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To Our Dealers:

We are almost at the two year mark in United States production of the RL-24, and are very pleased with the acceptance of the yacht in this market to date. Since the delivery of the very first yacht in 1980, we have tried to assimilate input from the field, from dealers and customers alike, regarding modifications they would like to see in the RL-24 to better suit the successful Australian product to the American yachting public. It is with great pride at this time that we can thank each of you for your input, and unveil the retooled RL-24.

Included with this letter are line drawings, core samples, price and equipment lists, and snapshots of the first production model, which we have just delivered to Tradewinds Sailing School in Ft. Myers, FL. Revised brochures and show materials will be available shortly. I will try to touch on the changes, most of which are cosmetic, and you may refer to the pictures and line drawings for clarity.

Beginning on the deck, at the bow, we have transformed the forward cockpit into an anchor well which is self bailing, and has a permanent hatch cover hinged with two butt hinges starboard, and opened with a lift ring. The foredeck from side to side just ahead of the cabin is no longer flat, but has a crown to it.

The forward edge of the cabin meets the deck three inches farther forward, allowing a greater slope and smoother appearance. The forward cabin hatch opening has a recessed "U" tunnel with a rubber gasket inserted, and the hatch door is flush-fit incorporating about a 1/2" inward flange, which snugs it into the gasket. This hatch is now hinged from above with take-apart hinges, and latched from below. Landings for these hinges are molded into both the hatch and the deck.

The top side edges of the cabin, where the cabin top meets the window wall, are rounded and the cabin top non-skid surfaces and the window wall are raised about 1/4" allowing a sculptured appearance. Because the window wall is longer, the large side windows have been shortened an inch or so and moved farther aft, allowing for a screened oval opening port ahead of them.

A permanently mounted spray shield has been incorporated ahead of the sliding hatch and the sliding hatch has been remolded. The hatch now slides on delrin tracks, and a teak runner, port and starboard, holds it in place.

Teak crib retainers surround the companionway, and four teak crib boards replace the fiberglass storm door. These crib boards store easily in the port cockpit locker. All woodwork in the RL-24 has been switched to teak. The after walls of the cabin are slanted slightly forward toward the cabin top, again for a more sculptured appearance.

In the cockpit, two scuppers have been molded in the after portion of the sole for self bailing purposes, and we have added a flush-fit motor well cover, which is removable with take-apart hinges and secured with a latch. The cockpit lockers are remolded to accept an "L" shaped cover which is hinged to the gunnel wall, comes inward on the plane of the bench, and down the inside wall. These covers are trimmed at the inside edge with a teak molding. The locker lines are made with a separate mold so they are smooth and gel coated inside and permanently drained to the cockpit scuppers.

The hull has been faired out, and the deck to hull joint is new. Instead of the shoe box connection, the top edge of the hull has a tabling going out at right angles and the deck comes down to meet it with a matching tabling. The tabling is trimmed off at 3/4" and glassed together. A plastic "U" shaped rub rail is riveted around the tabling and then a navy blue vinyl rub rail slips over and comes in flush against the boat. Aluminum arrow head end blocks are placed where the rub rail ends, approximately 12" from both the bow and stern. The tabling is then cut away on the bow section and the transom. The bow and transom sections are then glassed inside and outside, sanded and finished to appear as a one piece deck and hull.

Inside the boat, the inner liner has been remolded to extend up all side and end walls to the deck/hull connection, and we have retained the carpet headliner above. The port quarter berth remains unchanged. The ice box is 3" shorter on the forward side, allowing for the molded in porta potti station ahead. The ice box lid is redesigned and insulated. The forward cabin wall has been moved ahead 8", stretching these berths to 6'10", and allowing for storage ahead of the vee berths. A battery compartment is molded in just forward of the compression post in the vee berth liner, and the foam in the cushions is now 4" instead of 3". On the starboard side of the vee berth, a removable filler piece, on which a 4" thick throw pillow can be placed, is inserted between the swing keel compartment and the berth, all the way back to the galley, which converts this area into a double berth over 7' long.

The galley area has been remolded to allow for our new stainless steel sink option, which incorporates an electric drain pump and a 12' roving bilge pump. The two burner alcohol stove option is mounted in its own teak drawer and slides out over the sink when in use, or stows back under a teak shelf. The inside walls of the teak galley bulkheads are covered with formica for easy cleaning. The galley area extends one inch farther aft and shortens the starboard quarter berth that much. A 10" wide teak step sits on landings molded into the quarter berth and is held in place with shock cord to allow easy entry and still maintain storage behind.

Hardware changes are not extensive. The bow pulpit is a sleeker shape and the running lights are wired through it and mounted on a stainless plate in front. Clam cleats have been replaced with cam cleats and halyard stoppers. The hand rails are three bay teak, and the tiller has been redesigned to allow the rudder to be raised and lowered more easily. All "U" bolts have been replaced by stainless chainplates and a stem head fitting, and the new split backstay is attached to stainless backstay chainplates allowing for the use of an optional adjuster.

This retooled RL-24 is currently in production and will be delivered for the remainder of 1982. To differentiate, the standard color scheme has been changed as pictured. The non-skid is pale gray, shiny surfaces are white. 6" below the navy blue rub rail are two gold pin stripes. From the top of the old water line down, the entire boat is gel coated blue. There is a 1 1/2" white stripe above the water line; above that a 1" blue stripe.

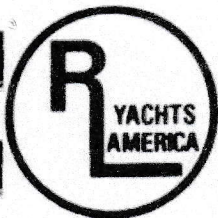
Lastly, the lamination of glass parts includes a coremat material for greater rigidity. I have enclosed a sample of the hull lamination, which viewed from the side, illustrates the use of coremat.

We would greatly appreciate any comments, questions, or ORDERS you may wish to discuss with us.

Sincerely,



Robert D. White
President



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1982 RL-24 MARK III-U.S.

RETAIL PRICE LIST

WINTER 1981-82

THE BASIC RL-24 OWNER COMPLETION MODEL.....\$ 12,337.

THE ASSEMBLED RL-24.....\$ 14,175.

OPTIONAL EQUIPMENT

Backstay adjuster.	\$ 88.00
Boom Vang.	87.00
Storm Jib.	249.00
150% Genoa	399.00
Genoa tracks & blocks.	59.00
Spinnaker.	429.00
Booster(cruising spinnaker).	419.00
Spinnaker equipment (pole, sheets, halyards, topping lift, foreguy, triple halyard stopper, bullseye, opentail blocks, cleats)	359.00
Porta-potti.	82.00
Privacy curtains & track	56.00
Mainsail cover	107.00
2-burner alcohol stove with teak drawer on adjustable track.	349.00
S.S. Sink with water tank & electric water pump which alternates as roving bilge pump	287.00
Trailer with winch & lights.	1389.00
- - surge brakes	289.00
- - spare wheel, tire & carrier	110.00
- - adjustable parking jack	56.00

RL YACHTS AMERICA, INC.
 FREIGHT CHARGES

ZONE	STATES	FREIGHT CHAR
1	Iowa, Minnesota, North Dakota, Nebraska, South Dakota Wisconsin.....	\$300
2	Arkansas, Illinois, Indiana, Kansas, Kentucky, Michigan, Missouri, Ohio, Oklahoma, Tennessee.....	\$450
3	Alabama, Colorado, Delaware, Georgia, Louisiana, Maryland, Mississippi, Montana, N.Carolina, New Jersey, New York, Pennsylvania, S.Carolina, Texas, Virginia, W.Virginia,Wyoming	\$550
4	Connecticut, Florida, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont.....	\$725
5	Arizona, California, Idaho, Nevada, New Mexico, Oregon, Washington, Utah.....	\$775

***Spartan trailers are shipped via common carrier freight collect.



RL-24 MARK III- U.S.

STANDARD FEATURES

CABIN FEATURES

- * Over-size built in ice box
- * Built in galley area
- * Drop leaf table
- * Worm gear swing keel winch with removable handle
- * 6'3" quarter berths, port & starboard
- * Two 6'10" forward berths form traditional "vee" berth
- * Upholstered "filler" converts starboard "vee" to double
- * 4" form cushions for all berths with color accent fabric covering
- * Storage under all berths & galley
- * Storage ahead of "vee" berth
- * Upholstered back rests on forward berths with shelving
- * Removable walk through forward hatch
- * Hull liner and carpeted head liner
- * Teak companionway step
- * Dome light
- * Teak trim

DECK & COCKPIT

- * Two-toned molded in nonskid deck with hand laminated sandwich construction
- * Molded in water line
- * Built in self-bailing anchor locker with cover
- * Self bailing cockpit
- * Two cockpit seat lockers
- * Bow eye for mooring or trailering
- * Stainless steel bow pulpit
- * Foredeck lifelines
- * Inboard jib tracks with bulls eyes
- * Two Gibb primary sheet winches with permanent mount stainless handles at their base, alternate as halyard winches
- * Four mooring cleats
- * Cabin top teak handrails
- * Large fiberglass sliding hatch
- * Fiberglass spray shield
- * Teak companionway dropboards
- * Four large tinted lucite ports
- * Two screened opening ports
- * Recessed roller bearing traveler with adjustable car & control lines with cleats
- * Positive upright flotation
- * Wide vinyl rub rail

HULL & RIGGING

- * Anodized aluminum mast with stainless steel tabernacle
- * Color coordinated spreaders
- * Stainless steel headstay, upper & lower shrouds and turnbuckles
- * Stainless steel split blocks
- * Mast steaming light
- * Electrical system (fuse panel, interior lights & running lights)
- * Internal pre-stretched main & genoa halyards
- * Extra sheave boxes in mast for spinnaker, topping lift and foreguy
- * Deck mounted turning boxes and cleats for sheets
- * Double halyard stopper
- * Anodized aluminum boom
- * Adjustable outhaul
- * Internal jiffy reefing system
- * Stainless steel boom vang & swivel block
- * Mainsheet system with camlock swivel block
- * Braided Dacron main & jib
- * 5 oz. Dacron mainsail with points
- * 5 oz. Dacron 110% genoa
- * Balanced outboard fiberglass 108° flip-up rudder
- * Heavy laminated teak tiller and fittings
- * Performance designed 340 lb. cast iron swing keel
- * Unique inboard well for stern shaft outboard engine with well cover

Standard equipment is identical on Sail-Away Model & Owner Completion version. In the Owner Completion form the stainless steel fasteners are supplied, but the owner must supply carpet glue, and either oil or stain and varnish for the woodwork.

All prices, specifications, equipment and material subject to change without notice at any time.

