

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



The RL24 has stood the test of time in the highly competitiveailable yacht arena. The RL24 was first produced in 1975 as a fast, cruising yacht, but quickly made its mark on the racing scene.

The design concept, which won the Australian Design Award in the seventies, is still relevant in the eighties. Naturally there have been some changes over the years, but the original concept and basic profile remains the same.

### **YOU WON'T NEED A NEW CAR TO TOW YOUR RL24**

The RL24 was originally designed with family cruising (and budget) in mind and the class rules have been developed accordingly.

- With a minimum weight of 750kg the RL can be towed behind the average family car.
- The specially designed single axle, tilt trailer allows the boat to be launched and retrieved by one person, in just 300mm of water.
- The simple sail plan and uncomplicated rig make for easy rigging in a short time.
- Class rules restrict the number of sails to 4, which allow those on a tight budget to remain competitive.
- The roomy cabin and large cockpit offer maximum flexibility of layout. The addition of a boom tent increases the "living space" dramatically.
- For those on a bigger budget, the DEVELOPMENT CLASS permits experimentation with new rig designs and exotic, lightweight materials.
- The yacht is self righting with the keel locked down, and will float when filled with water.

### **EXISTING RL24's COME IN THE FOLLOWING CONFIGURATIONS:**

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|---------|--|
| Mark 1: | Swing keel-100kg<br>High, rounded combings,<br>Removable, cabin floorboards  |
| Mark 2: | Introduced in 1976.<br>Cockpit floor and seats raised giving more room in the quarterberths and self draining cockpit.<br>Aft side decks eliminated, foredeck changed.<br>Full furniture mould, including false floor added<br>Swing keel-150kg. |
| Mark 3: | Introduced 1977.<br>Hull freeboard raised 100mm increasing internal area.<br>Sink unit (furniture mould) replaced by ice-box unit.<br>Swing keel-180kg.  |
| Mark 4: | As for mark 3 but swing keel replaced by foil section drop keel-125kg.<br>Optional furniture mould available.  |



# SPECIFICATIONS

LENGTH - OVERALL	- 7.30 metres (24')
LENGTH - WATERLINE	- 5.90 metres (19'-6")
MAX BEAM	- 2.20 metres (7'-4")
DRAFT (KEEL RAISED)	- 300mm (12" approx.)
DRAFT (KEEL LOWERED)	- 1.30 metres (4'-3")
DISPLACEMENT (EQUIPPED FOR RACING)	- 750 kg
DISPLACEMENT (EQUIPPED FOR CRUISING)	- 980 kg
KEEL WEIGHT (DROP)	- 125 kg (100 kg min)
(SWING)	- 180 kg
BOAT + TRAILER WEIGHT	- 1300 kg Approx

## CLASS RULES "DEVELOPMENT CLASS"

The class rules were specifically designed to encourage development & experimentation.

This has resulted in progressive improvement in performance , keeping the class at the forefront in openailable events.

The major class rules are as follows:

MIN HULL WEIGHT	- 454 kg
MAX. WORKING SAIL AREA	- 20 sq metres (216 sq feet)
MAX. SPINNAKER AREA	- 20 sq metres (216 sq feet)
MAX MAST HEIGHT	- 8.30 metres (27'-3")
MAX SPINNAKER POLE LENGTH	- 2.67 metres (8'-9")

FOR FURTHER INFORMATION PLEASE CONTACT

Manufacturer :

State Association :

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The RL24 Association of Victoria welcomes you to this exhibition and its opportunity to examine and discuss the attributes of the various classes. If you are a potential TS buyer, we'd like to give you some friendly advice. It's this — remember that at a show the boats are out of their true element, and it's easy to be wooed by attractive features that are not really relevant when your TS is being **used**, not just sat in or looked at. To help you we've tried to summarise the entire experience of trailable yachting into four categories. Whichever TS you contemplate, try to picture how it measures up to the following four questions; they are all very important:



### 1. Performance on the road, rigging area and launching ramp.

Take another look at each yacht on your short list. Does it nestle snugly on its trailer? Or is it perched uncomfortably high and unwieldy and obviously needing ideal ramp conditions? Is the rig neat and easily raised? Or is it heavy, complicated, and not really designed with this phase of its use in mind?

*The RL24 sits on a trailer, which is designed by the designer of the yacht. The trailer needs only a single axle, and the boat can be launched without immersing the hubs. Its 3/4 rig is child's play to raise and lower, and it trails easily behind the family hack. In fact plenty are trailed about behind four cylinder machinery.*

### 2. Performance under sail.

Do you intend to cruise or race? Do you need a rig that can be handled by a family crew or can you get along with headsails that need a team of apes to handle? Do you want your sailing to be fun, or just a rather boring means of transport from A to B?

*The RL24 is a delight to sail, has snug, easily handled gear, and as for speed — well, we won't comment, just ask around.*

### 3. Performance under motor.

This is more important than you may think. You will inevitably need to motor in strong winds in the shallows where the waves are steep.

*The motor on the RL24, in its inboard well, with its rudder operating in the thrust, is always manoeuvrable, with the propeller submerged at all times (unlike the propellers of outboards hung over the stern on a bracket like some afterthought).*

### 4. Performance of your invested dollar.

You invest a lot of money in your pride and joy and it needs to be a yacht geared to the eighties. Will you need a large V8 or light truck to tow your dreamboat around? Will it become an expensive white elephant, too inconvenient to use and with poor resale value?

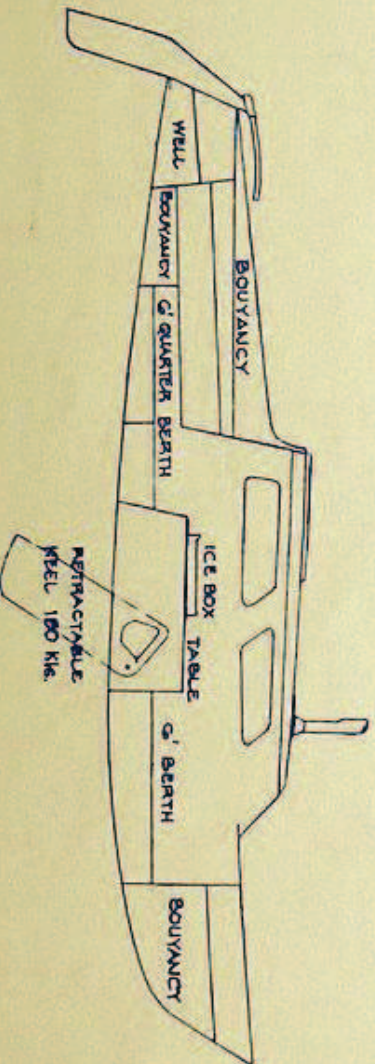
*The RL24, already in its 11th year, could have been designed for the eighties, yet its class association is long established and the future of the class is assured.*

## RL24 OWNERS ASSOCIATION OF VICTORIA

President: KEN HACKETT (051 44 4346)

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The RL24 is no newcomer to the Trailable Yacht field, having been a very popular class ever since its debut in 1974. Despite this, the design concept of the RL24 is beautifully relevant to the eighties, easily trailable behind moderate sized family cars, and offering superb performance for both cruising and racing, with a long-established and active class association.

The RL24 is now available with either a swing keel or an aerofoil section drop keel. An alternative interior lay-out is also available.

The standard RL24 rig features a tapered, non-rotating mast, aerofoil spreaders, upper and lower shrouds and an adjustable backstay. It is a  $\frac{3}{4}$  configuration with the emphasis on simplicity, strength and flexibility. Additionally its low overall weight and modest length ensures that the process of raising and lowering the mast is one which requires a minimum of effort.

Because of the integrity and sophistication of its design the RL24 is also an excellent cruising yacht. It is safe, comfortable and its large cabin and cockpit area offers maximum flexibility of layout. The moderate but efficient sail plan ensures manageable handling even under extreme conditions.

### SPECIFICATIONS

Length — Overall	— 7.30 metres
Length — Waterline	— 5.90 metres
Max. Beam	— 2.20 metres
Draft (Keel raised)	— 350mm (14" approx.)
Draft (Keel lowered)	— 1.3 metres
Displacement (bare boat)	— 660 kg
Displacement (rigged for cruising)	— 980 kg (approx.)
Keel Weight	
• Swing	— 180 kg
• Drop	— 120 kg
Max. Working Sail Area	— 20 square metres (216 square feet)
Max. Spinnaker Area	— 20 square metres (216 square feet)
Mast Height	— 8.05 metres (26'5")
Boom Length	— 3.05 metres (10')

