



**NATIONAL NEWSLETTER**

**FEBRUARY 1986**

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



# NATIONAL NEWS



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RL24 NATIONAL CHAMPIONSHIPS

The championships were held on the waters of St Vincent's Gulf off the Brighton and Seacliff Yacht Club from January 5 - 10 1986. Excellent sailing conditions prevailed throughout the series, with winds ranging from 5 to 25 knots. The Victorian yachts proved superior throughout, filling first, second, third and fourth places in the titles.

RESULTS

National Championships

<u>Yacht</u>	<u>Skipper</u>	<u>State</u>	<u>Place</u>
Lowana V	B. Aitken	Vic	1st
Pegasus	B. Castles	Vic	2nd
Lowana VI	M. Shannon	Vic	3rd
(Liaison	G. Vaughan	Vic	Close 4th)

### Invitation Race

Pegasus	B. Castles	Vic	1st
Xtremist	M. Larsen-Smith	SA	2nd
Lowana V	B. Aitken	Vic	3rd

### Handicap Winners

Bentley	B. Hall	SA	Heat 1
Finesse	B. Young	SA	Heat 2
Lowana V	B. Aitken	Vic	Heat 3
Lowana VI	M. Shannon	Vic	Heat 5
Dump Truck	J. Hornabrook	Qld	Heat 6
Pegasus	B. Castles	Vic	Heat 7

### Long Race

Lowana V	B. Aitken	Vic	1st
Pegasus	B. Castles	Vic	2nd
Hot Pursuit	K. Snowball	SA	3rd
Sea Biscuit	R. Boath	SA	Handicap winner

### Toad of Barmera Trophy

Radical Lady Too	J. Lucas	NSW
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### SA STATE CHAMPIONSHIPS

Xtremist	M. Larsen-Smith	1st
Hot Pursuit	K. Snowball	2nd
Sea Biscuit	R. Boath	3rd
Finesse	B. Young	4th
Bentley	B. Hall	5th

### STATE TEAMS TROPHY

VICTORIA, taking out first, second and third placings in the national championships.

The new RL24 National Champion, Barry Aitken and his crew of Lowana V, totally dominated the championship series. They excelled in all racing conditions, from light to heavy air, drawing boat speed from Lowana V which could rarely be matched by any other competitor. Occasionally, they were pushed by other Victorian yachts, but once securing clean air in front of the fleet were virtually unassailable. Sincere congratulations from the RL24 Association on an outstanding championship series Barry!

### VICTORIAN STATE CHAMPIONSHIPS

Lowana VI	Mike Shannon	1st
Lowana V	Barry Aitken	2nd
Liaison	Geoff Vaughan	3rd

The 1987 National RL24 Championships are to be held at the Gladstone Yacht Club, Queensland from January 4 - 11 1987.

Bill Young (President, 1986 National Championship Committee)

## "WINDSONG" - THE FIRST TEN YEARS

One evening in April 1975, after one too many Moselles, I rang Rob Legg and asked him what I had to do to get one of his RL24's.

"Send \$200 and come and collect it in 8 weeks time." he said and this is what we did.

After building the trailer and having the centreboard cast and galvanised at Toowoomba Foundry, one unforgettable day in June, my son Geoff and I drove to Southport and collected the orange "monster". After years of dinghy sailing it really looked large behind the old humber.

Some months later, we launched the boat at Atkinson's Lagoon with suitable libations of "Great Western". On retrieval I lowered the mast the easy way - by driving under a tree!

We tried racing the next week and decided that, without a Genoa and Spinnaker, we would come nowhere, so decided to cruise instead. We can heartily endorse the comments of a recent contributor in saying cruising can be just as exciting as racing and is sometimes wholly delightful.

We teamed up with Des Pampling's twenty footer "Elizabeth", a beautiful little homebuilt, and Larry Loveday in his Mirror 16 footer "Red Sails in the Sunset" as we came to know it in the months and years to come.

The first memorable trip was a night sail to Moreton Island. Our navigation lights were Dolphin torches in red and green buckets!

The only mistake we made was to beach the boat at the top of the tide - for a quiet night - only to realise the next morning that the next tide would be two feet lower. We dug like madmen and just managed to launch the boat before the water went out again, not to be that high again for two weeks!

We ventured offshore a couple of times through Noosa River Bar and experienced the rise and fall of a deep sea swell - awe inspiring. Returning over the bar was exciting as we surfed through the breakers, at the top of the tide of course, with only a gentle sea running.

The longest trail was to Round Hill Head where Captain Cook came ashore in 1770. There is easy access to the open sea which we exploited as often as possible. A broken trailer spring on the way home taxed our ingenuity, but with the aid of a trailer roller we got home.

By this time, we had explored most of the South East coastline of Queensland, and having developed sciata from an old motor cycle accident, I decided to leave the boat on moorings at Cooby Dam, near Toowoomba. It was sheet delight to climb aboard and be under way in just a few minutes compared with the hassels of rigging and launching at a ramp.

After operating as Rescue Boat for the local Sailing Club for a season or two, the boat was "discovered" by the local ducks and used as a "dropping" zone. The resulting mess had to be seen to be believed!. We reluctantly decided to move to the coast and mud berth in the lee of Lamb Island where we had bought a block.

The boat had a layer of black slime on its bottom after being in the dam so long and we thought this would soon wash off in the sea water - but not so. There were traces of it still there years later, even after careening several times. Tenacious stuff, as were the sails, which after six years, I thought were nearly worn out so I left them out in all weathers for the next four years and the main is still in use! The sailmaker reckons it was a special batch that is not made anymore - they last too long.

I had become interested in gliding and ultralight flying by this time and the poor old boat just sat there month after month, drying out every tide some 2,000 times. Rob Legg sure can build 'em.

The boat was looked after by a friend who lived on Stradbroke Island and one weekend he was caught on a lee shore at Moreton Island and she was driven ashore in one of the worst storms he or anyone could remember. Miraculously, the mast stayed up although the outboard leg was sheared off and the hull slightly cracked. All the gear within was either ruined by sand, salt and seaweed or looted.

When I rang Rob he said "We haven't lost an RL yet. They have fallen off trailers, capsized and been stranded, but we have been able to repair all of them so far ..."

Some months later, the boat was almost as good as new, even the shroud U bolts were still gleaming when I pulled them out and the mainsail still draws!.

Last month, we launched on the Brisbane River at Jindales and cruised up river the mast down and enjoyed it so much, we bought a riverside block and hope to spend many happy hours pottering up and down that quiet waterway - it only floods occasionally they tell us !. I hope the ducks are more sociable though!.

NATIONAL RL24 OWNERS ASSOCIATION OF SOUTH AUSTRALIA

INCOME AND EXPENDITURE STATEMENT FROM 30.9.85 TO 25.2.86

<u>INCOME</u>	\$	\$
Opening Funds Received from Victoria		1,238.84
National Subs		581.00
National Title Subs		440.00
Presentation Dinner		915.00
Sale of T-Shirts		391.50
Sale of Wine		678.00
City of Brighton Jubilee Expenses		250.00
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		4,494.34


EXPENSES

National Trophies	251.00	
Presentation Dinner	1,200.50	
Postage & Envelopes for National Newsletters	181.92	
F.I.D., F.D.T. & Sundry Expenses	24.12	
T-Shirts for Nationals	910.80	
Wine for Nationals	765.00	
Brighton & Seacliff Yacht Club Expenses for Welcome B.B.Q.	<hr/> 578.00	3,911.34

BALANCE AS PER BANK PASS STATEMENT \$ 583.00

AUDITOR STATEMENT

I have examined the books and statements of the National RL Owners Association and have formed the opinion that the above Income and Expenditure statement is a true and accurate record of their affairs as a 25th February, 1986.

  
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S.D. Hoffmann.  
A.A.S.A.