



**JANUARY 1986**

**SOUTH AUSTRALIA NEWSLETTER**



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

Jan 1986

# RL-24 ASSOCIATION OF SOUTH AUSTRALIA

## RL-24 ASSOCIATION OF AUSTRALIA - A.G.M.

Minutes of the 13th Annual General Meeting of the RL-24 Association of Australia held at the Brighton/Seacliff Yacht Club on the 7th January, 1986.

PRESENT: B. Young(President) Chairman, M. Hall, B. Hall, M. Larsen-Smith, R. Boath, B. Castles, K. Snowball, B. Aitken, M. Shannon, J. Lucas, G. Vaughan.

APOLOGIES: R. Clampett, J. Hornabrook.

MINUTES: Minutes of the A.G.M. held in Rhyll on 10th January, 1985 were confirmed. MOVED: Larsen-Smith/Shannon  
CARRIED

### BUSINESS ARISING:

#### 1. Hull & Deck Design

This item was carried over from the Rhyll A.G.M. A resume was provided on background to the issue, then the following points were made in discussion:

1.1 While the RL-24 is a "development class", it is now time for considerable caution to be exercised with further major developments to the class. Developments over the past several years have included modifications to keels, spans, masts, trapezes, sails, hulls and decks. For this trend to continue, yachts of only two to three years of age will rapidly become obsolete and suffer considerable re-sale penalties. Further, the trend towards smaller and smaller State & National Titles fleets could be accelerated, with other than "state of the art" yachts no longer bothering to compete.

1.2 If the RL-24 is to remain a "development class" any development authorised by A.G.M. decision should be acceptable, regardless of consequences for owners unable to keep pace with such developments.

1.3 It was resolved that:

- i) Jack Lucas (Radical Lady Too) would provide copy for the next National Newsletter providing details of his yacht for comment, to include photographs, design details and commentary on design aims.
- ii) This copy will appear in the National Newsletter, with strong encouragement for RL-24 members to make their views felt via letters to the editor on the pros & cons of further major modifications to the RL-24 Class.
- iii) The 1987 A. G.M. to resolve formally the question of further design modifications, in the light of views received. MOVED: Boath/Castles  
CARRIED

#### 2. Minimum Outboard Motor Standards

Considerable discussion took place on the various State and AYF standards required.

The current Class Rule covering this item was unanimously reaffirmed, with a 3 year phasing in period operative from 10/1/85 (Rhyll A.G.M.).

VIZ. "Class Rule 10.13: An operating motor capable of driving the yacht into 30 knot head winds and against currents likely to be experienced shall be carried. Motors of less than 4.5 kw (6 hp) shall not be used unless proven adequate. A minimum of 9 litres of fuel shall be carried."

CARRIED

# RL<sup>24</sup> ASSOCIATION OF SOUTH AUSTRALIA

PRESIDENTS REPORT: The following Presidents Report was put before the meeting, which agreed to reproduce the report in full for the National Newsletter, to stimulate members comment via the Newsletter towards more stable and more active State and National Associations.

## PRESIDENT'S REPORT

I took this position nine months ago when Dick Clampett moved from his RL 24 to an RL 28. At that time, planning for the 1985 - 6 national championships was well advanced and a good series was confidently anticipated.

At the time of writing this report, two weeks after close of nominations, a very disappointing eleven yachts have nominated for the championships.

Information on the 1985 - 6 championships has been before members since the 1982 - 3 titles at Runaway Bay (Qld), via State and national newsletters and at each title venue. Further information has appeared in the Nautical News, Australian Sailing, Australian Boating magazines over the past eight months, but despite this the nominations to hand are quite disappointing and disheartening. With over 450 RL 24's throughout Australia and more than 100 registered with the National Association, it was reasonable to expect considerably greater support for the time and effort put in by the 1985 - 6 planning committee.

This prompts me to raise several questions for all members to consider; views would be most welcome to share in the next National Newsletter

1. Should the RL 24 Association persist with annual titles? \*
2. If so, should they be held only at venues more central to all members? \*
3. Is the variation in titles dates from year to year a problem and if so, should they be held during the same week each year?
4. Is travelling long distances with trailers which receive weekly submersion in salt water (and hence questionable brakes, bearings etc) a contributing problem?
5. Would a "breathing space" of one or two years enable State Associations to strengthen before mounting a national championship series? \*

Thinking further along these lines it might be useful for members to consider the following and make their views known via the newsletter or AGM:

1. Would the Association be strengthened and stabilised if the positions of President (linked with newsletter editor) and Secretary/Treasurer were for two or preferably three year terms? This could give an identifiable "headquarters" for Association affairs, enable accurate and ongoing membership/address/boat ownership files to be developed, and offer experienced advice to organisers of State and National titles throughout that period.
2. Could a trial run be given to this idea for the 1986 - 8 period, separating the roles championship planning and Association officers (above)?
3. If you have a strong and active State association, please consider the advantages of siting the National Association headquarters in your State for
  - 3.1 Three years consecutively
  - 3.2 Advice to, but not responsibility for, national championship series.
  - 3.3 An adjunct to your State office bearers, not necessarily simply more work for the few.

On a brighter note, the 1985 - 6 championships are wide-open, with second to sixth placegetters from last year all present to add their names to the Rob and June Legg Perpetual trophy, if the "breaks" go their way. I am quite confident that all will enjoy themselves, with keen contests on the water and pleasant socialising ashore.

Bill Young  
Brighton and Seacliff Yacht Club  
December 1985

We are anxious to publish members' views on the matters raised above. Please ~~not~~ send your ideas, reactions to

DAVID PARMENTER

21 OFF STREET, GLADSTONE

Qld 4680 Ph. 079/722444.

(ed.)

GENERAL BUSINESS:

1. CHAMPIONSHIPS 1987

1.1 The meeting confirmed the venue for the 1987 National Titles, to be hosted by the Port Curtis Sailing Club/Gladstone Yacht Club (QLD) from January 4th - 11th 1987. MOVED: Shannon/Larsen-Smith  
CARRIED.

1.2 Chairman to provide written confirmation of this decision to Gladstone Yacht Club, thanking them for their offer. MOVED: Shannon/Vaughan  
CARRIED.

2. ASSOCIATION FEES 1986-7

The Association Membership Fee for 1986-7 was set at \$8.00 per member. MOVED: Hall/Boath  
CARRIED.

3. NOTICE OF MOTION (CLASS RULES)

The following notice of motion was given 3 months notice via National Newsletter, and was considered by the meeting.

"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 inboard of the sheerline".

It was moved Shannon/Aitken that this Rule be formally adopted in the RL-24 Class Rules and Restrictions. CARRIED.

4. ASSOCIATION OFFICERS 1986-7

Moved Shannon/Aitken that the Chairman write to RL-24 members of the Gladstone Yacht Club advising the National Secretariat was to be located there, and inviting advice from them to all members via the National Newsletter of the new President, Secretary and treasurer for 1986-7. CARRIED.

5. CORRESPONDENCE:

Advice was received from David Parmenter on desired modifications to Class Rules covering hiking, ballast, foam in masts and outboard motors.

The meeting agreed that the Chairman write to David Parmenter advising that such modifications require a minimum of 3 months written notice via the National Newsletter, for consideration by the 1987 A.G.M.

6. NOTICE OF MOTION:

Notice is given of a motion to delete the words in parentheses "one suitable for use as a 'storm' jib" from Class Rule 9.1 Number of Sails.

The substance of this proposed change would enable headsail changes in State and National Titles to include both change to light-weather headsail and change to a storm sail, if required.

It was agreed that this change would be considered at the 1987 A.G.M. W. Young/M. Shannon

7. CHAMPIONSHIPS 1988

The following letter was presented to the meeting by Jack Lucas.

It was agreed that the meeting supported in principle the venue for 1989 at  
Twofold Bay Yacht Club. MOVED: Lucas/Larson-Smith  
CARRIED.

It was further resolved that the 1986-7 President (Gladstone) would correspond  
with the Twofold Bay Yacht Club towards developing this proposition. CARRIED.

8. VOTE OF THANKS:

M. Shannon moved a vote of thanks on behalf of all competitors for the  
excellent series and facilities provided by the S.A. RL-24 Committee and the  
Brighton/Seacliff Yacht Club. This was endorsed by all members present.

The Meeting closed at 7.00 p.m.

BILL YOUNG  
(Chairman 14.1.86)

CONFIRMED.....

TREASURERS REPORT:

The following Report was tabled, and after due examination was formally received and endorsed. As arrangements for auditing could not be finalised before the A.G.M., it was agreed that an audited statement would appear in the next National Newsletter.

MOVED: [unclear] Non/B. Hall  
CARRIED

RL-24 NATIONAL STATEMENT

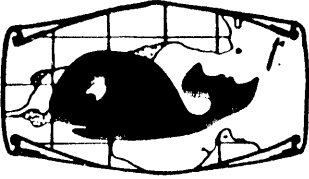
Income:

National Subs	\$485.00
National Title Subscriptions	\$440.00
S.A. Subs	\$ 35.00
S.A. Titles	<u>\$ 60.00</u>
	<u>\$1020.00</u>

Expenditure:

National Trophies	\$251.00
F.I.D. & F.D.T. Tax	\$ 1.41
Transferred to S.A. Account	\$ 95.00
Dep. for Presentation Dinner	\$100.00
Postage for National Newsletter	\$181.92
Petty Cash	<u>\$ 20.00</u>
	\$649.33
T. Shirts for Nationals	<u>\$268.50</u>
	<u>\$917.83</u>

Income	\$1,020.00
c/f from Vic.	<u>\$1,238.84</u>
	\$2,258.84
Expenditure	<u>\$ 917.83</u>
<u>BALANCE:</u>	<u>\$1,341.01</u>



## TWOFOLD BAY YACHT CLUB

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P.O. Box 381,  
Eden, N.S.W. 2551

3rd December, 1985

*Commodore:* R. WRIGHT

*Secretary:* S. MALCOLM

The Hon. Secretary,  
N.S.W. RL24 Association.

Dear Sir,

The Twofold Bay Yacht Club has in the past hosted many State and National Titles on Twofold Bay. They have included NS 14 States, Timpenny States, Brindle Catamaran Nationals, Hobie Southern Zone Titles, and this Christmas the Flying Dutchman Interstate Titles.

At the present time we have no titles booked for 1987-88 but we receive quite a few inquiries and work on a first confirmed booking - first served basis.

The T.B.Y.C. facilities include a clubhouse at Quarantine Bay with a large rigging/parking area adjacent to an excellent four lane launching ramp. There is also a safe and sheltered beach fronting the Yacht Club and BBQ facilities are available.

The racing area itself is a large open bay, not effected by tide and in the warmer months has a reliable sea breeze.

The cost of running such a regatta can vary, but as a guide we recently charged \$5 per boat per race plus rescue and committee boat fuel which was \$120- for a seven race series.



We would be more than happy to host any titles your association may wish to conduct on Twofold Bay.

Should you have any further enquiries please do not hesitate to contact me at the above address or phone (0649) 61659 after hours.

Yours in sailing,

A handwritten signature in black ink, appearing to read 'Steve Malcolm', with a long horizontal flourish extending to the right.

Steve Malcolm