



NATIONAL NEWSLETTER

FEBRUARY 2000

RL24 - It's YOUR kind of boat



President

Bruce Castles,
12 Willow Court,
SALE
3850
Ph. (03) 5144 2639

Secretary/Newsletter

Ross Corben,
161 O'Connor Rd.
KNOXFIELD
3180
Ph. (03) 97637732

Treasurer

Les Browne,
8 Middleborough Rd.,
BURWOOD
3125
Ph (03) 9802 9652

Measurers

Lloyd Graham,
12 Cleland St.,
RINGWOOD EAST.
3135
Ph. (03) 9870 5439

Bruce Castles,
12 Willow Crt.,
SALE
3850
Ph. (03) 5144 2639

FROM THE BOSUNS CHAIR

Greetings to all RL people and may the New Year treat you kindly. Your Association is still in business and judging from the calls I've had lately from RL owners and others interested in the outcome of the recent Nationals and general RL 24 matters, we can be confident that the solid core of support for the Class which exists in at least two or three States will keep us going for a good while yet. As usual, we plan to bring you 4 Newsletters during the year to keep you informed of developments and news relevant to the class. We hope, particularly, to have an emphasis on technical matters such as mast tuning, keel design and sail plans. Feel free to use the Newsletter to convey your views on any issue relevant to the Class or to comment on any material it runs.

AGM 2000

The Association's AGM was held as advertised on 8/1/2000 at the Rye Yacht Club's premises and was attended by a total of 19 people, 9 of whom were owners eligible to vote. A copy of the Minutes of that meeting are attached but, in summary, the meeting endorsed enthusiastically the notion of holding the next National Championship in or near Brisbane and elected the following as the Associations executive for the next 12 months:

President: Bruce Castles.

Secretary: Ross Corben.

Treasurer: Les Brown.

Measurers: Lloyd Graham & Bruce Castles.

NATIONAL CHAMPIONSHIPS 2000

A total of nine boats, 6 drop keelers and 3 swingers, contested the 2000 Nationals at Rye on the southern shores of Port Phillip from 5th Jan. to 11th Jan. last. Despite the small numbers participating, the racing was excellent. Race management by the team at Rye Yacht Club was outstanding, the courses were true, the water generally flat and there was mostly enough wind for great kite rides and meaningful windward works. The series began most inauspiciously with the Invitation race being postponed until the following day due to a blast from Antarctica but by the time of the first heat, the wind had calmed down, the temperature rose considerably and conditions remained great for the whole week. By the end of the week, Simon Walsh (*Ohau Rua*) had demonstrated once again his mastery of the Class by winning the Invitation Race and every Heat both outright and on handicap. However *Ohau Rua* was often pushed hard and, at times, led by *Sasha* or *Lowana VI* but Simon and his crew of Bruce Robinson and Shane Bennett always found another gear and were generally comfortably ahead at the finish. In the Swing Keel Division, Ian Lane and *This Way Up* repeated their performances of the last 3 Nationals and won comfortably, consistently beating a lot of the Drop Keelers over the line. Ian was capably assisted by Pam Cuthbertson and Daryl Langdon. Both Bryan Cuthbertson (*Toucan*) and Mike Reid (*Vintage Red*) had trouble getting to the start, with Bryan awaiting delivery of a new mast which didn't turn up until after the first Heat and Mike being unavoidably delayed in his departure from his home in Glenrowan. However, by Heat 5 he was organised and one of the

major highlights of the regatta was the fantastic racing that then ensued between *Toucan* and *Vintage Red*. It was close stuff and great to watch.

The arrangement of sharing the course with another class, in this instance the TS16's, generally worked well although after the Invitation Race we asked that our course be re-angled to free up the off-wind legs. The Club readily agreed to this modification and all RL competitors enjoyed the exhilaration of freer kite rides. Another interesting difference in Class priorities surfaced on the first day when some of us RL people, unaccustomed to a strict application of Class Rules, were a bit surprised to see the TS16 folk hoisting their boats in the air to weigh them before being eligible for regatta registration. There were 16 or 17 boats to be weighed and the whole operation was over within a couple of hours.

There was some disappointment in the RL camp about our lack of numbers but there were no complaints about the quality of the racing. As mentioned earlier the Rye YC people provided excellent facilities, courses and race management and Ken Hackett, as usual, hung the administrative bits together perfectly. We owe Ken a substantial debt of gratitude for organising the event so well and contributing so much to a thoroughly enjoyable regatta.

Membership

The AGM endorsed the proposal that membership fees for the year 2000 remain at \$24 for full membership with voting rights or \$12 for associate membership which does not include voting rights. An invoice for membership fees is included with this Newsletter and we urge you to complete it and forward it with your cheque to:

Mr. Les. Browne,
Hon. Treasurer,
RL24 Owners Association,
8 Middleborough Rd.,
BURWOOD
3125.

On the subject of membership, we are delighted to welcome to the Association Wayne and Gretta Hill and their children, Monica and Mitchell. The Hills have purchased the former *Juanita* which was at one stage owned by John Smythe of Lake Boga and is Sail No. 49. I understand the Hills have renamed the boat *Navigator* and we wish them years of happy sailing and look forward to meeting them at RL events.

Victorian State Championships 2000

The Association has arranged to use the VYC's forthcoming Victorian Trailable Yacht Championships as the vehicle for staging the 2000 RL24 State Championships. The regatta, to be held over the weekend of 18th - 19th March next, will be hosted by the Mordialloc Motor Yacht Club on behalf of the VYC and is sponsored by Windows On The Bay Restaurant. The NOTICE OF RACE and an ENTRY FORM are enclosed for Victorian members. If you are entering the regatta and wish to participate in the RL24 State Championship, please return the Entry Form to **Ross Corben, Hon. Secretary, RL24 Owners Association of Australia, 161 O'Connor**

Rd. Knoxfield 3180 BY LAST MAIL ON 3RD MARCH 2000 with the \$30 entry fee payable to the VYC.

Please note the following additions to the attached Notice of Race.

- Para. 4 Entrants in the RL24 State Championships must be current financial members of the RL24 Owners Association of Australia.
- Para. 5 An additional fee of \$10 per boat will be levied on entrants to the RL24 State Championships. **This will be collected at the venue** and will be used to defray association expenses.
- Para. 12 Trophies will be awarded to 1st, 2nd, and 3rd, in both the Swing and Drop Keel divisions. Other trophies may be awarded.
- Para. 13 RL24 trophies will be awarded after the presentation of VYC trophies at the conclusion of the regatta at a location to be advised during the course of the regatta.

The Mordialloc Motor Yacht Club is well experienced in the management of major events and its facilities are excellent. The Club is putting in a lot of work to make this an outstanding sailing experience. Should you require further information, don't hesitate to contact either Les Browne (9802 9652) or Ross Corben (9763 7732).

Nationals 2001

Brad Taylor, our man in Brisbane, has a long association with RL24's going back to the days when his father Martin owned *La Mouette*, a Mk. 1. Brad is now the happy owner of *F Troop*, a former National Championship winner in the hands of the legendary Dave Parmeter from Gladstone. Brad has kindly offered to arrange the next National Championship regatta and he has already formally approached the Royal Queensland Yacht Squadron seeking its cooperation in hosting the series. At this stage we have their verbal agreement to an event commencing on Monday, 8th. Jan. 2001 and concluding on the following Friday (12/1/01). At this early stage, the tentative program is as follows:

Mon 8 th .	AM	Invitation Race
	PM	Heat 1.
Tues 9 th	AM	Heat 2.
	PM	Heat 3.
Wed 10 th	AM	Heat 4
	PM	Heat 5
Thur 11 th	AM	Heat 6
	PM	Resail if necessary
Fri 12 th	AM	Heat 7
	PM	Resail if necessary.

You will note that this suggested program does not allow for a lay-day. On the other hand it allows interstate competitors to use the weekends either side of the event to travel to and from and contain the whole exercise within 1 week, an important

consideration for those with rec. leave restrictions. The program is not yet set in concrete so feel free to let us know what suits you best. Brad reports that the RQYS has excellent grassed camping areas available and he expects that wet berths will be available for all competitors. The racing will be conducted on Morton Bay where the water is good and deep! Brad expects a number of Queensland boats will support the event and with others from at least Vic. and NSW, this is shaping as an RL event not to be missed. Incidentally, the recently held Surf To City Race for trailable yachts which starts on the Southport Broadwater and runs to Sandgate was won comprehensively by Brad with *F Troop* when he took out both the Div.1 and the overall corrected time positions. His story of the event is attached.

FOR SALE

Bob Mayne phoned me the other night to tell me he is reluctantly parting with his Mk.3 Swing Keeler, *Rum Line*. She is Sail No. 268 and comes with a fully battened main, 6hp. Mercury outboard motor, metho. stove, complete set of bunk cushions, a boom awning and other sundries and is on a galvanised registered and roadworthy single axle trailer. The boat is white with orange stripes and is in excellent order. Bob is asking \$13500 or thereabouts and can be contacted on (03) 52582703. (PS – the boat is not only well looked after, it sails pretty well too. A spy tells me Bob has the Aggregate Championship at his club, Pt. Lonsdale, well stitched up and now can't be beaten. Congratulations on a great season, Bob.)

2000 Surf to City Race

One of the most popular Trailable Yacht races in South East Queensland is the Surf to City Race. Starting in the vicinity of Wavebreak Island in the Southport Broadwater, the race makes its way, North, up along South Stradbroke Island. At the end of South Stradbroke Island the course heads North West and follows the channels between many of Moreton Bay's most picturesque islands through to Sandgate, a Northern bayside suburb of Brisbane.

Because the race is a one way affair there was some travel logistics to be sorted out. Our RL24, F-Troop, has been stored on its trailer at RQYS at Manly ever since we bought her in August 1999. I was anxious to find out how my car would tow her.

With long time sailing friend Simon Gorman we got organised on the Friday night to tow F Troop down to Southport and put her in the water for the race the next day.

I was pleasantly surprised how easy the boat towed and braked. Once at Southport we attended the briefing at the Yacht Club. While I was at the briefing Simon caught up with some of the regulars who asked what boat he was crewing on. Many of them were surprised to hear as he normally sails on the Thompson 8m.

"You've got to be kidding" said one of the more verbose Elliott owners, "you won't even be in sight of us at the finish in that." Feeling confident Simon took up a reasonable wager with the Elliott sailor.

Following the briefing we put the boat in the water at Runaway Bay marina and towed the trailer back to Brisbane. A younger sailing friend, Brad Anderson joined us the next day in Brisbane and Michele, my wife, drove us back down the coast to start in the race at 9:30 am.

Following a major heat wave in Brisbane the wind was light and from the East, with a huge king tide pushing up the Broadwater.

There were two divisions starting 10 minutes apart. We were in the first start with boats like Blazers and Ross 780's etc. The bigger boats like the Thompson 8m were in the second start.

We got away very cleanly and soon started trimming for a tight reach. Driving down a bit and easing in the gusts and coming up in the light spots saw us holding on to the leading Ross 780's.

There were 8 RL24's in the race which meant they

qualified as a class on their own. Most of the other RL's were from Southport and they seemed to have swing keels. F Troop seemed to be going along nicely and with the Ross 780's opened up a nice gap over the rest of Div 1 in a short time.

As we reached Jumpinpin the course headed North West and we were able to quickly launch the spinnaker. My two crew had not sailed on the boat before and were amazed to see how easy and effective the spinnaker launching system operated. It came particularly useful around some of the tight channels where we had some short spinnaker runs before changing course again to a close reach.

At around Jacob's Well some of the bigger boats started to make their way through under spinnaker. Simon commented that the Thompson 8m had some 100 m² spinnakers. How big was the RL's "20m²". Although 5 times smaller we still seemed to be going along nicely in comparison.

When we reached the southern end of Moreton Bay we were still in touch with boats like Blazers and Ross 780's. Some of the Div. 2 boats had still not passed and we could easily see the leading boats. At Peel Island the breeze kicked in to about 18 knots for a short time as we tight reached across the bay still in touch.

Simon was keen to collect on his bet and was happy that his friend on the Elliott was in close sight when we set the spinnaker at the Compass Adjustment Buoy for the short run into Sandgate. After we crossed the line at 6:30 we were very happy that many of the bigger and faster boats were not far in front of us.

After the finish we sailed past the Simon's friend who shook his head in disbelief. The next day at the presentation I was pleasantly surprised to find that we had won both the Division 1 and the overall corrected time positions. The RL24 group from Southport, who also sailed well, gave good support at the presentation.

The Southport RL'ers said they raced regularly for sheep stations and are keen to attend the next RL24 Championship at Manly in January 2001. It was suggested that 8 to 10 boats would be interested in competing from Southport.

I came away extremely satisfied with my RL24. I think the general feeling was summed up by Brad Anderson when he said "These RL24's are great value for money when you consider their performance against the company we were in.

Brad Taylor

RL 24 TITLES	HEAT 1		HEAT 2		HEAT 3		HEAT 4		HEAT 5		HEAT 6		HEAT 7		OVERALL		INVITATION RACE
	PLACE	* PROGS	PLACE	PROGS	PLACE	PROGS											
TOUCAN (S/K) 103	DNS	2	2	4	DNF	7	2	9	3	12	3	15	2				
THISWAYUP 110 (S/K)	1	1	1	2	1	3	1	4	1	5	1	6	1				1
VINTAGERED 342 (S/K)	DNS	DNS	3	6	DNS	9	3	12	2	15	2	17	3				
SASHA D/K 102	2	2	3	4	2	6	3	9	3	12	3	19	3				2
PEGASUS D/K 152	4	4	4	8	DNF	14	6	18	DNF	25	4	29	=5				6
CHAU RUA D/K 199	1	1	1	2	1	3	1	4	1	5	1	6	1				1
LOWANA VI 427 D/K	3	2	3	5	3	8	2	10	2	12	2	14	2				3
PIPE DREAM 454 D/K	5	6	5	11	5	16	4	20	5	25	3	28	4				5
COSMIC SEDD 600 D/K	6	5	5	10	4	14	5	19	4	23	DNF	29	=5				4

* PROGRESSIVE POINTS WITH ONE DISCARD DEDUCTED RL24 NATIONAL CHAMPIONSHIPS 2000

**MINUTES OF THE ANNUAL GENERAL MEETING OF THE RL24 OWNERS
ASSOCIATION OF AUSTRALIA HELD AT RYE YACHT CLUB ON 8th.JAN
2000**

Apologies.

Ken Griffiths.

Minutes of the Last AGM.

The Minutes of the AGM held at South Lake Macquarie Amateur Sailing Club on 30/12/1999 were accepted on the motion of B.Castles, seconded I. Lane.

Business Arising.

It was reported that the Association's funds held in the Sale branch of the Bank of Melbourne had been transferred to the Esso Employees' Credit Union Ltd. as directed at the last AGM and the Bank of Melbourne account closed.

Financial Report.

(a) Esso Employees Credit Union Ltd Access Account.	\$635.27
(b) Esso Employees Credit Union Fixed Term Deposit.	\$4255.39
TOTAL	\$4890.66

(c) Commonwealth Bank Account.(1st Jan 1999 to 31st Dec 1999)

Opening Balance: \$1345.56

Income

Membership and Race Fees:	\$1604.00
Bank Interest:	\$ 1.03
Sundry income (impromptu raffle etc.)	\$ 191.65
TOTAL INCOME	\$1796.68

Expenditure

Newsletter	\$300.00
Race Fees ('98 Nationals)	\$440.00
Trophies ('98 Nationals)	\$260.00
Vic State Titles 1999 (trophies etc.)	\$370.75
Fuel etc. Work boats – Vic Titles	\$140.00
Barbeque Hire	\$ 50.00
Deposit – Rye Yacht Club 2000Nat C'ships.	\$100.00
VYC Affiliation	\$250.00
Bank Charges to 30/9/99	\$ 7.37
TOTAL EXPENDITURE	\$1972.12

BALANCE AT BANK AS AT 31st. DEC 1999 **\$1170.12**

Presidents Report

In summary, Ken Hackett reflected on the Associations year which began with the National Championship series at South Lake Macquarie Amateur Sailing Club and included the Victorian titles run from the St.Kilda Marina in which 15 RLs competed. By comparison, the turn-out at Rye was disappointing and raised the question of what the future direction, if any, of the Association ought to be. He then requested that matter be carried over to General Business.

General Business

There was much discussion regarding the future of the Association. It was recognised that ours is no different from many other yachting organisations in the difficulty it has in arousing interest in the sport and in RL24's in particular. The point was made that many formerly robust T/S classes were extinct and although our numbers are dwindling, there is at least an enduring basis of support in at least 2 or 3 States. It was also recognised that the Association's primary role ought to be the organising and staging of National and where possible State Championships as several members stated that "no championships, no Class Association". It was pointed out that, given a low membership base, it was always going to be difficult to attract more than 10 or a dozen boats to a National Championship but at least that sort of number gave the Class a positive identity. Members present were of the view that there was little point in the Association pursuing a larger social role as most RL owners also belonged to yacht clubs or dedicated T/S clubs which more than adequately catered for those needs. The discussion ended with agreement that the new executive should pursue the possibility of staging the next National Championship series in Brisbane or, failing that, approach the Gippsland Lakes Yacht Club at Paynesville to host the series there.

Election of Office Bearers.

Ken Hackett, who held the position of President for the last two years, was unable to accept a further term in the position. The meeting then prevailed on Bruce Castles to accept the position. Ross Corben and Les Browne were reappointed Secretary and Treasurer respectively. Bruce Castles and Lloyd Graham were reappointed Measurers. Ross Corben moved a vote of thanks to Ken Hackett for his work as President which was carried with acclamation. The meeting closed at 1805 hrs.

Members and others Present

Michael Shannon, *Lowana VI*, Bruce Castles & Barbara Castles, *Pegasus* Graham Mc.Donald, *Solitaire* Ian Lane, *This Way Up*, Bryan & Pam Cuthbertson, *Toucan*, Robert Edwards, *Pipe Dream*, Simon Walsh, *Ohau Rua*, Ken Hackett, *Sasha*, Ross Corben, *Cosmic Sedso*, Daryl Langdon, Shane Bennett, Bruce Robinson, Jim Castles Paul Corben, Tarya Corben, James Shannon, Fred. Shannon.