



**NATIONAL NEWSLETTER**

**NOVEMBER 1985**

**RL24 - It's YOUR kind of boat**



# NATIONAL NEWS



## NOVEMBER 1985

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### 1. INTRODUCTION

Very little news from around the country (Sundry State Association Secretaries please note!), so this National News is limited in the main to details of the National Titles, and the revised Class Rules & Restrictions.

### 2. NATIONAL CHAMPIONSHIPS

Planning and organisation is well advanced for this event, the Notice of Race for which was included in the August National News.

Accommodation: This is being booked very quickly; if you require assistance with accommodation, please contact the Treasurer, Margaret Hall, as soon as possible.

Race Schedule: A few minor amendments and additions to information given in the August National News.

- Friday 3 January	Measuring	0900 hours
Sunday 5 January	Briefing	1200 hours (not 1000 hours)
Monday 6 January	Heat 3	1400 hours (not 1450 hours)
Tuesday 7 January	National AGM	1700 hours
Thursday 9 January	Heat 6	1400 hours (not 1450 hours)
Friday 10 January	Resail	1400 hours (not 1450 hours)

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

3. CLASS RULES AND RESTRICTIONS : EFFECTIVE 1st FEBRUARY 1985

a) The attached Class Rules Revisions have been prepared by Ken Rainey and Ken Hackett, and they include all amendments from the AGM in Rhyll earlier this year. All previous versions are now null and void.

b) A recent change in the AYF Safety Regulations for Trailerable Yachts Addendum "B" Part 4A, Rule 5.7.2. reads:

"Unless otherwise prescribed in the Class Rules or Sailing Instructions, the whole torso of any of the crew shall not be located outside a vertical line through the gunwhale other than temporarily."

Notice has been given that the Victorian Association intends to move at the next AGM the following motion:

"That the RL 24 Class Rules be clarified as follows:

Hiking: No trapeze or similar device shall be used. Hiking is permitted provided that when hiking in the transverse position no part of the crews body between the middle of the thigh and the feet shall be outboard of the sheerline. When hiking in the longitudinal position, at least one full arm and one full leg shall be in board of the sheerline."

4. FEES

Fees are now due and payable for membership of the RL 24 National Association for the year 1985-6.

This national fee has been set at \$8-00 and should be sent with the form below to Mrs. Margaret Hall, Treasurer.

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MEMBERSHIP 1985-6

RL 24 NATIONAL ASSOCIATION

Mr/Mrs/Miss/Ms/Dr .....

Address: .....

.....P/code.....

Phone Day: ..... Evening .....

Boat Name: ..... Sail No. ....

Please find enclosed my cheque to "RL 24 National Association" for \$8-00.

Return to Margaret Hall, Treasurer,  
28 Ewell Ave.,  
WARRADALE, 5046

5. W.A. News

The attached letter has been received from Warren Stubbs, and may be of interest to members. Anyone who has information on available second hand RL 24's could contact Warren direct.

SEE YOU ALL IN ADELAIDE 4-10 JANUARY, 1986.

Bill Young

7 Henry Bull Dve.,  
BULL CREEK, WA., 6155

RL 24 ASSOCIATION OF W.A. has gone into recess due to lack of class competitive interest. Approx 8-10 boats sail in regular club events, strewn across the State from Albany to Port Hedland, a distance of 3000 + km.

Under the Y.A. Rules the W.A. Association could not retain affiliation as a class in W.A. without conducting regular events and State titles so affiliation with Y.A.W.A. has been suspended until further notice. The National body, if it is affiliated with Y.A. of Australia should be aware of the requirements for recognition of a national association.

I will continue to hold the books of the W.A. Association in the hope interest is revived 86/87. May be the Americas cup may help.

The RL 24 would be a popular boat in the West if there was a local manufacturer or even a representative. The cost to secure a new boat from Queensland does not compete well with other similar size craft.

Many people are enquiring as to availability of second hand RL 24's so maybe the Association may be able to assist in some form of information flow to the West.

I have kept my boat in top condition and sail it very competitively in Perth taking out my Clubs Division Aggregate trophy two years in succession and remain very competitive in Regattas.

I have developed a new swing keel design of regulation weight and dimensions, using a combination of aluminium and lead ballast to lower the centre of gravity. It has worked well in the stronger winds in Perth, the design details are available on request. Manufacture, with some blood, sweat and tears, cost about \$500 including pattern and mould for the lead portion which I have in storage.

Best regards and hope the nationals go well.

Warren Stubbs