



NATIONAL NEWSLETTER

RL24 - It's YOUR kind of boat

AUGUST 1986

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INTRODUCTION

Hi there fellow sailors, for the next 6 months or so your newsletter arrives with a ray of sunshine from Central Queensland. Sorry about the delay but we are now organised and offer our 1st Newsletter.

To our South Australian Committee and Members, thanks for organising and running the 1986 RL24 Australian Championships.

To all RL24 sailors (owners or crew), if you need information about the RL24 Australian Titles for 1987 (January 4th to 11th) being held at the Port Curtis Sailing Club/Gladstone Yacht Club, Gladstone, contact any of the three people heading this newsletter. Better still also come and visit us at Gladstone in January 1987.

QLD RL24 OWNERS ASSOCIATION

To the Qld RL24 owners and crews, as you are aware there has not been a Qld RL24 Owners Association, since before Qld last hosted the National Titles at Southport in 1983. Consequently no meetings or State Titles have been held up to this date.

Therefore the RL24 owners sailing in Gladstone have agreed to organise and run the 1987 RL24 National Championships. This group of people would also like to see the revival of the Qld RL24 Owners Assoc., We are seeking the old Assoc., minute books and treasurers records. If anyone thinks they can help please contact us.

We also wish to discuss after the A.G.M. at the Titles if any group or club wishes to host the Qld RL24 State Championships for 1987.

WANTED INFORMATION, ARTICLES, CLASSIFIED ADVERTS?

Anyone from anywhere who wish to have something to say in this newsletter please contact D. Parmenter.

FOR SALE:- 1 mast (YACHIMAST OF AUST. SECTION 3E), 1 BOOM, 1 SPINAKER POLE, 1 NORTH MAIN (battened), 1 Genoa all to suit a RL24. (Mast, Boom, spinnaker pole all fully rigged.) Contact D. Parmenter, Gladstone, PH 079 722444.

GLADSTONE:- Where is it, what is it.

Gladstone is a pleasant City of 18 to 20 thousand people situated on the east coast of Central Queensland a 7-8 hour drive north of Brisbane when towing a boat. All roads leading to Gladstone are excellent and allow for easy towing of craft in all weathers. Gladstone sailors have ideal conditions which allow them to follow their chosen sport in the natural large Harbour which is well protected. The average tidal range for the titles will be approx. 3 metres.

The weather in January is kind, with a temperature range of approx 21 degrees to 32 degrees C and winds of 5-15 knots. January usually brings plenty of sunshine.

The industrial companies in and around Gladstone are friendly and progressive as are the Gladstone residents. Our club hosts the finish of the second largest Australian Ocean racing fleet "The Brisbane/Gladstone Yacht Race" each Easter.

We have excellent trailer sailor cruising grounds with a sixty mile radius of Gladstone which includes Keppel Island, just north of Gladstone.

As this is our 1st Newsletter and consequently we have had no chance to invite members, or state bodies to submit articles, lets us give our view of Qld's largest trailer sailor race, "The Tin Can Bay to Hervey Bay".

Tin Can Bay is on the mainland and near the Southern end of Fraser Is. Hervey Bay is approx. 3/4 the way up Fraser Island, north of Tin Can Bay, and also on the mainland.

The race is over two days with an overnight stop on Fraser Is. at Gary's Landing. The distance is approx. 55 miles and attracts just over 200 competitors. This race is held on the Labor Day long weekend in May each year. 1986 was the races 6th year. The Friday before the start is quite hectic. There are people launching their boats at Hervey Bay and motoring or sailing to the start, leaving the trailer at Hervey Bay for after the race. Others launch at Tin Can Bay and take their trailers to Hervey Bay returning on the buses arranged by the organisers for Friday Night and Saturday Morning.

The small hotel at Tin Can Bay "Blue Lagoon" fairly jumps on the Friday night before the race providing food, drink and entertainment for the many sailors, crews, family and friends until midnight. If you wish to party on you can be easily accommodated at the Marina, the camping grounds or the rigging area at the public ramps near the Air/Sea Rescue building.

Dusk to Dawn Friday night sees a lot of traffic at Tin Can Bay both with cars and boats, and people moving around all hours of the night.

On Saturday morning the skippers are required to sign on at Race headquarters, then, listen to the briefing and out to the starting area. The start is broken into four divisions with the slowest monohulls (DIV 3) starting at 1100 hours. DIV 2 the medium speed Monohulls starting 10 minutes after. DIV 3 and then DIV 1 the fastest monohulls 10 minutes after DIV 2 and then DIV 4 all multihulls 20 minutes after DIV 1.

The boats head N.E. along the Tin Can Bay channel towards Fraser Island. A left turn to a N.W. heading at Inskip Point, points the fleet to the 1st leg finish line at Gary's Landing for our overnight stay.

Usually at INskip Point is where the fleet Divisions overlap. This is a fantastic sight with many boats, most, Flying spinnakers converge on the turning mark and crammed onto a small area of water.

After finishing the skippers go ashore on Fraser Is. at Gary's Landing to sign off. Afterwards there is a quiet drink and a re-run of the highlights of the 1st leg with the crews of other boats moored, nearby.

The organisers use a barge to bring the vehicles carrying the food and drinks across to Fraser Is. The vehicles drive down to Gary's Landing. With over 200 boats and crews, Gary's Landing turns into a monstrous Bar-B-Que with a few crew seeing the rising sun.

At dawn the people are wakened to a bugler being driven in a speedie through the fleet playing "Reveille" or the tune "I can feel a fourx coming on". Sunday mornings start is 0730 with Division 3 leading the fleet away and the other divisions at staggered starts behind them.

The finish is near the URANGAN Boat Harbour, Hervey Bay some 35 miles from Gary's Landing. The organisers of the race again show their expertise by arranging for the owners to get their boats on trailers, out of the water and into the derigging boat park, quickly, and without traffic snarls and frayed tempers. Again the race, action replays can be overheard and observed.

Monday morning sees most of the sailors at the Hervey Bay Sailing Club to acknowledge and congratulate the winners.

Oh! yes and speaking of winners we have:-

1985 - 1ST OVERALL DUMP TRUCK - ROD YOUNG - RL24
2ND OVERALL SUNDANCE - WARREN WALTERS - RL24
1986 - 1ST OVERALL WINGS - WARREN WALTERS - RL24
4TH OVERALL PIPE DREAMS- ROD YOUNG - RL24

ACCOMMODATION

For those, who know they are coming to Gladstone and wish to arrange accommodation, Warren Walters has the following information. You can contact these people direct or if some difficulty arises contact Warren, to help you out.

SEA BREEZE CARAVAN PARK
7 SUTTON STREET,
BARNEY POINT, GLADSTONE 4680
PHONE 079-721736

BARNEY BEACH CARAVAN PARK
FRIEND STREET,
BARNEY POINT, GLADSTONE 4680
PHONE 079-721366

RATES: ON SITE VANS \$70-00 to \$80-00 PER WEEK APPROX.
UNITS \$85-00 PER WEEK APPROX.
TENT SITES \$25-00 PER WEEK APPROX.

RATES: SIMILAR TO THAT OF THE SEABREEZE
CARAVAN PARK

MAUNALOR MOTEL,
COGN STREET,
GLADSTONE QLD 4680
PHONE 079-724222

MAWARRA MOTEL,
4 SCENERY STREET,
GLADSTONE QLD. 4680
PHONE 079-721411

RATES: SELF CONTAINED UNITS \$20-00 PER NIGHT

RATES: MOTEL ROOM
SINGLE \$25-00/UNIT/NIGHT
DOUBLE \$25-00/UNIT/NIGHT
TWIN \$28-00/UNIT/NIGHT (SLEEPS 4)

The two camping areas are side by side and near the harbour and should overlook part of the sailing course.

Next Issue, "September's" will include the notice of race. The financial year for our association is 1/7/86 to 30/6/87 and therefore the annual subscriptions are due. As passed at the Annual General Meeting held at South Australia in January 1986, the Annual Subscription is \$8-00.

Would you please forward these to Rod Young, 3 Moore Street, GLADSTONE 4680. THANKYOU,

OWNER.....
ADDRESS.....
.....POST CODE.....
PHONE NO.....
SAIL NO.....
BOAT NAME.....

DAVE PARMENTER
EDITOR