, all RL's would need to comply with the 80% rule. Motors are sized by the AYP to drive the yacht into a 30 knot headwind and adverse current, with the rider that less than 6 HP is unlikely to be adequate. We are aiming to be specific in nominating 6 HP as minimum. However it is conceded that changing up will be costly. We now propose the following additional line in our new rule:- "Motors smaller than 6HP may be accepted, at the discretion of the measurer, until 1st January 1987." This phasing-in concession does mean a possible weight advantage in some cases, but as measurers are unlikely to accept motors less than 4 1/2 HP, weight difference will be minimal.

AUSTRALIAN CHAMPIONSHIPS, RHYLL
JANUARY 5TH - 12TH. HAVE YOU BOOKED?

CLASS RULES, THE VYC AND CBH.

The Victorian Yachting Council have written to all Trailable Yacht Associations, requiring complete re-measurement for determination of Class Basic Handicaps for the 1984/85 season. The main reason for this is the problems encountered by the VYC, culminating in the "measurement" protests and counter-protests from the dealer-owned yachts in last years VYC sponsored events. Class rules must also be lodged with the VYC as part of this re-handicapping. Unfortunately the new CBH formula is aimed specifically at one design classes and makes no provision for classes like the RL24 where some development is allowed within the constraints of the class rules. We have written to the VYC explaining the philosophy of our rules. We have also requested an appointment for re-measuring and hope to be able to resolve a mutually satisfactory approach to establishing our handicap.

MEASURERS AND MEASUREMENT CERTIFICATES.

As promised in an earlier Nat. News we have appointed some new class measurers to make it more convenient for everyone to be eligible to sail in championships and other RL24 sponsored events. Our current honorary class measurers are as follows:-

Doug Lee. 68 Hinkler Rd. Glen Waverley, Vic.
Ken Rainey. 14 Allambie Rd. Sale, Vic.
Bob Perkins. 31 Shaftesbury Tce. Marino S.A.
(296-4396).

Peter Trigger. 17 Dubarry St, Sunnybank Hills. Qld.
Warren Walters. 7 White St, Gladstone. Qld.

N.S.W. owners should contact State secretary

Simon Stanford. 45 Westbrook Ave, Wahroonga.

We are currently up-dating our measurement register and re-designing our measurement form to include class rules on the same document. Remember you must have a properly signed class measurement form to compete at Rhyll - all sails to be used must be measured, marked and initialed by a measurer.

Victoria owners note that the Victorian Association holds measurement forms on its register, but will send copies to all members before the Rhyll series.

ANNUAL GENERAL MEETING.

The annual general meeting of our association will be held at Rhyll Yacht Club on Thursday 7 January 1985 at 7 PM. Agenda items will be advised in a later issue of Nat. News.

MEMBERSHIP FEE FINAL REMINDER.

Thank you to the excellent response to our membership renewal notice. Still a few, however, who have not yet sent in their \$8 to renew the subscription for 1984/85. Sorry but no National News after this issue if the treasurer has not received dues. Also un-financial owners are ineligible for entry in State or National Title regattas. On the subject of money, we were sent a cheque from someone whose address we do not have! If anyone knows H. James, New South Wales could they please ask him to send the treasurer his address so that we can forward his newsletter.

CLASS PENNANTS.

Have to admit defeat on these. You may remember that a couple of years back money was collected by the committee of the time with a view to supplying class pennants for flying on rigging. Nothing happened however, and we have recently tried to get this deal off the ground again. But...sorry, \$5 was no-where near enough for a worthwhile product. We are returning the money collected, with apologies for the long period of inaction.

AUSTRALIAN CHAMPIONSHIPS.

Organisation for 84/85 at Rhyll is of course at an advanced stage with a very big effort to make this the best series yet for RL24's. But although January 1984 is a long way off, thinking is already active amongst South Australian RL owners for the 85/86 regatta! Venue of course is the Brighton-Seacliff club (where Sir James Hardy made his name in 505's). One interesting clause in the club's present sailing instructions requires Trailer Sailors to carry motors in operating position. Hmmm..... The Victorian Association is negotiating with Portland club to stage the State titles for 85/86 in the week preceding the Australian Titles - fits in well with travelling west to Adelaide.

CHARTER WANTED FOR RHYLL.

Had a call and follow-up letter from Terry Willshire Darwin. Terry is very keen to sail at Rhyll in January but would like to charter an RL24 rather than trail his own boat, One Way Street, all the way. Hope some-one can help, it would be great to have a N.T. crew with us. Terry's letter is published here in full.

16 Armidale St.,
Stuart Park.
N.T. 5790.
27.6.84.

"As I have briefly explained, Sue, myself and Brian and Rose Hallett would like to compete at the Championships in January. Because of time constraints and the difficulty and cost of taking a boat from Darwin to Melbourne, the deciding factor appears to be whether or not we are able to lease or hire a boat to race. Would you please arrange for some publicity in the National News and perhaps sound out a few members if the opportunity arises. We would like some indication of our chances as soon as possible, so that accommodation and travel can be arranged. It is also possible that we could apply for Government assistance to allow us to compete and knowing that submissions can tend to drag out, the sooner we can prepare the necessary details, the better.

It would also be appreciated if you could forward copies of Class and Race Rules, Sailing instructions and any other information that a complete outsider might need to be able to race. Sue has previously forwarded membership forms and fees for Bo Wharton, Brian Hallett and myself. We are the only ones racing RL's in the Territory at present. The sailing has developed from a common interest in "going bush" in four-wheel-drives, an activity we still manage to pursue. Bo started the move to sailing about 3 to 4 years ago when he and Lindsey purchased a Mark 2 which they named EIT. Brian and Rose followed about a year later with a Mark I formerly owned by Ian Hollins and entered in previous Championships as Nimbus - now re-named Tequila Sunrise. Sue and I then followed last year with a Mark 3 which was previously named Restless, but we were able to see the writing on the wall with the sailing scene.

Last year the RL's main competition was two Sonata 6.7's which are now racing JOG. This year a Blazer is making life difficult for Tequila Sunrise with Bo and myself being too slack to be serious contenders. A new Castle 650 has appeared this year but isn't a serious threat yet. The mixed racing fleet - about 15 maximum - varies from a Cherry to a Holland 25 swing keel. Cats of about 20-24 feet are a sub-division of the Trailer Sailer Division and share a common start. Needless to say, the starts can become fairly hectic.

Our most recent event was a Bar to Bar race last Sunday, commencing with Champagne breakfast at the Sailing Club, a two hour sail to Lim's Hotel for lunch and back to the Club. By 8 p.m. most people were ready for bed. Sue and I had a pleasant surprise when we read the April Newsletter. I met the Corben family in June last year and John and Val Rogers, who the Corbens visited in Coffin Bay, were friends of ours in Alice Springs. We haven't seen John and Val for 5 years or so and perhaps will get a chance to see them again about the time of the Championships. We would no doubt reminisce once again over the "Glen Helen Uprising", when we were involved in an altercation with a group of stone-throwing locals. John's contribution to the fracas, as I recall it, was a superb rendition of Reveille at the height of hostilities. It shed a different light on the whole affair, if not at the time then certainly in subsequent recollections. Hoping that you can be of assistance in locating a boat for the Championships. Two things I forgot to mention earlier are that Brian and I are respectively President and Secretary of the Northern Territory Trailer Yacht Association and that it would be appreciated if the owners of any available boats could advise of any deficiencies in terms of rules or safety requirements.

RL 24 OWNERS' ASSOCIATION OF AUSTRALIA

NOTICE OF RACE

AUSTRALIAN AND VICTORIAN RL 24 CHAMPIONSHIPS 1984-85

1. The Rhyll Yacht Club invites entries for the Australian and Victorian RL 24 Championships to be held on the waters of Westernport Bay from 5th - 12th January 1985.

PROGRAMME:

Saturday 5th January Invitation Race	1400 hrs
Monday 7th January Heat 1	1000 hrs
Monday 7th January Heat 2	1400 hrs
Tuesday 8th January Heat 3	1400 hrs
Wednesday 9th January Heat 4	1000 hrs
Thursday 10th January - Day Day	
Friday 11th January Heat 5	1000 hrs
Friday 11th January Heat 6	1400 hrs
Saturday 12th January Heat 7	1000 hrs

RULES

2. All races shall be conducted under the Racing Rules of the I.Y.R.U., Prescriptions and Safety Regulations of the A.Y.F. (addendum B Part 4) and the RL 24 Class Rules all as modified by the sailing instructions.

ELIGIBILITY

3. (a) All boats are required to have current measurement certificates.
(b) All entrants must be current financial members of the RL 24 Owners' Association of Australia and for the Victorian Championships, members of the Victorian RL24 Association.
Vic. championship entrants must be resident in Victoria or have competed in minimum 3 races on Vic. waters in 1984.

ENTRIES

4. Entries on the prescribed form of entry attached shall be lodged with

M. J. SHANNON
30 WATTS STREET
BOX HILL 3218 VIC.

by 1st December 1984 and accompanied by an entry fee of \$40. An additional entry fee of \$5 is payable by entrants in the Victorian Championships. Late entries may be accepted up to Saturday, 5th January 1985 accompanied by an additional fee of \$10.

REGISTRATION

5. Registration will be at the Rhyll Y.C. Clubhouse on Race Days. Entrants are required to sign on only for the series.

SAILING INSTRUCTIONS

6. It is anticipated that Sailing Instructions will be posted to all entrants accepted by the Race Committee by 15th December 1984. Further copies may be available at Regatta Headquarters prior to the first event.

SCORING SYSTEM

7. Scoring system will be based on the Olympic scoring system addendum A2

PRIZE LIST

- Invitation Race - First line honours.
Australian Championship Series - First, Second and Third.
Victorian Championship Series - First, Second and Third.
Each Heat - First (line honours) and First on handicap (hts 2 to 7)
Family Trophy - First, Second and Third (Scratch only).
Toad of Barmera Trophy - (Consistency).
Scud Perpetual Trophy - Invitation Race (handicap). Victorian Association only.

MEASUREMENT

9. All entrants may be asked to produce a current measurement certificate at any time. Protests regarding measurement must be lodged prior to the start of the Third Heat.

COURSES

10. Courses except for the long distance race will be essentially triangular and detailed in sailing instructions

ALTERNATIVE PENALTY

- 11 The 720 degree turns penalty as provided in rule 74.5 and Appendix 3, of the yacht racing rules shall apply for infringement of a rule of Part IV
- 12 N/A

SOCIAL PROGRAMME

The Invitation Race will be combined with the handicap race of the Victorian RL 24 Association for the coveted "OLNEYS GONG".

Following the Invitation Race a welcome barbecue will be held at Shannon's. All meat provided at no charge but contributions of salads or refreshments welcomed.

Sunday is hangover or tuning day depending on how serious you are.

No specific arrangements have been made for organised entertainment on the Sunday or Thursday lay days but can be arranged if sufficient numbers express interest.

A barbecue will be available at the Club House each night for competitors and families to use.

Lunch and refreshments will be available in the Club House on race days.

PRESENTATION DINNER

This will probably be held at the Continental Motel, Cowes on Saturday 12th January. Approximate cost - \$12 adults and \$8 children plus drinks at bar prices.

Any indication of numbers likely to attend would be appreciated.

ACCOMMODATION URGENT

All on-site caravans at Rhyll have been booked. A number of camping sites are still available at:

Swan Bay Caravan Park
RHYLL

Phone: (059)569220

A limited number of on-site caravans are available at nearby Cowes but the numbers are rapidly dwindling and most require a two week booking.

Holiday flats are still available in Rhyll and Cowes.

PLEASE CONTACT MICK SHANNON URGENTLY regarding caravans and flats.

30 WATTS STREET
BOX HILL 3128 Phone: (03) 8902122

We aim to make this the best and most enjoyable series yet. All we need is YOU.

RL24 & 15 IN FLYING 15 WORLDS.

Graeme Rainey (Splice) and Simon Walsh (Ohau-Rua) teamed together last year in a new Flying 15, "Tradesman's Entrance". In their 1st season they made the top 10 in Australia, qualifying for selection in the National team to compete in Ireland for the World Title. We are happy to report that in this prestigious yachting event, attracting a top fleet of over 60 flying fifteens from many countries, Tradesman's Entrance finished 24th. A good effort from these enthusiastic young sailors. No doubt, the invaluable experience will have telling effect on board Splice and Ohau-Rua - watch out Rhyl! P.S. The 15 Worlds were taken out by the current Australian champ, Graham Lillingstone.

NEXT ISSUE.

Copy for October National News must be with editor by 1st October. Let us know what goes on in your area and what is coming up for this season. Who has a cruising story that would interest us all? Send a paragraph or a page or more to Ken Hackett.

QUEENSLAND NEWS.

From Allan White:

There's not a lot of news in relation to the RL24 scene. We've just completed the last race of the 5 race Bramble Bay Winter Series, about 50 boats entered, with a class of only 4 RL's. There's a "new race" coming up on the 25th and 26th August called the "Wintersun Trailer Sailer Classic". It starts at Runaway Bay on the Gold Coast, wanders through the Bay Islands and finishes at Manly, Brisbane, with an overnight stay at Russell Island or Moreton Bay. Entries close 17th August 1984. Entry fee \$15.00. It is similar to the Bay to Bay race but not as long. Entry forms are available from Race Secretary, R.O.Y.S. P.O. Box 21, Manly, Qld. 4178. Phone. (07) 396 8666.

One hundred and twenty nine yachts finished this years Bay to Bay race (Tin Can Bay to Hervey Bay). First of the sixteen RL24's was Marilyn M. with an elapsed time of 10 hours, 45 min, putting her in overall 46th place on handicap. Second and third RL24's were Stargazer (P. Hulme) and Calibre (Peter Graham). Handicap winner was a one of a kind design "Anita" in the elapsed time of 11 hours, 19 min. A Ross 780 took line honours.

VICTORIAN NEWS.

Kinnears Classic Result (at last).

A top performance by Pegasus (Bruce Castles) placed her second in division over the 5 race series, narrowly beaten for first by John Gilder (former World champ. in 420's) now sailing a Moelix 25. Bruce and crew were fourth overall in the aggregate of all divisions. It has taken the VYC five months to sort out the final results - an unenviable task after sorting out the messy protests between the commercial interests. Sity.

ROSEBUD SEEK MEMBERS.

Ian Ludwick, Secretary of Rosebud Yacht Club, has asked us to publish this letter:-

"The 1983/84 Season was extremely successful for Rosebud Yacht Club. In addition to our normal programme of Sunday racing, we held the VYC Cat Classic in December, our inaugural New Year's Frankston to Rosebud Marathon with 60 entries, a Trailer Sailer Series, the Sabre State Titles with 75 boats, and numerous Class Invitation days.

In 1984/85 we aim to continue this success, but also extend the benefits of Club membership to the many sailors who may not presently be Club Members. With regard to racing, we have fleets of monos, cats and trailer sailers and normally hold 2 races on most Sundays. Most importantly, however, we are a Club built on co-operation and a strong social calendar to encourage family and friends' participation.

Many of our Members travel from Melbourne each Sunday or alternatively camp or holiday at Rosebud. To open the benefits of the Club's equipment and facilities and membership to sailors who are not presently Club Members, we have decided to waive the joining fee for 1984/85 Season and would appreciate you advising your Members accordingly, preferably by publication of this letter in your Newsletter.

Additionally we would be happy to hold an Invitation Day for you on any Sunday you propose.

Any sailor wishing to take advantage of this offer could contact me either at the above address or by telephone - 435 2860."

FOR SALE.

And farewell from former RL24 stalwart Graeme Askew, writes from 32 Deas St., Denalia (057) 62 1059. :-

"I am writing to inform you that due to the sale of KINA, I will not be continuing in the RL24 Association. I would like to wish all my friends in the Association the very best of sailing and thank all for the really great time I have had over a period of almost ten years.

My new boat Kina II a clansman 30 is moored at Williamstown so with a bit of luck I may still continue to see plenty of RL24's.

I would like to mention that I have a set of sails in very good order that may be useful to someone in the Association.

1 Mylar Genoa. 7.6 M. Hood. It has a wire luff and hanks for a forestay fastening if required. Wind range up to 20 knts. quite good condition with a window.

1 Fully battened main, Hood, Blue Streak fibre glass battens, 11'44 M, with one reefing point. This sail has a loose foot and is in excellent condition. These sails, measured Nov. 1980 have had little to no use over the past two years. I feel sure they would suit a new buyer. Price 450 the set. They were cut in Sydney for Kina by Kevin Madham of 18' Skiff fame and the main has a full roach at the top.

I also have a swing rudder with a long blade made of Amora timber, the stock is aluminium as per Rob Legg but has been strengthened inside to withstand the rigours of Port Phillip Bay. This I will sell for \$85.

These items may be inspected at above address or I will bring to Melbourne for inspection as we are currently sailing at Hobsons Bay Y.C. winter series.

FOR SALE.

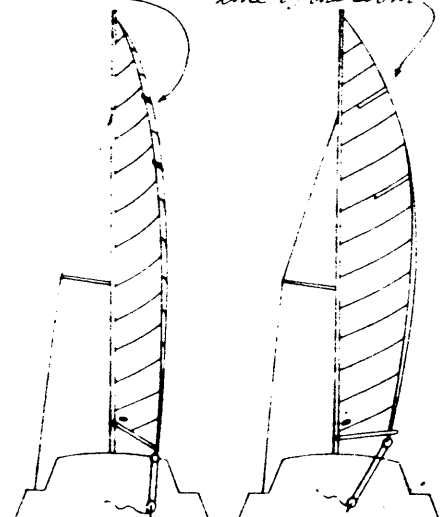
"Marilyn M". RL24 MK 3. Drop Keel version. Sail No. 339, in immaculate condition. Fully fitted out for racing or cruising. Impressive race record including 3rd in 83/84 National Champs. and class winner in the last three Bay to Bay races. Comes complete with all extras including 2 rigs. \$12,500. Phone. A. White. A/Mrs. 073788167. Bus. 072652077

P.S. Includes BHP near new Mariner, not 5 HP race proven Seagull.

FOR SALE.

"Streetcar" MK3 swing keel ex Australian Champion complete with spare rudder and spin. pole, compass, sunlog, Metho stove, porta potti, 5 HP Suzuki, Elec winch and 2 new spare tyres for trailer. Phone Len Rippingale (03)7864051 (Bus), 7839718 (Home).

*Over-trim leech -
Top batten should
fall off below the
line of the boom.*



Over-trimming the mainsheet will tighten the leech and reduce boatspeed. Check by sighting up the main to the top batten