

NATIONAL NEWS



RL24 - It's YOUR kind of boat

AUGUST 1989

Preliminary Notice of Race

The Australian RL 24 National Championships 1989/90

Will be conducted by the Lake Cootharaba Sailing Club
on the waters of Lake Cootharaba, near Noosa
from 30th December to the 7th January, 1990

PROGRAMME

Saturday	Dec 30	1100 hours	Invitation Race
Sunday	Dec 31	1430 hours	Heat 1
Monday	Jan 1	Lay Day	
Tuesday	Jan 2	1100 hours	Heat 2
Wednesday	Jan 3	1430 hours	Heat 3
Thursday	Jan 4	1100 hours	Heat 4
Friday	Jan 5	1430 hours	Heat 5
Saturday	Jan 6	1100 hours	Heat 6
Sunday	Jan 7	1430 hours	Heat 7

Division 1 - Drop Keels : Division 2 - Swing Keels

Contact:- Genny Garrad 071 459790 (Dumptruck)
Ken Austin 07 3761996 (Murraya)

17th RL24 NATIONAL CHAMPIONSHIPS.

the sunshine coast in the sunshine state and its only 4 months away. should be past thinking about it stage and into the lets-get-organised e. Entry forms will be out early October, but the Queenslanders already e plans well advanced for hosting a top regatta. The scene will be set picturesque Lake Cootharaba with most of us camping in the extensive wilderness park on the foreshore, with the RL moored practically next to the t. re is a fierce determination up north to bring back the trophy to the RL's e state, so the racing will want for nothing. The title is up for grabs - gs will not be able to make it to defend the honour. Seems Craig and Simon e their sights set on higher goals on Moreton Bay where the Flying Fifteen lds coincide with our big affair. - get your act together and go for it.



Come to Boreen Point and spend a weekend of your holidays in our beautiful wilderness camping grounds on the foreshore of Lake Cootharaba.

Boreen Point is just a 25 minute scenic drive from Noosa or look for the turn-off on Bruce Highway, 4km from Cooroy.

Our park has clean modern amenities blocks with separate facilities for disabled people. Hot and cold showers, laundry troughs and we provide wood for your campfire or barbeque.

Relax under the magnificent paperbark trees on the edge of the lake and watch the children play safely in the shallow water.

Perfect for windsurfing, swimming, sailing and canoeing. Pull your boat up right next to your tent or caravan.

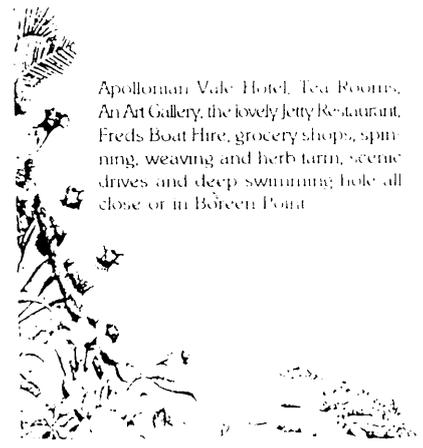
Discounts available for group bookings. We cater for school camps, adventure tour groups, Army, camera clubs and disabled support groups.

Cat and board sailors most welcome.

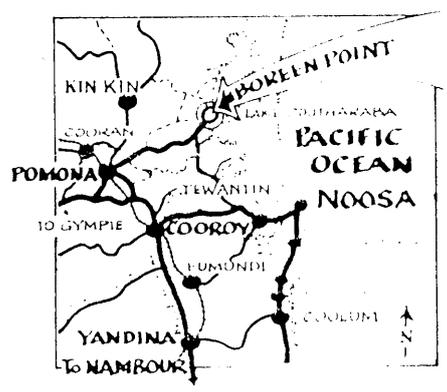
071 853 244



Fishing, crabbing and prawning are popular past times at BOREEN POINT



Apolloman Vale Hotel, Tea Rooms, An Art Gallery, the lovely Jetty Restaurant, Freds Boat Hire, grocery shops, spinning, weaving and herb farm, scenic drives and deep swimming hole all close or in Boreen Point



**BOREEN POINT
LAKESIDE CAMPING
GROUNDS**

ON LAKE COOTHARABA
PHONE COLIN OR JULIE
071 - 853 244

Campsite 2 occupants \$	6.00 day
	32.00 week
additional occupants	3.00 day
	16.00 week
child under 16 over 5	1.50 day
	8.00 week

Children under 5 Free
Casual use of park facilities
\$1.00 per person

071 - 853 244
for more information.



NEW AYF RULES.

You are now sailing under new rules!

The AYF rules are updated every four years and the current edition, 1989-93 is effective July 1.

Some implications for us are :

1. You now officially sail a trailer sailer. Trailable yachts are those big guys that need special towing permits.
2. Safety Regulations for all yachts, except off-the-beach yachts, are combined in a single chapter - "Addendum B, AYF Safety Regulations, Part I."
3. There are subtle word changes in many racing rules. Probably the most obvious change is the penalty for touching a mark - you now do a 720 instead of re-rounding. RECOMMENDATION:- Buy a copy and bone up.

The new chapter on Safety Regulations is the one with the most far reaching effect on RL24's. The Victorian Owners Association have studied the changes and have applied to Yachting Victoria for dispensation in some cases.

RECOMMENDATION :- Other State Associations do likewise to their Yachting Authority.

These are the ones the Vics have tried to opt out of (new clause numbers):-

Clause 8.3, 8.4, 8.11 to 8.16, 10.1, 12.2, 12.2.2, 14.11, 15.6, 15.10.

We will let you know if our application for dispensation is successful.

Meanwhile a copy of our case as submitted to Yachting Victoria is available for information of other State Association on request.

SAILING SUMMIT.

Representatives of all Victorian Yacht Clubs and Class Associations were called to a summit meeting last month to discuss the continuing decline in sailing activity in this State.

In a frank and open session which occupied about 150 delegates a full 9 hours, a number of far reaching initiatives were proposed.

As part of a new look to present a vigorous image the Victorian Yachting Council announced a name change. Yachting administration in Victoria will now be run by "Yachting Victoria" with an attractive new logo to identify all promotional material. Yachting Victoria will start on a ten year plan to lift the sport in Victoria to a dynamic, successful and high profile recreation.

A controversial decision was made to rationalise the number of classes competing.

It is expected that competitive sailing will become more attractive with more boat on boat or class racing. The 10 year aim is to reduce the present proliferation of 90 classes to 25. Accordingly Yachting Victoria will "endorse" the following : Sabot, Minnow, Sabre, Europe, Moth, OK Dinghy, Laser, Finn, Contender, 125, Pacer, Flying Ant, Cherub, 420, 470, Fireball, 505, Flying Dutchman, Soling, E22, Paper Tiger, Mosquito, Hobie 16, Tornado, A Class.

(Trailable Yachts were not mentioned at the summit and presumably are being considered a separate activity, as are Keel Yachts.)

A number of new programmes for endorsed classes will be organised. e.g. Melbourne Week - a regatta based on Keel Week to be held during Moomba in March. Also a "super group" will be developed where the top 10 or 15 Yachtsmen from the Olympic classes will be invited to compete in a special series. This super group will be used as a focus for media and public attention. Short courses will be laid, in-shore, adjacent to Station Pier. Racing will be on Sunday afternoons.

Positive moves will be made to overcome the present male domination of yachting. Women will be encouraged to participate as crew, skipper and administrators. Interschool yachting will be re-introduced and youth training given priority.

A public relations consultant has been retained to co-ordinate promotion of the sport. He will be available at nominal cost to clubs to advise on promoting special events, suggest media contacts etc.

A state-wide open day is envisaged, widely publicised, to assist clubs soliciting potential new members.

All exciting stuff. With proper co-operation at club level, results could be spectacular.

DO YOU NEED TO SPEND THE MONEY?

The first RL owner to go "exotic" was Mick Shannon. We asked Mick just how much better was "Lowana VI" than her fiberglass predecessors. Although Lowana VI has now done a lot of nautical miles, Mick's response is probably still not very subjective as there is just not enough class racing in RL's to reach firm performance conclusions. Nevertheless Mick makes some interesting observations.

When the RL 24 class rules were established, they were based on the original Rob. Legg Mark I hull, and most of those early hulls were within 100 pounds or so of the class minimum, and quite stiff.

The introduction of the Mark III hull, with higher free board and built-in floor liner made the boat more comfortable and attractive but at the cost of a significant weight increase, because of the extra glass needed.

It is not possible to build an RL 24 to minimum weight using conventional materials, without sacrificing stiffness and strength

However, it is possible to increase stiffness by increasing the thickness of the hull. Foam sandwich construction involves the use of a lightweight closed cell foam core, encased in an outer and inner shell of fibreglass. This increases stiffness and reduces weight. If the fibreglass is replaced by Kevlar, which is four times stronger than conventional fibreglass, the result is increased stiffness, increased strength and reduced weight.

Lowana VI is foam sandwich construction, using a Klegecell core, encased in Kevlar. When completed, she was 50 pounds below minimum weight, and ballast had to be carried to bring her up to weight.

What has been the result? There is no doubt that the hull is lighter, stiffer and stronger than a conventional hull. This seems to be advantageous in two particular circumstances, demonstrated in the recent Nationals.

1. Reaching in marginal planing conditions. There is no doubt that the lighter boats, Mark I and Mark V, planed earlier and stayed on the plane longer.
2. Windward in strong winds and big seas. The Mark V boats pointed noticeably higher, probably because the hull flexed less and the rig remained tighter.

In all other conditions, it was not possible to detect a difference, and it should be stressed that these differences are minimal and much less important than the differences between the nuts on the end of the tiller.

Are there any disadvantages? Yes - the materials are more expensive, Kevlar in particular is difficult to work with, and the whole process is labour intensive and this increases cost.

However, there are a few added advantages for the cruising yachtsman.

Foam sandwich construction provides better insulation, and less condensation. The hull is much less likely to be holed in a collision, and is also easier to repair.

In summary, therefore, Kevlar foam sandwich construction provides a hull that is lighter, stiffer, stronger and marginally faster in certain conditions. It is less likely to be holed, easier to repair, and adds to cruising comfort. The increased costs may be compensated by improved resale value.

VICTORIAN RL24 CHAMPIONSHIPS.

As announced in our last issue the 89/90 States will be on the January long week-end (Australia Day) at Rhyll. One heat Saturday afternoon, two heats Sunday, one heat Monday morning. Best 3 heats will count. Notice of race and entry details will be out in November.

VICTORIAN TRAILER SAILER CHAMPIONSHIPS.

This has previously been a sort of travellers trophy with heats being conducted all over the State, spread over the season. This season the event will be on one weekend off Westernport Marina. Could attract a big fleet and may be even more prestigious. Sponsor is already signed. More details later.

RL's REJUVENATED.

Joining the recent trend to up-grade old hulls are Denis Shelton and Jack Wals! Jack, you may recall, sought permission at our AGM to modify the deck on "Ohau Rua". Well the jobs done and in the process the old girl has been completely stripped and re-coated. Looks like a new boat. Jack is thrilled with the result and will write an item for the next RL Newsletter on "how to do it". (remember his earlier excellent article on how to change from swing keel to drop keel?), Hope all this inspires Jack to get back in the racing scene.

New to RL ranks after selling their Farr, Denis and Jenny Shelton have brought "Encounter" back home to Lake Wellington. Working on quite a healthy budget from the proceeds of "Jennifarr" the old Mark I hull is undergoing a miraculous transformation. The result will be a top yacht with new rig and sails, drop keel, and all new fittings. As a result of this exercise, Denis has available a number of used bits and pieces including a large selection of sails. Ring (051) 441739 if interested. We intend to co-opt Denis into a news item on his ingenious system devised for raising and lowering the outboard - strings, pulleys, hinged doors, the works.

PORT, CRUMPETS & LOG FIRE.

The Victorian owners will enjoy the now traditional off-season social event at the Corben family home on Saturday night Aug. 26th. Ross and Jan provide a very comfortable venue, you bring a bottle of your favourite, some crumpets/muffins and your favourite partner and be ready to swap tales of exaggerated achievements in RL24's.

161 O'Connor Road, Knoxfield. 8.00 p.m.
(Country RL crews can organise O'nite billets by ringing Lloyd Graham (03) 870 5439). Note that the RL24 Demo day is next day (Sunday) at St. Kilda Marina. We need at least 6 boats to turn up plus a whole bunch of people to crew.

THIS ALL COSTS.

Yes, subs are due.

Please send your cheque by early mail to the treasurer. It's only \$12 for a year - July 1st to June 30th.

The enclosed invoice will help you remember.

(Two copies of the invoice so you can invite new members to join!)

NATIONAL NEWS.

Sorry this is such a parochial publication. Truth is we invited specific input from other States but....no result. Well, it's hard to drum up news in the winter. Maybe we can have some news from outside Victoria for our November issue ??

FROM STEPHEN DERHAM (JEANETTA TOO)

With our summer series having just ended, I thought I would drop you a line to inform you of RL24 performances throughout the last 2 series at G.T.Y.C. (Geelong)

Winter Series 1988 (Best of 5 races) Club.

1st	Lowana III	RL24	Swing	8.5
2nd	Laihana Lady	Farr	6000	14.75
3rd	Jeanetta Too	RL24	Swing	15.85

Summer Series 1988-89 (Best of 5 races) Club.

1st	Lowana III			12.5
2nd	Farr Evans Sake	Farr	7.500	13.5
3rd	Jeanetta Too			14.5

Club Champion VYC (Best of 10 races)

1st	Lowana III	99.73%
9th	Jeanetta Too	86.23%

Lowana III has a new North Rig fitted prior to the winter series and Len, and son Bernard Spooner have sailed very well. Jeanetta Too has a new keel and rudder, fitted at the start of the summer series. My dad, Bill and myself sailed fairly consistently to come 3rd in both series. We are not sailing to our C.B.H. (.605) whereas Len Spooner is sailing to his C.B.H. Hope this is of some use for the Newsletter and would like to see more RL24's in the Geelong to Queenscliffe.

DEAR EDITOR,

Thanks for the tips on getting the boat off the trailer to service the centre-plate. I found it very helpful and followed your instructions to the letter after searching for four days I finally found a neighbor with a suitable tree. I hooked up the boat with a steel cable and proceeded as instructed. I then found that the boat was directly over his newly concreted drive, this necessitated the use of a jack-hammer to dig the hole for lowering the centre-plate. You wouldn't believe it but the clown had concreted over his water, gas and telephone lines. At this stage he and his wife came out and while she attempted to push the trailer off the drive, he attacked the steel cable with an axe. Of course the inevitable happened and as the cable parted, both ends back-lashed to the overhead power lines instantly electrocuting his wife and I noticed that his pedigreed Great Dane had chosen this moment to make use of the tree. The release of the tension on the tree caused it to topple demolishing his car and his neighbors lounge room and for some reason the boat also shot forward cutting my car in half. There must have been gas in the severed pipe because the sparks from the powerlines seemed to cause a huge fireball which ignited both his and my homes. Of course when the fire-brigade arrived there was no water pressure. An aeroplane had chosen this time for his final approach to Essendon aerodrome and got caught in the smoke cloud and I believe there are some rumblings in the Dept. of Civil Aviation, the local council and the E.P.A. My neighbor says he is going to sue me for everything I've got, but as you can see, the jokes on him as I've got nothing left. He claims that I should have asked his permission first, but as I pointed out, this was not in the instructions. Please keep the hints coming.

A satisfied subscriber.

THE WISHBONE RIG - AN EVALUATION AFTER TWO SEASONS.

At the close of the '86 -'87 Season, "Pegasus" needed some new sails, and I decided to adopt a wishbone -boom rig to try to find that elusive extra fraction of boat speed.

It seemed to me that the wishbone rig gave the advantages of achieving the absolute maximum luff length, and the possibility of having a greater percentage of the sail working at full efficiency, which is important in a class like the RL24 which is limited to a fairly modest sail area.

The rig I drew up has a mainsail area of 14.4m² and a jib of 5.5m². Peter Carroll, at Gale and Rimington Sails, cut the sails and right from the start they looked shapely and efficient.

Of course, one can't expect something as new and different as this to be immediately competitive, but it showed great promise. We were still messing around with various aspects of the rig during the National Titles at Eden and showed steady improvement throughout the series. The rig was clean and efficient in strong winds, but we had trouble powering up in the light stuff.

Our first moment of glory came in the Vic.State Titles at Marlay Point in January '88, where, in strong winds Pegasus showed unbeatable speed, winning the first three Heats and hanging on to good enough placings in Heats 4 and 5, (in moderating winds), and clinching the series. Since then we have recorded good placings in heavy weather races, and been mediocre in moderate winds, although strangely we have occasionally generated good speed in ultra - light conditions.

We long since concluded that the versatility of the rig could be improved with a stiffer mast, (we have used the 70mm diam. Keeley spar from the conventional rig.) Because the outhaul force of the wishbone impinges on the mast at a point much higher than the gooseneck, the already "soft" rig develops extreme bend, (we have 200mm of luff round in the sail and still sometimes observe the sail distorting with overbending of the mast.) Other priorities have prevented full development of the mast/sail combination but this will eventually be done. My opinion of the rig at this stage is that I see no real disadvantage and some small gains, with more improvement possible. The main advantages are the quick and easy adjustment of the mainsail to a wide range of winds, and the way the position of the wishbone makes the sail self-vanging and eliminates the concentration of stress in the gooseneck/vang area. The theoretical advantages to do with luff length and lack of turbulence along the boom would seem to be largely negated by the messy airflow close to the cabin

Bruce Castles, Pegasus 152.

1989 BOAT SHOW.

The show is over again and Bumble Bee is back home, having survived the lifting up and down by crane. Many thanks to all who helped man the stand. Your help was appreciated.

Although the RL stand received a significant amount of attention the show could not be considered a success for yachting overall. Despite patching up their differences with the VYC, the BIA has failed in its responsibility to promote yachting.

- *Attendances were down on previous years.
- *Only 7 Trailable Yachts were represented.
- *Commercial Yachts did not support the show again, choosing alternative promotional activities.
- *About a dozen OTB classes were present.
- *There was not a feature yacht displayed as in previous years.
- *Yachts were again scattered through out the show, with the majority being craned upstairs at considerable inconvenience to the owners.
- *Many people at the show were undecided as to the type of TY they required, and were disappointed at the limited number on display. As a result the demo day is vital to maintain their interest in the RLs, as they will have looked at other classes at various locations during the time following the show.

31 people have expressed interest in the demo day so your support is essential. Of these 3-4 are seriously considering an RL. BE AT ST. KILDA MARINA ON SUNDAY 27th. IF YOU CAN'T BRING YOUR BOAT, COME AND HELP CREW.

QUEENS BIRTHDAY WEEKEND.

It rained and rained and rained on Friday night but undaunted Bumble Bee made the slow trip down to Marlay PT. We arrived quite late to find Low and V already there, but the welcoming party were in bed (very sensible).

Despite the freezing conditions and monsoonal rain the Skipper insisted on rigging the boat. In a mutinous mood the crew stood in the rain refusing to help. Cold and wet we tumbled into bed about midnight.

Morning dawned grey and equally as wet as the night before. By mid morning no one else had fronted. A phone call to the Castle residence (thank goodness for car phones -Kelvin knew he would justify it eventually!!) revealed that they didn't think anyone would be mad enough to come down.

Bruce came out to the club to let us in and inform us that it was too cold for the locals, but they would be out for a BBQ tea. We spent the morning chatting to friends from our Hartley days who literally were just passing through. They had never seen Marlay Pt in daylight. Graeme and James MacDonald and Donna arrived later and we spent the afternoon playing pool, carpet bowls and a trip into town to replenish the cream bun supply.

By late afternoon I had shamed a few of the guys into going for a sail. It was cold but very pleasant. They reluctantly admitted it was worth the effort.

Saturday evening was fun. Most of the locals braved the weather and came out for the BBQ, preceeded by a beautiful cheese fondue compliments of the Castles and Woods.

We had a great night, with lots of laughs and the usual stories which were a little taller yet again.

The sun was actually shining on Sunday morning. In fairly strong winds Bumble Bee, LowanaIV, Streaker and Solitare headed off to Plover Point. After a pleasant sail we anchored at a lovely beach, and settled down for a relaxing evening. Craig Rainey called in to say hello. He was spending the w/e on a motor cruiser -how decadent!!

Monday saw us leave Kelvin and LLOYD to sail on to Paynesville, while the rest enjoyed drifting back to Marlay Pt. in light winds. Michelle took their car off to Paynesville and I headed back to Melb. to exchange a Sister-in-law for the German shepherd.

I returned to Paynesville that night in heavy fog thinking perhaps melb. wasn't so bad afterall. We spent the rest of the week pottering around the Lakes in mainly dry, sunny conditions. The cold didn't worry the dog or kids who got wet no matter what, and a pot roast of beef with all the trimmings helped us cope!

In all it was well worth the trip down, and to those who "piked" all I can say is "tough luck". Make the effort next time, you wont regret it.

FOR SALE.

BUMBLE BEE. Only \$18,000 contact Sue or Lloyd Graham 870 5439.
(or inspect at the demo day)

Mark 4, drop keel. 6yrs old.

Immaculate condition, ready to race or cruise.

Comes with standard rig (Keeley), fully battened main, jib and spinnaker.

Cruising gear includes Porta Potti, water tank, sink, 2 burner metho stove, radio cassette..detachable lifelines, 8hp Suzuki, fireextinguisher etc. Fully lined with Fronrunner and carpeted. Electronics include digital sumlog , marine radio and compass.

Remember : subs are now due (\$12)
You must be a financial member to be eligible to compete at Lake Cootharaba.