

NATIONAL NEWSLETTER

AUGUST 1985

RL24 - It's YOUR kind of boat

NATIONAL NEWS

AUGUST 1985



SECRETARY:

Margaret Hall
28 Ewell Avenue
WARRADALE, S.A. 5046

08 295 8668

PRESIDENT:

Bill Young
4 Argyll Avenue
MARINO, S.A. 5049

08 296 5556

INTRODUCTION

In a bloodless coup Bill Young and his merry gang have taken over - I am now enjoying the comfort and respectability of an RL 28.

I hope many of you come to the championships and look forward to being your O.O.D.

Dick Clampett

CHAMPIONSHIPS 4 - 10 JANUARY 1986

Full story inside, plus entry form. Really worth reading carefully, and of course taking ACTION !!!!!

SUBSCRIPTIONS

Are now due and you should find a suitable form inside to return to Margaret Hall - \$8-00 for national fees, probably the best value in Australian boating !!

Accommodation: RL National Championships

Accommodation is becoming increasingly difficult to secure for the early January period of the RL Nationals to be held at Brighton Seacliff Yacht Club (S.A.). Members intending to take part in the championships and who will require accommodation are urged to contact Mrs Margaret Hall (08 295 8668) as soon as possible.

In addition to requests to Brighton Seacliff Club members who may wish to rent houses/provide billets etc the following accommodation is available close to the venue for the championships

KINGSTON PARK CARAVAN PARK

Powered sites: Three of these are left for the period Friday 3 January to Friday 10 January 1986. Tariff is \$7-20 per day for two people, with an additional charge of \$1-00 per day for further person.

Unpowered sites: Five of these are left, with first call on an additional four unpowered sites if demand warrants them. They have been reserved for the same period as the powered sites above.

Tariff is \$6-00 per day for four people, with an additional \$1-00 per day for each further person.

BOOKINGS FOR CARAVAN PARK SITES SHOULD BE MADE THROUGH MRS MARGARET HALL who is maintaining a register of site allocations.

SEACLIFF HOTEL A special weekly tariff has been offered by this hotel which will be approx. \$150-00 per week for two persons, and will include continental breakfasts. Additional persons will require \$5-0 per room per day.

CONTACT FOR RESERVATIONS: Mrs Ruth Mills (08 296 7117) daily between 10-00 a.m. and noon. Address for written reservations is Seacliff Hotel, 221 Esplanade, Seacliff 5049. Features of the hotel include 7 days per week trading, dinner dance and entertainment Saturday evenings, display of Sir James Hardy's dinghy "Nocroo" in the Beachcomber Bar.

3. Esplanade Hotel (Brighton) Tariff (including continental breakfast and secure storage for boats if required is

1. Single \$16-00 per night
2. Double \$26-00 per night
3. Twins \$27-00 per night
4. Treble \$30-00 per night

Features of the hotel include 7 days a week trading, dining room with a la carte menu, entertainment/dancing Saturday and Sunday evenings.

CONTACT FOR RESERVATIONS: Mrs Hollow (08 296 7177), 135a Esplanade, Brighton 5048

NOTE Security arrangements have been made for RL owners to leave their boats under floodlights in front of the Brighton Seacliff Yacht Club for the duration of the championships if required.

With the seaside area at Brighton in high demand during the December/January period each year, visitors are urged to secure accommodation arrangements as early as possible.

NOTICE OF RACE

THE AUSTRALIAN RL 24 NATIONAL AND S.A. CHAMPIONSHIPS 1986

TO BE CONDUCTED BY THE BRIGHTON AND SEACLIFF YACHT CLUB

AT BRIGHTON - SOUTH AUSTRALIA, 4 - 10 JANUARY 1986

The RL 24 Association of South Australia invites entries for the National and South Australian RL 24 Championships 1986 to be held on the waters of St Vincent's Gulf adjacent to the Brighton and Seacliff Yacht Club.

1. Race Schedule and Start Times

(All races to be Olympic type Triangle Courses with the exception of Tuesday 7th which will be a Long Distance Shore-line Race.)

Saturday	4 January	Invitation Race	1400hrs
Sunday	5 January	Briefing for all National Titles Races	1000hrs
		*Heat 1	1400hrs
Monday	6 January	*Heat 2	1000hrs
		*Heat 3	1430hrs
Tuesday	7 January	*Heat 4 (Long distance shore-line race. Course to be advised at briefing.	1100hrs
Wednesday	8 January	Lay day or resail	
Thursday	9 January	*Heat 5	1000hrs
		Heat 6	1430hrs
Friday	10 January	Heat 7	1000hrs
		Resail if less than five heats sailed	1430hrs

*These races will be heats for the South Australian Championships

2. Rules

All races shall be conducted under the Racing Rules of the I.Y.R.U. with Prescriptions of the A.Y.F. 1985/89 and the RL 24 class rules, all as modified by the Sailing Instructions.

3. Eligibility

Entries will be accepted only from owners who are both financial members of the Australian RL 24 Owners Association and members of a yacht or sailing club. All yachts must comply with the RL 24 Class Rules and restrictions. A valid measurement certificate (or photocopy) must be produced, preferably with the entry form.

Class Rules: The class rules for this Championship shall be those in force at 8 November 1977, and including all amendments adopted prior to 31 December 1985

4. Entries

Entries to be lodged on the enclosed form with:

The Secretary,
R.M. Boath,
RL 24 Association of South Australia,
6 Turners Ave.,
HAWTHORNDENE, S.A. 5051

not later than Friday 6 December 1985 together with an entry fee of \$40-00.

Late entries will be accepted up to Friday 3 January 1986 with an entry fee of \$50-00. Cheques to be made payable to RL 24 Association of South Australia.

An additional fee of \$10-00 is required for South Australian boats to enter the South Australian Championships which will be run in conjunction with the National heats. Late entries will attract an entry fee of \$15-00.

5. Sailing instructions

Sailing Instructions will be posted to all entries received by 6 December 1985.

Copies of the Sailing Instructions will also be available from Regatta Headquarters at Brighton and Seacliff Yacht Club from 0900hrs on Saturday 4 January 1985.

6. Scoring system

Points will be scored and any ties resolved in accordance with the A.Y.F Racing Rules Addendum "A2", modified as follows

Para 2.2 Deleted and following substituted :-

2.2 A yacht which does not rank as a starter in accordance with Rule 50, (Ranking as a starter) shall score points for a finishing place five more than the number of competitors. A competitor is an entrant who starts or ranks as a starter in accordance with Rule 50, in any race of the series.

2.3 All other yachts, including a yacht which finishes but thereafter retires or is disqualified, shall score points for the finishing place one more than the number of yachts that started or ranked as starters in accordance with Rule 50 in that race.

7. Trophies

Trophies will be presented for :-

Invitation Race	First, second, and third (Scratch only)
Long distance	First on handicap plus first, second and third (scratch)
Heat one to seven	First on handicap. (Boats can take only one trophy over the seven races)
Championship series	First, second and third (Scratch only)

Toad of Barmera

Each skipper and regular
crew member to receive a
medallion.

There will not be a family
division

8. Officials

The Brighton and Seacliff Yacht Club and the RL 24 Owners Association of South Australia will appoint Regatta Officials for accreditation by the Yachting Association of South Australia.

9. Liability

Yacht owners (including competing crews) are advised to ensure they are adequately covered for loss, damage or injury to persons, yachts or equipment at any time, however occurring. No responsibility will be accepted by the Brighton and Seacliff Yacht Club, the RL 24 Owners Association of Australia, or those officials or members connected with this championship. All those taking part do so at their own risk. (See fundamental Rule B 1985/89 Rule Book).

10. Safety Equipment

All boats must conform to the safety equipment as specified in the RL 24 Class Rules and Restrictions and also the Prescriptions and Safety Regulations of the AYF 1986/89 Addendum B part 4A Category B. Safety inspections may be carried out at random on any yacht competing in this championship.

11. Identification

All yachts competing in the championship must display sail numbers on sails.

12. Social activities

A "Welcome BBQ" for visitors will be held at 1900hrs on Saturday 4 January, 1986 at the Brighton and Seacliff Yacht Club.

The sailing club facilities will be available over the period of the championships.

Tuesday 7th - a cheese and wine tasting will be held from 8-00 p.m.

January 8 is a lay day and nothing special has been arranged

Visitors may plan their own winery tour or see some of the sights of Adelaide.

Friday 10 - Presentation dinner at the Sailing Club 7-00 p.m.

13. Prize giving

Trophies will be presented at the Presentation Dinner at the sailing club on Friday 10 January at 7-00 p.m.

14. Accommodation

See August National Newsletter

15. Owners of nominated boats are requested to confirm their entry at the Brighton and Seacliff Yacht Club on Saturday 4 January 1986 from 0900hrs.

Information relating to sailing, social activities and tours will be available at that time.

16. Other events

You are invited to race with the Brighton and Seacliff Yacht Club Trailer Yacht Fleet on Saturday 11 January.

Cruises in company are planned following the championship with guide boats.

"KNOCK DOWN"

I am still a little stunned at the sailing incident which occurred to me on the weekend which may be of interest of RL readers. I had been asked by members of my Club to enter "Archena" RL 414 in the Trailer Sailer Division of the Peninsula Cup, a competition between Clubs on the Mornington Peninsula.

The forecast was for 15 to 20 knot winds from the north east which was an off shore breeze with smooth to slight seas.

Having picked up a couple of volunteer Club members as crew, I set off three-up for the starting line. It was obvious from the outset that the breeze was at times exceeding the forecast limit and that I was over-canvassed with a full main and working jib. Without experienced hands on board I foolishly opted out of taking in a reef and decided to make the best of the situation.

After a dummy run through the line I chose to start on starboard at the Committee boat. The wind was around 20 knots with higher gusts. At the gun I was beaten by the port tackers and the bias of the line but set off to peg the leading boats back.

With the main extended out on the traveller I was still having difficulty making headway and after clearing the line elected to take the favoured port tack. With the mainsheet cleated during the manoeuvre the traveller inexcusably jammed to windward heeling the boat in an uncontrollable movement until the mast hit the water. Unable to to maintain my footing I was dumped unceremoniously together with my crew into the sea.

My instinctive reaction was to swim for the centre plate whilst at the same time calling my crew to release the sheets. Before reaching my objective the boat with the sheets released, miraculously righted itself and we all clambered aboard and regained our composesures. Dropping the jib we decided we had had enough excitement for one day and retired from the race.

Reflecting back on the incident there are some valuable lessons to be learnt. Having sailed RL's for some 5 years in addition to my previous sailing experience I had become complacent in understanding the might of the elements - a factor which all sailors must respect.

However I was impressed with various aspects of the unofficial test.

Without any stormboards in, the flotation of the hull kept the hatchway clear of the water resulting in a dry cabin.

The outboard tied down in the cabin caused no harm as did the anchor and chain secured by ties in the anchor well - a practical recommendation to all owners.

The bunk hatch covers being plywood discs slid out from under the cushions and gravitated to the lowest point - some modifications needed.

A plastic can of water from the icebox ended up on the stove - a lid and catch required.

Then starboard cockpit locker took in about a half a bucket of water necessitating the drying out of some tools - not much can be done other than limit the entry of water.

Climbing aboard the Mark 3 hull was a struggle with its extra freeboard - a ladder will be my next acquisition. All in all I was very lucky and hope that others may also learn from my experience.

I am working on the mechanical failure and am resigned never to under-estimate the prevailing conditions.

Doug Lee
RL 414

"HOW TO GET THE WIFE TO ENJOY SAILING - WITHOUT REALLY TRYING"

By a sailing wife - who's "been there there - done that" - and loved it.

A Great Dane once said

"To race ... or not to race. That is the question!
Whether 'tis nobler in the mind to cop the slings and arrows of an enraged, rabid and totally unreasonable Skipper during the heat of the Club Championship

Or, by opposing, end them!"

Well... he said words to that effect, anyway !

I'm afraid I must confess at the outset that I have never been a "Racing Freak". Frankly, chasing a mob of boats around a trio of buoys in the middle of a dam has about the same degree appeal to me as walloping the daylights out of a poor, defenceless golf ball and knocking it down a dark, dank hole - only to pick it straight out again !.

"There must," I said to myself, "be more purpose to all this business of getting soaking wet, freezing cold and yelled at". Well, racing wives and widows - I can assure you there IS. CRUISING is where it's at !.

Cruising is a whole new kettle of fish. Cruising is warm, dry and, above all, FUN!. Cruising is the whole family sailing together and enjoying it - without being yelled at by the Skipper, breaking fingernails, barking shins and ripping the seats out of shorts.

Cruising is spanking across a wide expanse of open blue water with the sun and wind on your face, GOING SOMEWHERE ! Or a liesurely sail down the silvery track of a full moon, under a velvet sky full of stars, with phosphorescence winking in your wake. Cruising is dropping the anchor in a sheltered, sandy bay in water so clear you can watch it tumble all the way to the bottom and then going ashore for a barbie on a beach where yours are the only footprints.

Cruising is lazing in the shade of a cockpit awning with a fishing line over the side .. a "coldie" in one hand and a thick, fresh crab sandwich in the other ... watching the kids snorkelling in crystal clear water ... or freshly-caught prawns cooking over a driftwood fire on the beach.

Mind you, cruising isn't always "Moonlight and Roses" - like anything else it has its moments. Like trying to stow enough gear for a family for two weeks ... in a locker space obviously designed for midgets. Or trying to change a blown out tyre on the boat trailer on your own, when the Skipper has taken the only jack that will lift the blessed thing with him - in the other vehicle !.

It can be trying to make the Skipper's coffee, despite a 25 degree heel and increasing swell - without spilling anything. Or trying to sleep in a confined cabin with a champion snorer; something like sharing an empty rainwater tank with a chainsaw at full throttle !.

Cruising can be snuggling down in a warm, comfy sleeping bag at night, listening to the rain pelting down on the coachroof (4 1/2 inches one night - Lake Cootharaba last New Year) or having or having to crawl out of said "nice warm, dry sleeping bag" to secure a halyard that's slapping against the mast, keeping the crew awake.

Then there are the lighter moments ... like the crew leaping into the rigging when the bucket containing the prospective evening meal is accidentally knocked over - and he (the decidedly stropky prospective evening meal) is scuttling sideways around the cockpit, waving menacing mudcrab nippers at all and sundry!. (Just think what your average Southern Tourist would give for an opportunity like that!).

Cruising can be the Skipper's anguished cry of "Flamin' heck" when, on sticking his head up through the for'ard hatch for an early morning breath of fresh air, all he can see is the overhanging stern of that dirty big motor cruiser that came into the anchorage last night ... and has now swung across your anchor line, with her dinghy dangling above your foredeck.

It can be ship's dog deciding that he has a urgent mission ashore ... at three o'clock in the morning. Or standing in icy water up to your breakfast, holding the boat at the ramp while the Skipper waits in line with the car and trailer.

But then again one tends to remember the pleasant evenings swinging at anchor, yarning over a quiet drink or two before turning in. Yep - I guess you could say I'm biased - a "Cruising Crank" from wayback.

Give it a try sometime ... you could get hooked.

BETTER BOW FITTING

A letter from Keith Hayes says it all

Dear Dick,

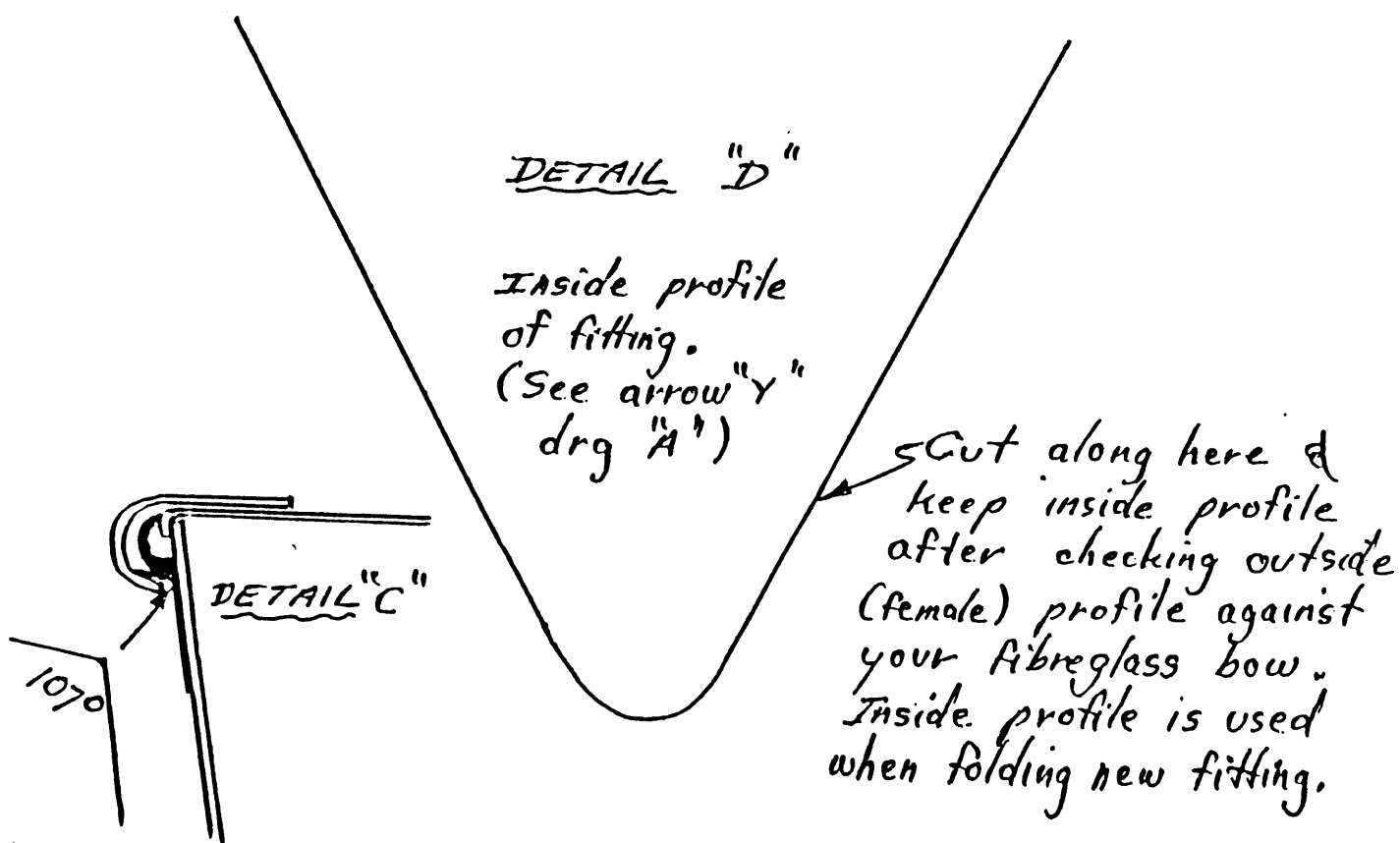
I have drafted out the details "sketches and template" of a stainless steel bow fitting which I made for my RL 24 to re-inforce the bow cap which was not securely held. All bolt sizes are in imperial measures due to current supply at local ship handler.

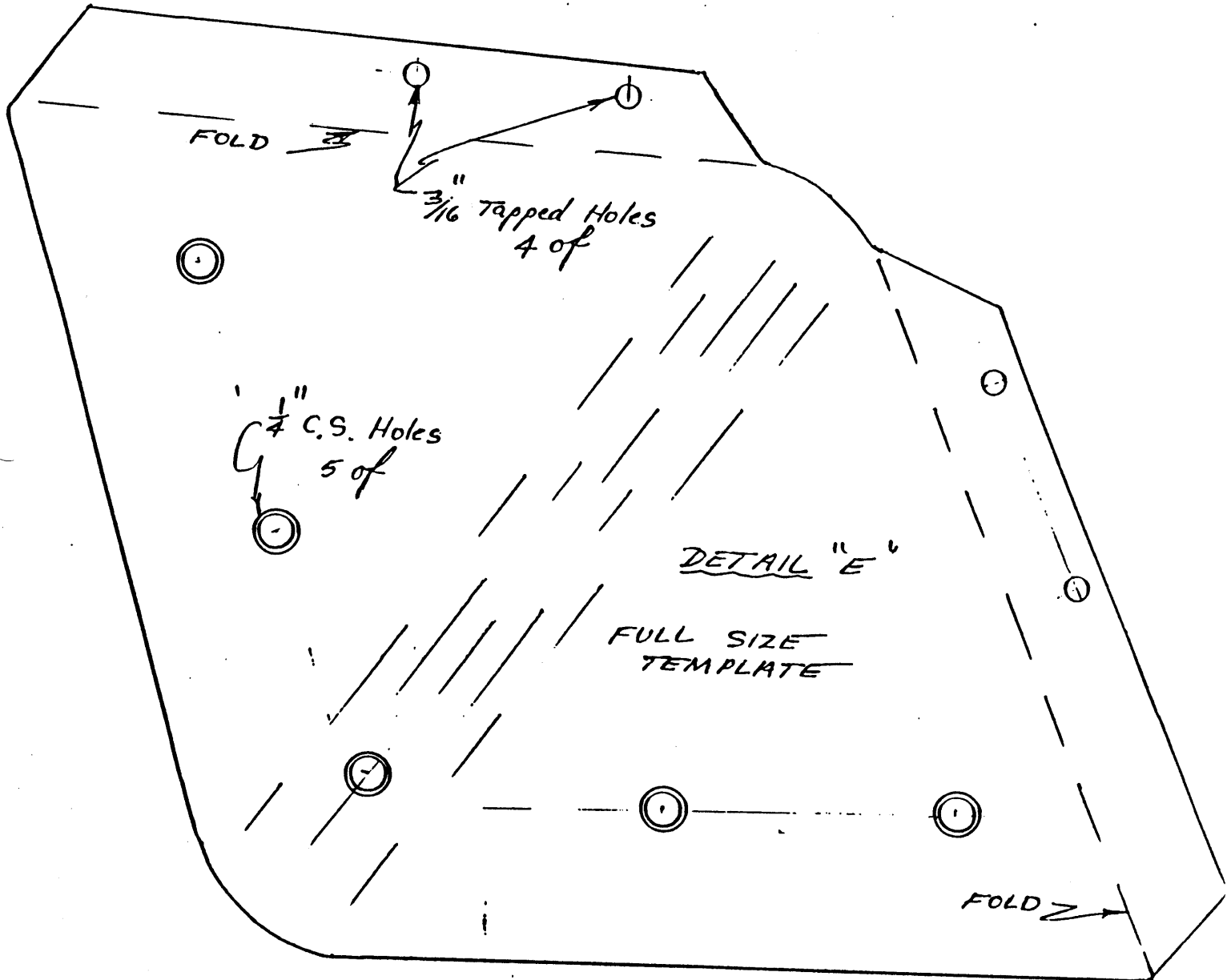
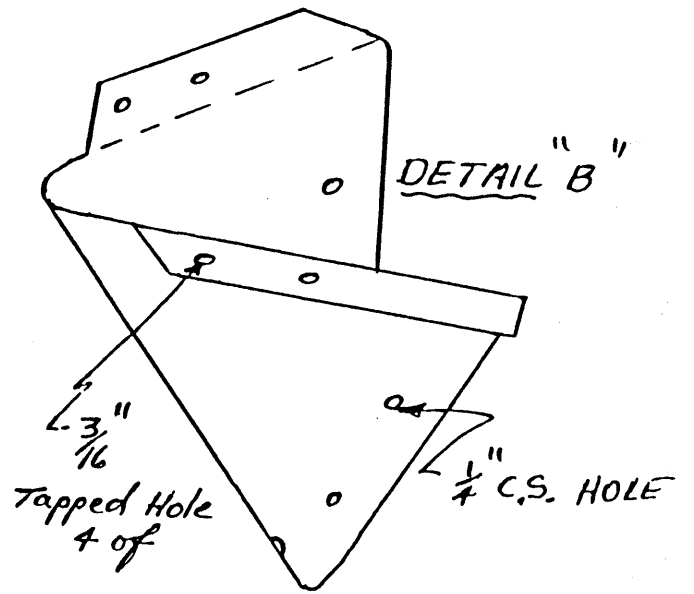
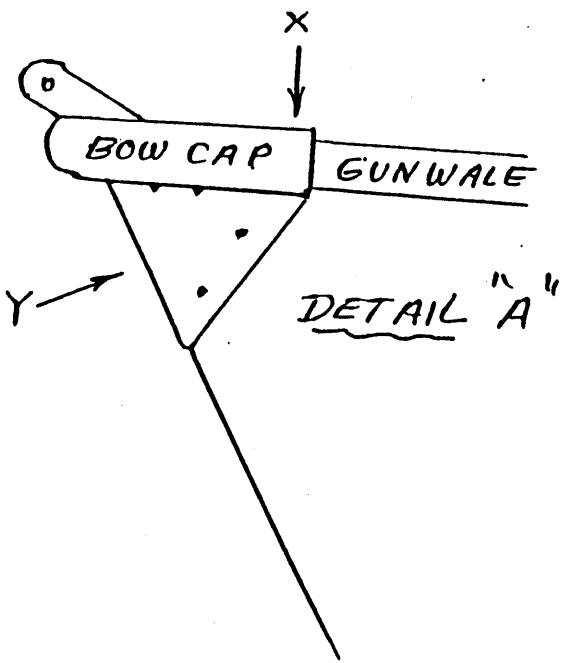
- Detail Diag "A" Side view of bow fitting
- Detail Diag "B" Pictorial view of fitting
- Detail Diag "C" Section detail at point "X" (Diag "A") illustrating space between lower flange of bow cap and gunwale. This diag also illustrates the oblique angle (107 degrees) of upper flange of new fitting to the side surface.
- Detail Diag "D" Profile of external bow surface at 90 degrees to angle of stern (arrow in diag A) eg inside profile of new bow fitting.
- Detail Diag "E" Template of new bow fitting. (I recommend that you cut the paper template, fold and check for yourself)

Having formed up the bow fitting (taken off your cardboard trial template) it was then secured to the inside flanges of the bow cap with 4 3/16 Whitworth thread bolts eg round head bolts pass through the aluminium flange and screw into stainless flange of new fitting. Both fittings are now secured as "one fitting" and firmly fitted with caulking compound to the yacht bow. Drill and secure 5 1/4 counter sunk bolts.

Yours sincerely,

(Keith Hayes)





RL 24 ASSOCIATION OF AUSTRALIA

CHAMPIONSHIP 1986

FORM OF ENTRY

R. Boath,
6 Turners Ave.,
COROMANDEL VALLEY, 5051

Please enter the yacht:.....

for the RL 24 Australian Championships 1986 to be held at Brighton
4 - 10 January 1986.

Details are:

Sail number:

Hull colour:

Measurement certificate date:

Entry fee:

I/we hereby certify that the above information is correct and
I/we agree to abide by the Racing Rules of the I.Y.R.U., the
prescriptions and Safety Regulations of the A.Y.F. and the RL
24 Association Class Rules, all as modified by the Sailing Instruc-
tions for this championship.

SignedOwner/Helmsman

Name:

Address:

.....Phone

Entries close Friday 6 December 1985 fee \$40-00

Late entries close Friday 3 January 1986 fee \$50-00

Please indicate which

- ----- Measurement certificate (or copy) enclosed

----- Measurement certificate will be brought with
me

RL 24 ASSOCIATION OF AUSTRALIA

Please record my financial membership for the year 1985 - 86.

National fee \$8-00

Return to

Ron Boath
6 Turners Ave.,
COROMANDEL VALLEY, 5051

or

Margaret Hall
28 Ewell Ave.,
WARRADALE, 5046



Rob Legg Yachts Pty. Ltd.

FACTORY: INDUSTRIAL AVE., MOLENDINAR ESTATE, SOUTHPORT, QLD., AUSTRALIA

PHONE (075) 39 3344

P.O. BOX 24,
RUNAWAY BAY, 4216
QUEENSLAND,
AUSTRALIA

MANUFACTURERS & DESIGNERS OF RL 24 - RL 28 - RL 34
ALSO MANUFACTURERS OF STATUS 580

A/hrs: Rob Legg: (075) 37 1656

13th. September, 1985

PRESS RELEASE ...

After 35 years building quality boats, Rob and June Legg would now like to retire and go sailing.

They are looking for some interested person or persons to buy their business, building the very popular range of RL24s, RL28s, and RL34s. To date, over 400 - RL24s, 150 - RL28s, and 30 - RL34s have been built and are still very strong in demand.

Anyone interested could contact Rob and June by phoning (075) 39 3344 or (075) 37 1656 after hours, or writing to P.O. Box 50, Runaway Bay, 4216, Queensland.

Rob Legg *June Legg*



Ern and Terry Mellor
Shell Seacliff Self Serve
617 Brighton Road,
Seacliff 5049
Telephone: 296 8386

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We wish to Proffer our Good Wishes
to All Members participating in

THE RL 24 NATIONAL TITLES
THIS SUMMER

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Phone: 223 3055

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this add to all the local and
interstate competitors during the
titles.