

VICTORIAN NEWSLETTER



2ND  1987

President:
Secretary:
Treasurer:
Editor:

Mick Shannon
Benny Alken
Jeff Vaughan
Ross Corben

FROM THE COCKPIT

As this is being penned the forecast is for gales, hail and a top temp. of 12o.C. Hardly the sort of weather to contemplate sailing but just right for settling down in front of the fire with a couple of good RL 24 cruising yarns. Actually, it has to be said that a Victorian winter can at times offer superb sailing conditions, the Associations cruise to Refuge Cove being a case in point. Of course an RL 24 is just the boat to take advantage of those off-season opportunities being so easily handled and safe and quick if the weather happens to get nasty.

Speaking of nasty things, you'll find attached to this Newsletter an invoice for Victorian RL 24 Association subs. for the 1987-88 financial year. The good news is that the amount remains the same as last year - \$10. A real snip considering it keeps you in touch with other RL people, their boats and where they're sailing. Subs. should be forwarded to our Secretary, Barry Aitken, 22 French St. Croydon 3136 at your earliest.

Being the off-season, we're not swamped with news for this edition but there are a couple of things worth noting. The first is the VYC attachment outlining the soon to be introduced State Government regulations relating to retro-reflective tape on life jackets. As you will see the Red Cross is offering discounts to clubs and associations which purchase the tape in bulk from them. If you're interested in being part of a bulk order from this Association phone Barry Aitken on 723 4761 or Ross Corben on 763 7732 before 30th. September next so that arrangements can be made well before the deadline of December 1st. 1987. The other matter I wanted to pass on was a reminder I had recently of some advice offered by Rob Legg who drew attention to the fact that the stainless steel U-bolts to which the shrouds are attached can be the victim of electrolytic corrosion where they pass through the deck. Robs' strong advice is to remove the U-bolts to check their integrity and replace them if the slightest doubt exists about their strength.

Finally, a very warm welcome to new members Vicki and Steve Holligan who recently bought a Mk.3 down from Queensland and Graeme and Joan Cox who purchased the ex Doug Lee Mk.3. Both families joined the cruise to Refuge Cove and it was great to have them along. We look forward to their company at many other Association events.

WHITSUNDAY WANDERINGS (REVISITED)

Last Newsletter carried the first part of Sue Grahams account of "Bumblebees" cruise through the Whitsundays. Here's the final instalment and its eat your heart out all those people who can't make it to Cid Harbour this winter. Sue writes,

"At long last, part 2! This time I thought I would expand on some of our favourite spots in the Islands of the Whitsunday group. When planning our trip we all made suggestions as to what we wanted to do and see and then had to allow the wind and tide to dictate when we did each one.

The very strong tidal flow made it extremely uncomfortable and often impossible to sail in tide-against-wind situations. The weather reports were not a lot to go on - "10-15 kt. NE to SE" every day with the northerly changes forecast for several days before they actually arrived. We therefore chose our overnight anchorages according to the wind direction in the morning and the tidal flow. The unseasonable northerlies caused us to be wrong on occasions. The result was a very uncomfortable night. (If "100 Magic Miles Of The Great Barrier Reef" by D.Colfelt says an anchorage is "swelly" in certain conditions, believe it!)

My favourite place was Thomas Is. It is out of the charterers range and very few trailer sailers venture that far south. It was well worth the 2 days on the gunwhale in a stiff sou-easterly to get there! Both the north and south sides of the island have good anchorages with lovely sandy beaches and reefs for snorkelling and walking on at low tide. We came across several turtles a few feet away while sailing and swimming. Apart from marine and wild life the island was ours - paradise!

For snorkelling, Cateran Bay on Border Is. should not be missed. It has an amazing variety of marine life and excellent visibility. Unfortunately the silt is stirred up when the wind shifts northerly and visibility is reduced to almost nothing. We were there on a midday low spring tide. This left the reef covered by 6 to 12ft. of water. The kids were able to walk out for about 500m. on the reef amongst small fish, crabs, slugs, beautiful clams, live colourful coral and even an octopus. For those who didn't snorkel, this was the only place to see this sort of hanging over the side of the dinghy with a face mask on.

Hook Is. is an expensive "tourist way to see marine life. At over \$7 each we could take it or leave it! On our way down the east side of Whitsunday Is., Peter Bay turned out to be a great late lunch stop which lasted all night. A lovely sand beach to dry out on and a pleasant walk along a dry creek bed to a stand of palms proved too good to miss.

The next day we continued down the east side of Whitsunday Is. to Hill Inlet. Talk about heaven and hell in one go! Beautiful white silica sand, turquoise water and those b.... sand flies! This was the only place they bothered us but absolutely nothing got rid of them. As a result we all scratched frantically for the next three days. The area including Whitehaven Beach was magnificent and we met some fabulous people but we elected not to return until a sandfly repellent that works is found!

Other memorable places we visited were Hazelwood Is., Nara Inlet, Cid Harbour (fresh water creek) and Butterfly Bay. There are many more we didn't get to see.

We called in at several resorts but the reception was generally luke-warm at the best. An exception was Palm Bay on Long Is. where \$16 got us a mooring, cold showers and a steak dinner. It is a run-down camping resort but very friendly.

The only other resort we stayed at was Hamilton Is. For \$30 a night (9am to 2pm the next day if you time it right) you get a powered berth at the marina and free range of the resort. Facilities include pool, spa, gym, dolphin pool, sanctuary and a variety of shops and restaurants. Shops at the marina are highly priced but meet most requirements - hot bread, grocer, newsagent fish market, chandlers, cheap clothes and the ever-necessary pub. "Seawash" gel was wonderful for salt water washing but the free hot showers and coin laundrette were a godsend.

After 2 weeks on the water, Hamilton Is. was a great place to restock, recharge and clean up rather than making a trip back to Airlie Beach. Water was available but, like mainland water, was full of chlorine and VILE! We always topped up the tanks at Cid Harbour. We loved the cosmopolitan atmosphere in the marina. We met people from all over the world and from all walks of life. One middle aged couple from Nunawading claimed they didn't get along with their kids so they ran away to sea!

The Whitsunday Fun Race was definitely a highlight of the trip. The extra crew member we picked at the club proved to be a real bonus. He was a N.Z. marine engineer who had crewed professionally on racing yachts and had packed a lot of sailing into his 20 odd years. The divisions were - less than 30ft., 30 - 50ft. and over 50ft. There were no restrictions in the racing section but no unstayed sails were allowed in the cruising section. Needless to say that despite all our gear we entered the racing section so as to use the spinnaker. There is a lot to be said for the old RL 24 - we came in 5th in our division despite diversions caused by water bombs and figureheads.

With careful planning we were able to take food and water for 2 weeks at a time. This enabled us to go further afield, or spend a couple of extra days at a favourite spot.

We ran a 35l., 3 way 'fridge off gas in the cockpit at night, and shared a small generator between us. We rarely used it, but "Carousel" had an electric Engel 'fridge which drained the battery every other day.

A couple of times we collected friends from Airlie Beach (plus kids and tents) and took them with us for a few days. The children in particular enjoyed the extra company. Our trip home took us via the coast to show Christopher Dreamworld and Lloyd the factory of Rob Legg Yachts P/L.

Will we do it again? Too right!

A REMINDER

No it's not about subs or recruiting new members but the GREAT ANNUAL RL 24 FESTIVAL OF COFFEE, PORT AND CRUMPETS. As mentioned in the last Newsletter, it's on again on 8th August next at the Corben residence, 161 O'Connor Rd. Knoxfield Ph. (03) 763 7732 starting around 8pm. As well as getting together with other terrific RL folk, a highlight of the evening will be video footage of the Refuge Cove trip and other events of interest to RL owners to be presented by courtesy of the Grahams. Coffee, port and crumpets as well as the open log fire are all supplied but additions to the supper table will be gratefully accepted. This is a great opportunity to catch up with other RL families so organise the baby sitter and make a note in the diary now!

REFUGE COVE - A WINTER ADVENTURE

Of all the adjectives one might use to describe the RL 24 Associations winter cruise to Refuge Cove the only one to do the job justice is "magic!". Pure magic. Seven RLs and various friends in a couple of Ultimate 18s, a Farr 6000 and a South coast 25 left from Port Welshpools excellent launching ramps at about 9.30am on the Saturday of the 1987 Queens Birthday weekend. It was pretty much the perfect winter morning - crisp but with clear blue skies, bright sunshine and, after a while, a workable little breeze. We all motored for a time but as the breeze filled in the outboards were quickly dispensed with and we settled down to the business of tacking our way out to the Entrance. It was a superb sail and as we worked our way through the Entrance we were thrilled by the sheer majesty of the coastal scenery which unfolded at every point and headland. At this stage our little fleet was becoming scattered, the leading boats appearing as distant white triangles set against a huge azure backdrop punctuated only by the comforting hulk of Rabbit Is. to the south and the Seal Islands further to the east. We had earlier decided to hug the coast from Entrance Point thus picking up a narrow gutter running behind the foul ground which flanks the western side of the Entrance channel. The charts (kindly provided by Lloyd Graham) note that the water breaks heavily on this bank but as the sea was so calm it was only the occasional swell which broke. The gutter varies in depth from nearly 2 to 10m and is a useful shortcut for shallow draft vessels, knocking at least a couple of miles off the distance to be made good.

At around 11am we had our only moment of navigational excitement when a bank of sea fog rolled in quickly and without warning from the south-east completely blanketing the tailenders of the fleet from those further advanced towards Rabbit Is. We were all very conscious of the navigational implications of this white-out and hurried bearings were taken in case the fog should engulf the entire coastline. It was a classic example of the treachery of the weather in this part of the world and a stern reminder that this was the big league and not Lake Victoria with Duck Arm just around the corner. After an anxious 30 minutes or so, the fog lifted as quickly as it had come although it capped the peaks of Mt. Hunter and Mt. Margaret for the rest of the day.

At about midday the airwaves began crackling as crews radioed around to arrange a lunch rendezvous - I think Barb Castles started it! As the Aitkens were almost running up on Rabbit Is. it was agreed that the northern beach there was the most suitable spot to fetch up although some opted to press on for the Cove. Some of those who stopped braved the frigid water to wade ashore but most simply swung to anchor and enjoyed the euphoria of the moment in the comfort of the cockpit. To everyone's great delight, a pair of immature Cape Barren Geese marched along the beach to claim their territorial rights, not at all intimidated by the invading armada.

Being mindful that we had only completed about half the distance to the Cove and not wishing to arrive in the dark, we didn't dally long after lunch but quickly set sail again. The wind was light and the effect of the north setting tidal current was soon apparent as we dragged our way ever so slowly passed Five Mile Beach. The 5 miles began to feel more like 50, so slow was our progress. Along the way we passed a "parked" oil rig, some of our party sailing close by to get a better look. After what seemed like an eternity we had the 5 Mile behind us and shortly after, had crossed the entrance to Sealers Cove. With Cape Wellington looming further to the south, we crept passed Horn Point and finally, there it was, the entrance to Refuge Cove. It was bigger than I had imagined it to be but its natural beauty was stunning. As we sailed in the sun was just slipping behind the range formed principally by Mt. Ramsay and Mt. Wilson leaving behind a beautifully soft and mellow light like something out of a Mc. Cubbin painting.

The Cove was already occupied by a well kept Duncanson 37, a small fishing trawler and a couple of other TYs but there was no shortage of room. Initially we moored the boats on the southern beach but the surge was very uncomfortable and most motored over to the north-west side to spend the evening swinging to anchors. Although it was only about 5.30pm it was now dark and the obvious thing to do was to have dinner and then hit the sack. I didn't enquire but I would think it would have been the earliest night most of the party would have had since their primary school days. During the night a bit of a send worked into the anchorage which was annoying but not uncomfortable enough to warrant turning out to do something about.

Sunday morning dawned and quickly revealed itself to be, if anything, better than the day before. The sea was crystal clear and it was fascinating to observe the anchor and its rode lying on the bottom in about 7 or 8m of water. After a leisurely yarn on the beach it was decided to sail back to Corner Inlet for the night to be within easy striking distance of Port Welshpool should our great run of weather suddenly change for the worst. So, reluctantly we headed out on a fickle breeze, creeping round into Sealers Cove where we lunched before setting out for the Entrance. By mid afternoon the breeze began to fill in from the south-east giving us a delightful broad reach to the Entrance where the flooding tide also contributed to our progress. Corner Inlet was like a millpond as we scooted round to Chinamans Beach where we tied up for the evening. A breathtaking sunset bode well for the final day of our cruise as we settled around a fire on the beach. The kids incinerated marshmallows on the end of sticks and the Castles cooked a lovely damper though there didn't appear much left for them after it had done the rounds of the hungry horde.

Next morning an unhurried breakfast and more yarning occupied the time as we waited for the tide to rescue the boats, most of which had taken the hard. A couple needed a bit of a push but by 9.30am all were afloat and making ready for the final leg back to Port Welshpool. As expected the weather was again perfect giving us a great sail up the channel. Once more, we had almost exclusive use of the ramps and by early afternoon all boats were packed up and ready for the road. Most crews, I think, headed for home well satisfied with the previous 3 days. We'd been so lucky with the weather (thanks Huey!) but more importantly we'd all had a great adventure in great company in a great part of the world. As someone said, "Magic, pure magic!".

WHAT? ANOTHER CRUISE?

Too right! By popular demand the Association is organising a rerun of the Warneet - Hastings - Warneet trip we did last year. The idea is to assemble at Warneet on the night of Friday ^{30th} October next, sleep on board and depart on Saturday morning for Hastings via the Western Channel. On arrival there we pen the boats at the marina before wending our weary way over to the Hastings pub for tea in Marty's Bistro. Thus regaled, its back to the marina for the night before returning to Warneet on the following day. Further details can be had from our Secretary, Barry Aitken on 723 4761.

FOR SALE

RL 24 Mk.1 "CYRIOUS". Converted to Drop Keel, Peelgrane mast, North sails, 8HP Yamaha O/B, 27Mz marine radio, boom tent, life jackets, anchors and rope, etc plus multi-roller trailer all in very good order. Boat has a green hull with white top-sides. Asking \$9000 but will consider offers. Contact DENNIS DOUGHERTY P.O.Box 1221 GLADSTONE 4680 or Ph.(079)783767

WANTED URGENTLY

Material suitable for inclusion in this Associations Newsletters. A newsletter without news is like a pub without beer - and this rag is pretty dry at the best of times. We'll print anything remotely connected with sailing - if it concerns RL 24s so much the better. All contributions gratefully received at 161 O'Connor Rd. Knoxfield 3180.

MOTOR BOATING (GENERAL) (SAFETY EQUIPMENT) REGULATIONS 1987.

(AMENDMENT RE LIFE JACKETS/BUOYANCY VESTS) - Abridged by V.Y.C.

Deletion of word "approved."

5. In Regulations 602, 603, 605, 606(i)(a), 607, 608 and 609 of the Principal Regulations the word "approved" (wherever occurring) is revoked. (Effective 1 December, 1987.)

Life Jackets and Buoyancy Vests

6. For Regulation 612 of the Principal Regulations substitute - 612 Life Jackets and Buoyancy Vests (Effective 31/3/87)

- (1) Subject to sub-regulation (3), every lifejacket referred to in this Part must:- (a) have been approved under the Navigation Act 1912 of the Commonwealth (b) have been approved by the Marine Board of Victoria; or (c) comply with the Australian Standard specification for lifejackets (i) as approved by the Council of the Standards Association of Australia on 1 December 1965, and published as "AS Z27-1966;" (ii) as approved by the Council of the Standards Association of Australia on 14 June 1968, and published as "AS Z27-1968;" (iii) as approved by the Council of the Standards Association of Australia on 5 June, 1973, and published as "AS 1512-1973;" (iv) as published by the Standards Association of Australia on 3 April 1979 as "AS 1512-1979;" (v) as published by the Standards Association of Australia on 1 June 1981 as "AS 1512-1981;" (vi) as published by the Standards Association of Australia on 7 March 1983 as "AS 1512-1983;" or (vii) as published by the Standards Association of Australia on 7 December 1984 as "AS 1512-1984."

2. Subject to sub-regulation (4), every buoyancy vest referred to in this Part must -

- (a) have been approved by the Marine Board of Victoria; or (b) comply with the Australian Standard specification for buoyancy vests - (i) as approved by the Council of the Standards Association of Australia on 1 December 1965, and published as "AS Z28-1966;" (ii) as approved by the Council of the Standards Association of Australia on 1 December 1965, and published as "AS Z28-1966;" (iii) as approved by the Council of the Standards Association of Australia on 5 March 1973, and published as "AS 1499-1973;"

(Cont'd. on Page 16)

(Cont'd. from Page 4)

- (2) (b) (iv) as published by the Standards Association of Australia on 1 July 1979 as "AS 1499-1979;" (v) as published by the Standards Association of Australia on 7 March 1983 as "AS 1499-1983;" or (vi) as published by the Standards Association of Australia on 7 December 1984 as "AS 1499-1984."

(3) Every lifejacket referred to in this Part must, after 1 December 1987, in addition to the requirements of sub-regulation (1) be fitted with SOLAS grade high-intensity retroreflective tapes placed as high up on the lifejacket as possible -

- (a) in the case of a lifejacket designed for use by a person with a body mass greater than 25 kilograms, in not less than six places on the outside and if the lifejacket is reversible on six places on the inside of the lifejacket; or (b) in any other case, in not less than four places on the outside and if the lifejacket is reversible on four places on the inside of the lifejacket:-

each such tape being not less than 100 millimetres long and not less than 50 millimetres wide, so that not less than six or four such tapes (as the case may be) are always visible whichever way the lifejacket is worn.

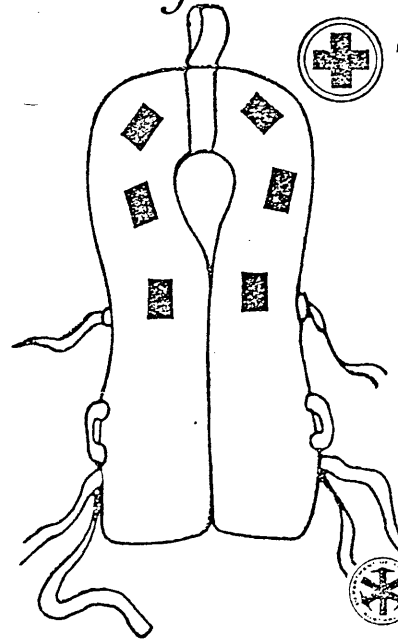
(c) Every buoyancy vest referred to in this Part must after 1 December 1987, in addition to the requirements of sub-regulation (2), be fitted with SOLAS grade high-intensity retroreflective tapes placed as high up on the buoyancy vest as possible in not less than two places on the front and two places on the back of the buoyancy vest and, if the buoyancy vest is reversible, on the inside as well as on the outside of the buoyancy vest, each such tape being not less than 100 millimetres long and not less than 50 millimetres wide, so that not less than two such tapes are always visible whichever way the buoyancy vest is worn.

Available from:-

No. 69 of 1987 Motor Boating (General) (Safety Equipment) Regulations, a Victorian Government Publication, State of Victoria, by Authority F. D. Atkinson, Government Printer, Melbourne. Recommended Retail Price \$0.40.

REPORT: This summary of Government legislation introduced into Parliament is available as a free service. Copies of Bills and information on their progress in Parliament can be obtained from the Papers Office of the relevant House of Parliament (telephone (03) 651-8911) * a free information service published by the Victorian Government Printer Office and authorised by Dr. Ken Coghill, M.P., Parliamentary Secretary of the Cabinet. Subscription Inquiries - Dr. Ken Coghill, M.P., Parliamentary Secretary of the Cabinet (03) 651-5022.

The difference between Life and Death?

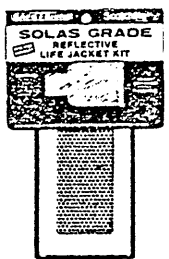


Safety - A Red Cross concern

The use of Retro-Reflective tape is now required by law in Victoria.

The detection range of life saving appliances marked with this material can be 8-10 times greater than that of unmarked material.

Bulk discount for Clubs and Groups Contact Red Cross Merchandising Dept., 616 9911 for details.



Approved for the use on life saving equipment. DEPARTMENT OF TRANSPORT

LIFE JACKETS & BUOYANCY VESTS

HOW TO ORDER - PLEASE READ CAREFULLY

Complete order form in block letters. Allow up to 14 days for delivery. Cheques payable to "Red Cross". PAYMENT MUST ACCOMPANY THIS ORDER FORM.

My cheque is enclosed, or please debit my (please tick) Bankcard: MasterCard American Express Diners Club Visa Account Number

Signed _____ Express _____ Mr/Ms/Ms/Ms Address _____ Postcode _____ Phone _____

Detach on dotted line and post to Merchandising Dept. Red Cross, 171 City Road, Sth Melb 3205.

Table with columns: PRICE, QUANTITY, TOTAL OF MERCHANDISE, Postage & handling per order, TOTAL AMOUNT. Values: \$14.50, 1, \$15.00.

CONTENTS: Pack contains 12 strips and adhesive.

VICTORIA TRANSPORT NEWS RELEASE

1 April, 1987

NEW REGULATIONS FOR WATER SAFETY

From 1 December this year, it will be compulsory for all lifejackets and buoyancy vests to be fitted with retro-reflective tape.

Announcing the new regulation today, Transport Minister, Mr. Tom Roper, said that the tape would greatly help rescuers to see a person in the water.

"The tape is a material which reflects light back to the source of the light by very small glass spheres built into the material, not unlike the 'cats eyes' used on the roads", Mr. Roper said.

"The tape will make night time rescue operations easier by increasing the likelihood of a person being seen in a beam of light."

Under the new regulations, the SOLAS grade high-intensity retro-reflective tape must be fitted as high up as possible on both lifejackets and buoyancy vests.

Lifejackets to be worn by people heavier than 25kg must have at least six strips of tape on both the inside and outside of the jacket so that it is visible whichever way the jacket is worn. Other lifejackets must have at least four strips inside and out.

On buoyancy vests, there must be at least two pieces on the front and back and inside as well if the vest is reversible.

Mr. Roper explained that by giving eight months notice of the new regulations people would have time to arrange for the fitting of the tape.

"It also provides retailers and manufacturers time to make provision for the tape," he said.

"It is estimated that more than 300,000 lifejackets and buoyancy vests will need to be modified to meet the new regulations. It is expected to cost between \$7 and \$14 to fit the tape, depending on whether the garments are reversible."

MEDIA ENQUIRIES:

ANNE MARSHALL - MINISTRY OF TRANSPORT - 619 6738 MARK RYAN - VIC. GOVT. MEDIA UNIT - 651 5049 878 boating



RL24 ASSOCIATION
OF VICTORIA
AFFILIATED WITH THE RL24
OWNERS ASSOCIATION AUSTRALIA

PRESIDENT Mike Shannon
SECRETARY Barry Aitken
ADDRESS ALL CORRESPONDENCE TO
22 French Street
.....
Croydon 3136
.....

ASSOCIATION SUBSCRIPTIONS

Dr. to RL24 Owners Association for Membership Year July 87 - June 88
amount

Please make cheques payable to "RL24 ASSOC. OF VICTORIA", forward to
Secretary, Mr Barry Aitken, 22 French Street, Croydon. 3136.

Information required to update our Association Boat Register.

Owner's Name

Address

.....

Sail Number Boat Name

Hull Colour Deck Colour