

MAY 2010

apac quarterly

INTERNATIONALS 2010

Ian gets his Mojo workin'

NATIONALS SURVEY

The case for a shorter series

I WANT IT NOW

An off-the-shelf PT

Welcome to APT!

It gives me great pleasure to welcome you to this first edition of APT, the new national newsletter of the Paper Tiger Catamaran class in Australia.

Strictly speaking, this is not the first edition. Thirteen years ago, we produced a one-off edition of APT to coincide with the 1997 International Championships, held at Koonawarra Bay (NSW). However, we did not manage to sustain the publication. This time, I am quite confident that we have engaged people who will not only sustain it, but will provide a high quality publication and will continue to improve it.

So, why have we called it "APT"? Firstly, because it stands for "Australian Paper Tiger". Secondly, because the dictionary defines the word "apt" as meaning applicable, fitting, right, resourceful, appropriate, suitable and pertinent. If Paper Tiger sailors use any of these words to describe this publication, then we will have been successful in achieving our aims.

My thanks to Mark Wiggins and the others who discussed the idea of a national newsletter and put up the suggestion. It is a great initiative. I must also thank Ralph Skea for volunteering to be the Editor of this newsletter. The energy and enthusiasm he has brought to this new role has been inspiring. Several other people have also volunteered to contribute in various ways, for which we thank them as well.

Obviously, a newsletter is only successful if it appeals to those people it is aimed at. As such, we welcome your suggestions for future articles and inclusions. Feel free to tell us what you like and don't like about the newsletter. And we welcome anything you would like to submit for inclusion in the newsletter.

The APTCA believes that this is an exciting step forward for the class in Australia and a great way to keep Paper Tiger sailors informed about their class.

You will be pleased to know that late last year, the Queensland PTCA was re-formed and a new committee took over the association, which had been in caretaker mode for a few years. Thanks to Neville Williams for his efforts over the years and for helping the new committee get set-up. Thanks to those new people who have taken up the role of revitalising the QPTCA, Chris Shannon, Gary Fleming and David Vockler. There are at least seven PTs sailing regularly in Queensland, and there have been several other enquiries from people in that state.

I can also inform you that the Tasmanian PTCA has also been going through the process of re-forming and several people have volunteered to be on the committee of the new association. Our thanks to them for their efforts. Fleet numbers are building in Tasmania and they had eight boats at their recent State Titles. They are also busily planning for the forthcoming Nationals, to be held there shortly after New Year.

There has also been plenty of action internationally, which you can read about in the international report in this issue.

So, welcome to APT. Enjoy!

Regards,

David Stumbles

Australian PTCA

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Cover: New Zealand's Scott Barker on the tail of Aussie Peter Anderson in the Napier swell – Photo by Rachel Leatham



Team New Zealand has regained the Paper Tiger Catamaran International Championship trophy with a convincing points lead at the end of the eight race series.

Australian sailor, Ian Marcovitch, from Mannering Park Sailing Club on Lake Macquarie, NSW, won the individual champion title with five race wins.

As always, the event was a logistical challenge for the National PT associations. The proud history of successfully staging this event goes back a long way, due in no small part to the superb efforts of a small group of dedicated PT officials and the generous support of the companies who ferried the team's boats across the Tasman.

This year **Swire Shipping** provided free and timely transportation of the Aussie team's boats

and gear to and from NZ. **Butler Freight Services** (Melbourne, Australia) transported the container from the Melbourne docks to Peter Anderson's farm, where it was loaded, then back to the docks. They provided the same service on the return journey, all at no cost. **Tomoana Warehousing** (Hastings, New Zealand) transported the container from the NZ docks to Napier Sailing Club, then returned it to the docks after the event, also at no cost.

THE VENUE

The event was held from the 2nd to the 5th of April at the **Napier Sailing Club**, an ocean venue on the east coast of the north island of New Zealand. This year the weather co-operated, with a full series of 8 races sailed in generally light to moderate winds and rolling swell.



*The winners, Team New Zealand (back row left to front row right):
Ian MacLennan
Wayne Hayman
Selwyn Pedersen
Bob Preston
Mark Bell
Peter Robins
Scott Barker
Ryan Leatham
Scott Pedersen
Hayden Percy*

*Team Oz**(left to right):**Jacob McDonald**Alex Craig**Luke Stout**Peter Anderson**David Godfrey**Lance Maizey**Trent Godfrey**Ian Marcovitch**Bryan Anderson**Peter Darling***THE RACING**

Thanks to Nik Radovanovic, Ian Marcovitch Tony Hastings, Rachel Leatham and Neil Waterman for their reports and photos from the event.

Nik Radovanovic:**DAY 1 (Friday, 2nd April)**

Day one of the 2010 Swire Shipping Paper Tiger Catamaran International Championships was raced in fine and variable light conditions. In **race one**, Aussie, Ian Marcovitch, followed New Zealand's Hayden Percy round the top mark and managed to pass him on the reaches to take the lead at the bottom mark and defend to the finish. Meantime, Mark Bell worked his way into third and held off current NZ Champion, Bob Preston.



Race two saw Marcovitch follow Wellington's Ryan Leatham round the top mark and once again show his class on the reaches. Bell also managed to pass Leatham as the breeze faded while Percy held on to fourth throughout.

The New Zealand team dominated after the day's two races but Australian, Ian Marcovitch, with two wins, led in the individual standings from Auckland's two-time NZ Champion, Mark Bell, and local young talent, Hayden Percy.

Despite Marcovitch's wins, the New Zealand team had seven sailors in the top ten and looked good at this early stage to take back the team title it lost last year in Australia at Koonawarra Bay. Six more races were scheduled over the Easter Weekend.

DAY 2 (Saturday, 3rd April)

Day two was raced in light conditions, similar to day one. Three races were sailed and consistency payed off for the frontrunners.

Bell led **race three** from start to finish. Ryan Leatham was second, managing to fend off Bob Preston's challenge as the two swapped places during the race. Invitee, John Thomson, seven-time NZ Champion, finished fourth and was in sixth place overall. **Race four** saw Marcovitch lead round the top mark for the first time and extend that lead throughout to win very comfortably ahead of Bell and Preston.

Wellington's Scott Barker, who was second round the first mark, hung on for fourth.

Race five had Bell and Marcovitch leading round the top mark and joined by Hayden Percy, who led the second time round, as the breeze picked up. However, he failed to cover Marcovitch on the final beat and was pipped on the line, with a fast charging Bell claiming third and Preston fourth.

New Zealand had the team trophy virtually in its grasp but Ian Marcovitch's form in these conditions had him in a strong position in the individual standings.

Mark Bell was the only other sailor to take a win and was still a threat to Marcovitch with three races remaining.

DAY 3 (Sunday, 4th April)

Race six saw likely Kiwi contenders, Hayden Percy, Bell and Bob Preston round the top mark first after picking their way well upwind. Marcovitch rounded the top mark in 13th place but showed his supremacy in these conditions by making up eight places the second time round the top mark and then pipping Bell at the finish. Percy was third and Scott Barker slipped past Preston to take fourth.

In **race seven**, it was another consistent Kiwi, Ryan Leatham, who rounded the top mark first ahead of Preston, followed by young talents, Victorian Luke Stout and New Plymouth's Jamie Hatch.

Marcovitch, from 10th, again made big gains but not enough to catch Preston, who eventually managed to pass Leatham and claim a well-deserved win to keep him in third place, ahead of Percy, in the overall standings.

After three days of racing in light conditions, and with only one more race scheduled on Monday, it was safe to say that the team trophy was New Zealand's. However, once again an Australian, Ian Marcovitch from New South Wales, would be taking home the individual title.

Marcovitch showed incredible consistency and boat speed, with five wins from seven races. In spite of this, he only avoided having to sail the last race after his main rival, Mark Bell, failed to finish in the top three for the first time in race seven. Bell's fifth place in race seven meant he could possibly end up equal on points with a win on Monday but remained second on count back.



Junior Champion Jamie Hatch

DAY 4 (Monday, 5th April)

Only one race was scheduled for day four. Conditions were more challenging, though still relatively light, as the breeze and sea varied markedly throughout the course and the race.

Race eight was Bryan Anderson's race, as the 2004 International Champion from Victoria took advantage of a reasonable breeze at the start to round the top mark first, followed by the Leathams, Ryan and Denis. As the breeze started to die away and vary, Marcovitch and Bell started gaining and, with a longer race set, the fleet separated markedly. Eventually Bell, Anderson and Ryan Leatham were in a scrap for first, well ahead of Denis Leatham, Alex Craig, Peter Robins and Marcovitch, who were clear of the following pack in their own tussle for fourth. The top three exchanged the lead several times and the final beat to the finish made for a great way to end the competition.

Anderson held the advantage as they approached the line and Bell, who still had a chance to finish

level on points with Marcovitch, threw a last gasp tack to find a way past Anderson, which gave Leatham the inch he needed to take second. Peter Robins won the battle for fourth.

The win slipped Anderson into the top ten behind multi-champ, Peter Anderson, but other than Marcovitch, the leader board was filled with Kiwis. Scott Barker was a comfortable sixth behind Percy, with John Thomson seventh, just a point ahead of local legend, Selwyn Pedersen.

Although Ian Marcovitch clinched the individual title in Sunday's last race, he and runner up, Mark Bell, were both on the water, taking 7th and 3rd places respectively.

In the final overall standings, the ever-competitive Bell ended up only two points behind Marcovitch after eight races, despite Marcovitch's 5 wins. Current NZ Champion, Bob Preston, had a discarded 10th placing in race 8 and held on to third place overall. Hayden Percy could only manage a 12th and was leap-frogged by fellow young Kiwi, Ryan Leatham, who added another 2nd after a thrilling three way finish.

Team Kiwi were comprehensive winners over Team Kangaroo and New Plymouth's Jamie Hatch was the 2010 International Junior Champion.

Napier Sailing Club was praised not only as a popular sailing venue but also for its support and administration during the event. Ian Marcovitch made particular mention of the quality of the race officials. Race Officer, Tim Sandall, and Club Manager, Lyle Tresadern, were singled out for their roles in what was a very successful regatta. □

Ian Marcovitch:

I went to Napier on a mission. Easter weather is at best unpredictable but my mate, Garry Williams, had won his first Internationals at Napier and I felt a great kinship with him in that exploit many years ago.

Napier is on the East coast of the North Island of NZ and so I was expecting a similarity to the East Coast of Australia in terms of swell, angle and direction of the sun making the water look similar, and the likelihood of the sea-breeze also angling to the coast in a similar way. I have sailed at Terrigal on the NSW coast for years, as well as various yacht races and other sailing along our East coast from Hobart in the south as far as Cairns in far north Queensland. So rightly or wrongly Napier felt friendly and familiar in anticipation. I Googled the site on Google Earth and it seemed to be a larger version of Terrigal but with possibly less likelihood of swell, due to the greater eastward land projection to the South. And so it was.



International Champion, Ian Marcovitch

The Percy family very kindly billeted us at Hastings. My original intention had been to stay at the back-packers where Tony Hastings was staying, which was only a short walk from the club. When Dave Stumbles sent me the details of the billets, where I was together with Tony Hastings, Pete Darling and Neil Waterman, I just knew we would have a great time together. The twenty or so minute drive from the club became a positive circuit breaker from the sailing .

Tony had organised a car which Pete, Neil and I used, as he had opted to stay at the back-packers (so that he could be with his father Richard, who was joining him later in the week). Our hosts could not have been more welcoming with great home cooking

and little things like hot muffins for breakfast and muesli bars to take on the boats for nibbles etc, etc. The Percy's two son's, Hayden and Nathan, were competing with us , and that added to the general argy bargy at the end of the day.

In the first race I got away with a good start in a steady 6 to 8 knots and kept going out to the left, even though a lot of the competition tacked away to the right. I could see by my angle with them that I was holding my own if not gaining ground. I rounded the first mark in third and quickly passed this blue boat 'Aquaholic' and then chased and passed Mark Bell on the second reach. First win.

I hadn't been aware that Aquaholic was Hayden Percy, our host's son, whom I had dispatched so expeditiously, as we all look different in our sailing 'armour'.

The pivotal race of the series was the 5th race which was the third race on the second day. I had gone the wrong way up the first beat and was about 13th at the first mark. The first reach took me to the front of the second pack of boats, leaving a 200 metre gap to the leaders. The leading pack was sailing high of the line to the leeward mark. The breeze was 8 or 9 knots with a gentle swell running obliquely to my line to the mark. I did what I do well, popped the windward hull clear and took off straight to the mark, milking the swell and the pulsing breeze to cross the gap and round the leeward mark amongst the leaders. The 4 Kiwis in front on the work to the finish forgot about me and I was able to slip away on my own in clear air, away from them, resulting in the crucial win of the series for me. I crossed the line realizing that this win rescued me from oblivion and would be the telling score.

On the Third day I had another win in the morning and a third in the afternoon, clinching the series.

It was good to have the series won before the last race, but the last race was a chance to get a position better than 6th and make a clear cut victory should Mark win the last

race and even our scores. Mark didn't win the last race and so my 7th was enough to give me a clear margin over him.

As always, the racing with the Kiwis was intense and full praise to their team for a great victory over us.

The good news is that I get to be champion for 2 years, the bad news is that I will be two years older to defend the title. □

Tony Hastings:

Sailing in the Paper Tiger Catamaran International Titles at Napier, in Easter this year, was easily the best racing I've ever experienced. The 40 boats were closely matched and well raced, so every moment was attention-demanding action. The wind, waves and current made for challenging conditions, the event organisation was superb, and the clubhouse had a restaurant and bar inside it!



Rolling downwind

The Internationals was not just about individual glory, but also about team work. Ten Aussies who raced in this year's National Titles in Adelaide were selected as the Australian Team, while I was lucky enough to be admitted as one of two Wildcard entries. The Kiwi team featured ten of their best sailors, and as the fleet size was limited to 40, many keen and talented sailors had to be turned away from entering. Ryan "Rowdy" Leatham said "**Paper Tigers have got more**

boats on the start line than any fleet in New Zealand at the moment."

My erratic sailing enabled me to admire the style of sailors throughout the fleet. The guys at the front had a sweet and sparkling style, like the Radler beer, while there was the full, heavier but still high quality sailing at the back of the fleet, comparable with the Monteith's Black beer. I enjoyed a few glory moments; briefly leading the fleet after a flying port-end start, or surfing a wave down to the wing mark and calling buoy legs when we all hiked out and flew to windward, pure gold, like Speights Gold Medal Ale.

Napier is on the southern end of Hawkes Bay, on the east coast of New Zealand's North Island. A good wine-growing region. A long beach marked the western side of our sailing area, and the open sea was to the east. A tall bluff to the south-east curled both the wind and the waves around it, while the harbour mouth at the south-west added current to the outgoing tide. These variable factors determined the best racing lines.

During Easter there were gentle sea-breezes most afternoons, which reversed to catabatic winds at night. This westerly wind would calm the water, so at the start of the morning race we'd enjoy sailing into a smooth, gentle swell. As the day progressed the swells also grew larger, and a steep chop would sit on top of that. ***"The key factor in the light weather was handling the chop,"*** Ian said. ***"The ability to read the underlying swell and sail to it, rather than the more obvious chop, was a telling factor that all the leading Kiwis handled so much better than our Port Phillip sailors."***

After reading a Frank Bethwaite book I tried to study the patterns of wind and water, hoping for Jedi skills in anticipating the weather's next move.

Sailing out to the port side of the course was best in the morning as it brought you into the breeze more quickly, but later on the boat would pound into the chop and lose all speed, while the starboard side of the course offered calmer

Luke Stout powers to windward



Rachel Leatham



Ian leads the fleet to the windward mark

water, a lift off the headland, and possibly some tidal current to windward.

To do well in the races required picking the best racing line to windward, keeping the sail in perfect trim, out-maneuvring the competition, and doing it all without error. Take Race 6 for example, in a glory moment I rounded the top mark in about 10th place, ahead of Ian Marcovich. He explained later; ***"I rounded in 12th, cut above boats in front, bore off on waves, kept my speed up and rounded the next mark in 8th. There was a bit of a gap to the next group, but I shot off like a rocket on a good wave and caught them. I came into their group in about the middle and was right back in the race."***

My experience was the opposite; I tried to catch waves and keep speed up, running the layline, but lost about 12 places! It was because I didn't let the outhaul in, so my sail was too flat. Ian won the race while I dropped back to 17th. Talk about falling off the barstool!

While sailing to windward it seemed that the Kiwi sailors set a flat sail and tried to out-point each other, while Aussie sailors set a fuller sail, aimed low and tried to out-drag each other. As different as wine-tasting to skulling beers.

In the photo above you can see Ian, (left orange jacket) with a fuller sail, who has gone further before tacking to the windward mark, then Scott Barker and Hayden Percy with outhauls tight, very flat sails centred, and have tacked earlier to pinch up to the mark. Sailors further back in the fleet often had fuller sails, not sheeted in as hard, with the tops spilling out, like a beer poured too quickly, with too much head.

Although Paper Tigers are a one-design class, there is quite a variety in the selection of construction materials, sails, foils and rigging. Ian's "Mojo" flew the latest cut of Redhead Sail on his home-built hulls and uniquely modified foils. Scott Barker's "Bad Boy" included some impressively built carbon-fibre reinforcing inside a ply hull. Hayden Percy's "Aquaholic" looked beautiful with an inlaid new deck, and new centreboard case. NZ National Champ, Bob Preston, was one of the boats flying a "3Di" sail of moulded Mylar with computer laid Dyneema threads.

The tuning and set-up was perhaps more important than the hardware, for example Ian was asked to replace his Spectra (rope) rear lowers with wire, which resulted in shortening them by 15mm. ***"Next morning I came 6th and the boat had lost its sparkle. I understood why. I lengthened the stays by***

15mm that evening and the boat was back to form and I won the next race in the morning”.

A typical race started with the top guys hovering around the Committee Boat with a couple of minutes to go, a pack of boats squeezed in around to about 1/3 the way up the line, others hovering around on the line at various places, and a few like me hanging back a bit to hit the line at speed. In the mornings, hitting the port end flying was a winning start, while in the afternoons it was won by the skipper next to the Committee Boat who could tack first and get to the favoured starboard side.

The start and approach to the first leg was critical. To make good wine you have to plant your grapes in good dirt. Rowdy explained his approach; ***“It was a matter of getting off the start line smoothly and in clean air (this seemed to make a huge difference). After that it was a matter of hunting for a clean lane away from disturbed air.”***

Approaching the windward buoy on port was often disastrous as there'd be a line of at least 10 boats on starboard coming in, and you'd have to

go behind all of them. Rounding buoys was a little trickier than usual, as both boats and buoys moved sideways on the tops of the swells, and the tall inflatable buoys would lean towards a boat when they caught a wind-shadow.

The offwind legs offered some chances to surf waves, or get a hull flying in gusts. A lot of guys went very high above the layline, which Ian explained ***“If pointing higher means you can get a hull flying, then your speed jumps and the swing in apparent wind allows you to then bear off while keeping the hull up.”*** He added ***“You have to constantly look ahead, look at the sail, look at the waves, look ahead, look at the sail, look at the waves,”.***

The light winds offered a great opportunity for the younger skippers to mix it with the experienced sailors. **2010 International Junior Champion is Jamie Hatch**, who finished a creditable 17th overall. You had to feel sorry for the bigger guys, who spent most of their time laying on their sides on the boat, as it bounced up and down, pounding through the chop. They

Pre start manoeuvres



Rachel Leatham



David Godfrey pips Trent at the post

looked amazed to see us lightweights hiking out with a hull flying, even getting airborne occasionally. At least the big guys could smirk as they offered the juniors a lemonade while enjoying the good stuff back at the bar.

Within the fleet there were many great rivalries, and some family contests. Dad David Godfrey on "Windcruiser" and son Trent on "Windbreaker" were almost inseparable, often racing side by side with Trent's last race result winning their battle. Dad Denis "Baldrick" Leatham on "Learning to Fly" was soundly beaten by his son Rowdy on "Flyer". Winning one for the Dads was Peter Anderson, ahead of son Bryan.

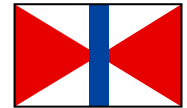
We missed Garry & Greg Williams, but Murray "The Jocko" McLauchlin on "Against the Grain" made up for it, entertaining us all after the races. Dressed in green & gold he issued gold coin fines for errors made on the water, while Dunce of the Day had to wear a pink glittering cowboy hat. Money raised went to the "trolley dollies".

At the end of the series everyone was happy. Event organiser Stuart Morrish concluded ***"It was very pleasing to see all the hard work of organising the competition pay off. It is great to see the two fleets come together and really enjoy the competition, with surprisingly no protests"***. □



Like a fine wine, Ian Marcovitch continues to improve with age. He sailed superbly to win 5 races and become International Champion

2010 SWIRE SHIPPING PAPER TIGER CATAMARAN INTERNATIONAL CHAMPIONSHIP RESULTS



Rank	Skipper	Nat	No	Boat	R1	R2	R3	R4	R5	R6	R7	R8	Tot
1	Ian Marcovitch	AU	3039	Mojo	1	1	6	1	1	1	3	-7	14
2	Mark Bell	NZ	2862	Totally Wired	3	2	1	2	3	2	-5	3	16
3	Bob Preston	NZ	2962	Cool Cat	4	9	3	3	4	5	1	-10	29
4	Ryan Leatham	NZ	821	Flyer	-11	3	2	7	10	8	2	2	34
5	Hayden Percy	NZ	3073	Aquaholic	2	4	8	-15	2	3	6	12	37
6	Scott Barker	NZ	3075	Bad Boy	-20	6	11	4	12	4	4	14	55
7	John Thomson	NZ	3003	Crocodile Rock	7	5	4	-16	13	9	11	15	64
8	Selwyn Pedersen	NZ	3070	Double Vision	8	13	9	5	-18	10	9	11	65
9	Peter Anderson	AU	3077	Just In Time	13	7	15	6	7	6	12	-16	66
10	Bryan Anderson	AU	2958	Fly'n Bry'n	-18	15	5	18	14	15	7	1	75
11	Alex Craig	AU	3033	Need For Speed	22	14	7	-41	5	12	10	5	75
12	Scott Pedersen	NZ	3045	Slingshot	19	12	24	9	11	-26	8	8	91
13	Peter Robins	NZ	888	Skytrain	9	23	16	10	21	-24	19	4	102
14	Luke Stout	AU	3031	Speed Demon	6	16	12	12	-28	21	13	23	103
15	Neil Waterman	AU	3018	People Eater	12	18	10	8	-41	14	21	21	104
16	Tony Hastings	AU	2901	Tigerdelic	5	21	17	17	-30	13	16	22	111
17	Jamie Hatch	NZ	2634	Roar Speed	16	24	-29	13	9	11	14	28	115
18	Stuart Taylor	NZ	2529	Gray Power	17	19	18	11	-31	7	18	26	116
19	Mike Hood	NZ	2970	Purple	21	10	20	14	6	22	25	-29	118
20	Ian MacLennan	NZ	2820	Love Over Gold	24	11	21	20	8	17	17	-29	118
21	John Coplestone	NZ	3029	The Dash	10	8	13	23	23	-25	24	18	119
22	Denis Leatham	NZ	2988	Learning To Fly	23	-25	22	19	24	23	15	6	132
23	Rick Martin	NZ	2987	Butterfly	14	20	23	28	19	19	-29	19	142
24	Jacob McDonald	AU	3052	Unleashed	29	27	19	27	15	16	22	-35	155
25	Mark Hatch	NZ	2811	Crazy Diamond	25	17	31	24	16	-35	26	20	159
26	Nathan Percy	NZ	2812	Captain Morgan	15	22	14	22	-33	28	32	32	165
27	Wayne Hayman	NZ	2941	Whirlwind	27	29	27	29	22	27	-31	13	174
28	Trent Godfrey	AU	3042	Windbreaker	-35	26	28	32	17	29	27	17	176
29	David Godfrey	AU	3041	Windcruiser	30	-34	26	31	27	18	20	27	179
30	Carl Syman	NZ	2922	Unplugged	-37	35	30	25	20	33	30	9	182
31	Andy Brown	NZ	3072	Hairy Maclary	26	30	25	26	26	31	-33	25	189
32	Lance Maizey	AU	3097	Carbonated	28	28	-34	30	32	20	23	31	192
33	Sean Syman	NZ	3009	Money For Nothing	34	32	33	21	25	-41	41	24	210
34	Murray McLauchlan	NZ	2986	Against The Grain	31	31	32	34	34	32	-35	34	228
35	Jane Thomassen	NZ	2668	Pom Puss	32	33	38	33	35	30	28	-39	229
36	Lynly Manning	NZ	2800	One Fish-Two Fish	36	38	37	37	29	34	-41	33	244
37	Chris Reid	NZ	3074	Scram	33	37	36	35	38	-41	34	38	251
38	Thijs Calkoen	NZ	230	Mokum	38	36	35	36	37	36	-41	36	254
39	Peter Darling	AU	2979	Mission Impossible	-40	40	39	38	36	38	36	37	264
40	Michael Grey	NZ	2937	Katabatic	39	39	-41	39	39	37	41	40	274

New Zealand Team

Australian Team

Team Scores: New Zealand = 544points Australia = 844 points

Internationals Thank-You

On behalf of the PTCIA committee and the competitors in the recent 2010 Swire Shipping Paper Tiger Catamaran International Championships, I would like to thank some very significant contributors to the event. A lot of effort is required to make the Internationals successful and many people contribute to this success. However, there are several that I would like to make particular mention of:

- **SWIRE SHIPPING:** *Once again, the generous support of this company meant that the Australian Team was able to have their boats shipped to New Zealand without charge and also had the use of a 40ft container for this purpose and for their use during the series. It is fairly likely that the costs of shipping would be prohibitive to most competitors, so the viability of the International Championships is very much dependant on this generous support.*
- **BUTLER FREIGHT SERVICES:** *This company has provided the Australian road transport of the container for some years now. This involves getting it from Melbourne to the Anderson's farm, and then picking it up later when it has been packed and then taking it back to Melbourne. The reverse happens when the boats return from New Zealand. This time, additional official checks of the container were required, so Butler kindly helped out with a couple of extra trips. All this was provided free of charge.*
- **TOMOANA WAREHOUSING:** *This company was recommended to us by Swire Shipping and they provided the road transport of the container on the New Zealand end, also free of charge.*
- **Stuart Morrish and the organising team:** *Stuart is the NZPTOA Secretary and he had not competed in an Internationals previously. To try and organise this sort of event without previous experience of it is a huge ask. Stuart showed incredible patience and diligence in the process and was very accommodating of any suggestions made from Australia in the planning of the event. From all reports, the event was a great success and this is a credit to Stuart and his team.*
- **Billetes:** *Several New Zealand families opened up their homes to our sailors for the week of the Internationals. This meant the Australians could be accommodated in a comfortable, friendly environment. From all reports, the Aussies were very well looked after and really enjoyed the experience.*
- **David Godfrey:** *For many years, David has handled the many requirements of Customs, AQIS and others that are involved in transporting the boats internationally. Most people would have no idea of just how much work David puts into this. His ability to pursue all the requirements and to deal with so many different people so effectively is a major asset for our class.*
- **Peter Anderson and family:** *For a long time Peter has allowed us to use his property as a base for receiving the container, disassembling and re-assembling boats, and packing and unpacking the container. Peter also built the racks required to successfully house the boats and associated equipment within the container. The AQIS inspectors commented on how well laid-out the container was and how the racking arrangement assisted with making the inspection easier. Having Peter's wisdom and experience involved, as well as the use of his ideal venue, is another great asset for our class.*

While there have been other people who have contributed to the event, I believe the people listed above deserve special mention. All have been very generous and easy to deal with and all deserve a huge vote of thanks and appreciation from all of us involved in the Paper Tiger class.

David Stumbles

Secretary

Paper Tiger Catamaran International Association

New APTCA Website

The APTCA has completely overhauled its website. The old site had been neglected for some time and was in great need of some attention. This new site is aimed at providing Australian-specific content and will try not to replicate any of the information on the main Paper Tiger website of the PTC International Association (at www.papertigercatamaran.org.)

Neil Waterman has been working hard on the technical side of the site and we have both reviewed the content. Please visit the site and provide us with your feedback or suggestions. But please keep in mind that it is not designed to duplicate the info on the main site.

For those state associations that do not have their own website, or who have been struggling to maintain theirs, the APTCA can now offer each state a page of their own on the APTCA site. The nominated people from each state will be given access to their state's page so that they can edit and add articles as they wish. With the platform used, this is a very simple process. Alternatively, the APTCA can also update the page for your state from the information your state provides.

We will also be publishing this national newsletter on the website, both in a downloadable PDF format, as well as in published articles on the site. However, we welcome your feedback on whether the newsletter should be made freely available or not (see "Consider this" below).

You can visit the new APTCA website at <http://aptca.papertigercatamaran.org>

David Stumbles Publicity Officer APTCA

Consider this

The first issue of APT has been made freely available to anyone who visits the APTCA Website, in order to help promote the class. Once you have perused the entire publication we would appreciate your thoughts as to whether future editions should continue to be open access or should only be available to financial members of state associations. Your comments please to David Stumbles.

2010 National Championship

The following is an edited version of Victorian skipper, Alan White's, report of the 40th National Championship, held at Henley Sailing Club, South Australia, 29th Dec. to 5th Jan.

The series was sailed simultaneously with the **National E, 125** and **Impulse** Nationals. As you can imagine the club parking area, change rooms and more importantly, the water, were somewhat crowded.

The practice race turned out to be a marathon sailed in about 8 knots with the marks so far apart I couldn't see them from the start line. It became a soldier's course with the distance between boats stretching further as the procession progressed.

RACE 1 – 10.00AM.

Wind around 8 knots from the SW. Luckily the club did not set such a huge course. All the top guns, with me in their wake, headed for the beach and, out of the strong tide, then tacked out to sea. NSW skipper, Ian Marcovitch, showed his light weather skills to take the first race.

RACE 2 - 2.00PM

The wind was still from the SW but may have picked up a bit. The race turned into a soldier's course after the first lap but at least I could see the leaders.

We got tangled up with the Impulses at the wing mark. They were heading for their wing mark, which was placed outside ours

and closer to shore. Consequently we had to thread through a line of boats, which added some interest to the race. NSW skipper, Garry Williams, another light weather master, took race two.

RACE 3 - 2.00PM

Two gate course races scheduled – temp about 41°C and light wind. After a postponement, I arrived at the start boat about 2.10pm – no course set but a nice breeze of about 10 to 12 knots. After numerous wind changes and course re-sets, we finally got started around 4.30pm in 15 to 18 knots of breeze on a great course.

Again it paid to tack along the beach then out to sea. The first reach was a screamer using the waves, gybe, on to the turn mark and pick a side at the gate, then do it all three more times. An interesting race with the fleet reasonably close. Bryan Anderson revelled in the conditions to take race 3.

RACE 4 - 5.30PM

By now the wind had increased to around 18 to 20 knots and the sea had built up considerably. The difference between the first day and now was huge. After the start I was soon run down by the heavy weather guys. I got to the windward mark, looked at my fore and aft beam and traveller cleat flopping about, decided discretion was the order of the day, and headed for shore. Bryan Anderson, still in his element, took his second win of the series.

RACE 5 – 2.00PM

The wind had increased to around 18 to 23 Knots with a very choppy confused sea. Definitely not my weather. However, I managed to make it to the windward mark, not enjoying it one bit. I was not racing but just surviving and headed for the safety of the shore along with over one third of the fleet. NSW skipper, Greg Williams, made the most of the conditions to score his first win of the series.

RACE 6 - 2.00PM

Similar conditions to race 5 but with two races to drop, I had to finish this one. After the start I put the traveller out beyond the hiking straps and headed off. Followed Keith Deed down the first reach to the gybe mark and Keith went through

the gybe, but unfortunately his mast didn't. It just folded in half. At this stage Keith was off Glenelg and managed to drift onto the beach. Brendon McDonald saw what happened and dragged Keith's trolley down. Keith then loaded up walked back to the club.

Back to the race, I took it easy, kept out of trouble and finished OK. However, showing off on the way back in, my hiking strap broke, I went over the side and the boat went the other way. I just managed to grab hold of the tiller extension, worked around to the front, sat there and it came round into the wind, a wave lifted the sail and up it came. I rolled over the beam as it righted and amazed myself at getting up so easily. I came back to the club very slowly.

Having already tasted victory, Greg Williams added another win to his scorecard.

RACE 7 - 2.00PM

The first of two back to back races using the gate course. The forecast was for moderate to strong winds but when we got to the club the wind was light. I'd already sailed a race just by dragging the boat down to the beach. The smart guys made contraptions for a tractor to pull their boats.

After postponements we got away but the race was shortened after two laps. The finish boat was incorrectly positioned for a shortened course and this caused no end of confusion, and disadvantaged several boats. Greg Williams snatched a third win.

*National and
Victorian State
Champion
Bryan Anderson*



Rachel Leatham

RACE 8 back to back with RACE 7

The wind was around 12 to 16 knots and we started about 3.45pm. We got in 3 laps but the finish was now located about one third up the windward leg. This was contrary to the sailing instructions, which had the finish beyond the windward buoy.

Again the leading boats were disadvantaged and several actually had to turn around and run back to the line. I believe they had a position in the fleet reinstated by mutual consent. Victorian skipper, Peter Anderson, notched up his first win of the series.

RACE 9 - 10.00 AM

There was a good wind from the South East and no other fleets to contend with. We started on time, I got a good start only to have a general recall. The tide was with us and dragging us over the line. Restart and the black flag was flying, we all sat back except for Jason Dunsmore who raced down the line and, at the pin end, had nowhere to go, OCS.

The course was well set and when there was a wind shift the windward mark was moved. It showed what the club can do when dealing with only one fleet. This was a good race with positions changing in a moderate wind.

Bryan Anderson won, and with it a sixth Nationals, the first time this has been achieved. Congratulations Bryan.

Presentation night was held at the club and enjoyed by all. □

2010 NATIONAL CHAMPIONSHIP RESULTS

Rank	Skipper	Boat	No	R1	R2	R3	R4	R5	R6	R7	R8	R9	Tot
1	Bryan Anderson	Fly'n Bry'n	2958	-4	3	1	1	2	2	-6	2	1	12
2	Greg Williams	Shadow Boxing	3086	-5	-7	4	2	1	1	1	3	2	14
3	Ian Marcovitch	Mojo	3039	1	4	3	11	-30	-14	3	4	3	29
4	Peter Anderson	Just In Time	3077	7	2	2	-13	10	-15	5	1	4	31
5	Luke Stout	Speed Demon	3031	6	6	-9	5	6	-8	2	7	5	37
6	Garry Williams	Characin IV	3085	2	1	5	16	-30	-17	4	5	6	39
7	Mike Wold	Boy At Heart	3050	3	8	8	6	5	5	-12	9	-10	44
8	Alex Craig	Need For Speed	3033	-11	-10	6	7	9	9	7	8	9	55
9	Jason Dunsmore	Unknown Zone	2117	8	16	10	4	4	4	-19	14	-30	60
10	Ron Wiggins	Ere Wiggo Again	2993	-30	-25	15	3	3	3	17	15	11	67
11	Cameron Fitzgerald	Absolute Power	2984	-14	-13	13	8	12	11	10	13	7	74
12	Lance Maizey	Carbonated	3097	9	12	-19	9	-30	19	8	6	15	78
13	Greg McDonald	Macwood	2954	13	5	-22	-30	13	18	15	10	8	82
14	Steve Halliday	Dipsi Danis	3021	10	-17	-17	14	7	10	16	11	17	85
15	Russell Jolly	Vendetta	2915	-22	15	21	12	11	6	14	18	-22	97
16	Trent Godfrey	Windbreaker	3042	15	-20	11	18	-30	12	11	12	18	97
17	Lyall Daly	Chilli Beach	3053	12	9	23	15	-30	16	13	-30	14	102
18	Peter Darling	Mission Impossible	2979	23	-26	-25	10	8	13	9	21	24	108
19	Keith Deed	Imagine	2911	20	11	12	17	12	-30	-24	23	16	111
20	Tom Bawden	Carbon Copy	2974	21	23	7	-30	-30	7	18	20	25	121
21	Jacob McDonald	Unleashed	3052	16	14	18	-30	-30	20	25	16	13	122
22	David Godfrey	Windcruiser	3041	18	18	20	19	-30	21	20	-22	12	128
23	Rick Stout	Katrick	3055	24	21	16	20	14	-30	-27	17	19	131
24	Alan White	Virtual Reality	2852	17	19	14	-30	-30	22	22	19	20	133
25	Neville Rowe	Mr. Percival	2944	27	22	24	-30	-30	30	26	25	21	175
26	Glen Partridge	Wild Thing	3011	25	24	-30	-30	30	30	21	26	23	179
27	Jeffrey Helps	Flying Time	2074	-30	29	-30	30	15	23	28	30	28	183
28	Arthur Moule	Possum Power	2707	26	28	26	-30	-30	30	23	24	26	183
29	Bruce Russell	This Way Up	2492	19	27	-30	-30	30	30	30	30	27	193

NATIONALS 2011 NATIONALS 2012

*The case for a
shorter national
championship series*

Nationals Duration Survey – Overview

At the APTCA AGM, held at the last Nationals, it was suggested that the class should consider a shorter duration Nationals in an attempt to grow fleet numbers again. After discussion, it was agreed that the membership should be surveyed to gauge whether shortening the event would be a popular move.

It is intended to survey both members and non-members, as we are also interested in potential competitors. However, any reduction of the series duration will be dependant on the views of the actual membership.

Interestingly, the New Zealand Nationals is usually sailed over four days with eight races, which is very similar to the Internationals. The NZ Nationals fleet numbers are very healthy and are growing.

The following is a summary of the cases for and against shortening the duration of the Nationals.

The Case FOR a Shorter Nationals

- Would make it easier for people to attend, which may result in larger Nationals fleet sizes.
- Less annual leave entitlements used in order to attend.
- Could get away with booking only one week's accommodation, as most places require multiples of whole weeks to be booked at the time of year when the Nationals is held.
- Easier on the families who attend with the sailors.
- Easier for those who have to leave families at home.
- It still gives the freedom of staying longer if desired.
- Similar to the format used for the Internationals.
- Similar to the format used for the New Zealand Nationals, where fleet sizes are growing.
- Many clubs are not prepared to run longer events (as per current duration) as it can be difficult to get enough volunteers to commit to be there for the whole time.

The Case AGAINST a Shorter Nationals

- More intense racing, therefore less non-sailing time.
- Harder on the older or physically impaired members of the fleet (less recovery time).
- The current format has served us well for a long time.
- Less flexibility for re-sails.
- Less time for socialising with other sailors.

The results of this survey will not necessarily change the duration of the Nationals, but will give the APTCA a much better idea of whether doing so would be likely to impact on fleet sizes. Your participation in the survey is encouraged and appreciated.

Please return your completed survey to the APTCA Publicity Officer by **15th June 2010**.

Mail: David Stumbles, 24 Brindabella Drive, Horsley, NSW, 2530.

E-mail: ptcia@papertigercatamaran.org (can be typed or hand-written and scanned)



Australian Paper Tiger Catamaran Association

Nationals Survey

The APTCA would like to know what encourages or discourages people's attendance at the Nationals and especially what impact the duration of the event plays in this. Your participation in this survey will help the APTCA to get a better idea of the feelings of the membership. Thank you for taking the time to fill it out. Please send your completed survey form to David Stumbles, APTCA Publicity Officer, 24 Brindabella Drive, Horsley, NSW, 2530 or e-mail the saved and completed, or scanned copy, to ptcia@papertigercatamaran.org by **15th June 2010**.

The duration and format of the Nationals will not necessarily change based on the results of this survey, but it will allow the APTCA to make more informed decisions when planning future Australian Championships. The sorts of things that could be changed include the number of days the event is held over, the number of races in the event, the length of the races, the number of races sailed each day and the removal of the lay day or invitation race from the event. It is worth noting that both the Internationals and the New Zealand Nationals are held over four days, with 8 or 9 races with no invitation race. The Kiwis use target times for their races, where they aim at 60-minute race lengths.

Your Details

Name:		Age:	
Club:		State:	
Length of time you've been sailing Paper Tigers:		years	
Approx. number of PT Nationals you've attended:			
Are you a member of a state PT association:		Yes / No	

Your Nationals Attendance

Select (tick) the option that best describes your attendance at the Paper Tiger Nationals:

<input type="checkbox"/>	I try to go to it every year
<input type="checkbox"/>	I like to go to it most years
<input type="checkbox"/>	I like to go occasionally
<input type="checkbox"/>	I rarely go
<input type="checkbox"/>	I've been once and would like to go again
<input type="checkbox"/>	I've been once and won't bother going again
<input type="checkbox"/>	I've never been but would like to go
<input type="checkbox"/>	I've never been and am not likely to go
<input type="checkbox"/>	Other:

Current Duration

The current typical duration for the Nationals is 9 days with 9 races, as shown (L=Long, S=Short):

Day >	1	2	3	4	5	6	7	8	9
Races >	Meas	Inv	2L	2S	Lay	1L	1L	2S	1L

No	Question	Very Un-Satisfied	Not Satisfied	Partly Satisfied	Satisfied	Very Satisfied
1	Rank your level of satisfaction with the current format, as described above (tick)					
No	Question	Far Less Likely	Less Likely	No Change	More Likely	Far More Likely
2	Would a shorter duration Nationals make you more or less likely to attend? (tick)					

Importance of Various Items

Rate the following items to indicate how important they are in determining whether or not you attend the Nationals. (tick the most appropriate column for each)

No	Question	Not At All Important	Not Very Important	Neutral	Fairly Important	Very Important
3	The state in which it is held					
4	The club at which it is held					
5	The water conditions (lake, bay, open ocean, etc)					
6	Distance to the venue from your home					
7	Tourist attractions in the area					
8	Cost of available accommodation					
9	Proximity of available accommodation to the venue					
10	Cost of the entry fee					
11	Selection year for Internationals in Australia					
12	Selection year for Internationals in New Zealand					
13	Social program					
14	Not sharing the venue with other classes					
15	Number of races per day					

Possible Shorter Nationals – Importance of Items

If the Nationals was shortened, rate the following items on how important they are to you. (tick)

No	Question	Not At All Important	Not Very Important	Neutral	Fairly Important	Very Important
16	Having a Lay Day					
17	Having an Invitation Race					
18	Short enough so you only need one week annual leave to attend and travel					
19	Starting after New Year (more time after Christmas)					
20	Having shorter races (say 60-minute target times)					

Possible Shorter Durations

Rank your thoughts on the following possible durations of the Nationals. (tick)

No	Question	Terrible	Not Good	OK	Good	Excellent
21	3 days (no lay day)					
22	4 days (no lay day)					
23	4 days (with lay day)					
24	5 days (no lay day)					
25	5 days (with lay day)					
26	6 days (no lay day)					
27	6 days (with lay day)					
28	7 days (no lay day)					
29	7 days (with lay day)					
30	8 days (no lay day)					
31	8 days (with lay day)					

Comments

QPTCA Report

News from the North

In recent months there has been an increasing groundswell in the ranks of Paper Tiger owners in Queensland. The Queensland Paper Tiger Catamaran Association (QPTCA) is once again active and looking for ways it can promote the class across this large state, and increase membership.

Current office holders are:

President	Dave Volker	Email: dvockler@bigpond.com
Secretary	Chris Shannon	Email: shanno11@hotmail.com
Treasurer	Gary Fleming	Email: myoptusemail@optusnet.com.au

We have representation at present in Bowen, Bundaberg and Brisbane. If you know of anyone else who owns a PT, or would like to own one and wants to join this association, please point them in our direction.

Progress has been slow up until now but at least we can boast of having five boats at Lake Samsonvale Water Sports Association in Brisbane. One boat is looking for a new home and it would be great if a local could help out.

The QPTCA hopes to breach the geographic distance between owners of Paper Tigers by providing a close-knit association that can not only introduce new owners to each other on a state level, but also connect PT owners that live close by to each other. We will keep you all updated on our progress and hope to see you at future regattas as our association grows.

Gary Fleming.

Queensland Tigers on the shore at Lake Samsonvale



TPTCA Report

G'day all and greetings from sunny Van Deimans Land.

Paper Tigers have taken off at the Lauderdale Yacht Club. We have eight boats sailing regularly. Other helmsmen are interested but we have a problem getting enough boats! With the upcoming PT Nationals, everyone at the club is excited and we are hoping for a good turnout from the 'Mainland'. I think all those making the trip down will be impressed and rewarded by our great location and pristine sailing conditions. Planning is already in full swing and some great sponsors have been obtained so far, Goodall Sails being the major sponsor. So many thanks to Greg!

On the racing side it was pleasing to see Mick Boyle lifting his game this season with his new boat, 'Re-entry', purchased from Lance Maizey. We had uncharacteristic light winds for most of the season, which Mick revelled in. Andrew Barney Barnard (when he showed up!) provided excellent competition as well. In most club races throughout the season the competition between Mick, Andrew and myself was very close and intense. All three of us hope to put in a good performance at the Nationals.

Also pleasing is the emergence of the two juniors, Oliver Bailey and Patrick Amos, who showed good boat speed at times and seemed to improve with every race. Paul Mathews and Davin Faux, in their first season, are progressing well and learning the intricacies of PT sailing.

Bruce seems to have gone into hibernation after selling his boat (much to the surprise of everyone!) Where are you Bruce? Come out, come out, wherever you are!

Our state titles, held in conjunction with Tas Cat, attracted eight PTs. The conditions were light again (much to the horror of the fat bastards). Micks ability to fly a hull when others couldn't, and his preference of 'coming from behind', proved to be the difference. Andrew and myself finished on equal points but Andrew gained second place on a count back in a tight series. So congrats to Mick.

Last of all we have reopened the Paper Tiger Catamaran Association after being in hiatus for many years, office bearers being:

President: Sean Keady

Secretary: Mick Boyle

Committee members: Bruce Rose, Andrew Barnard, Brendon Amos, Ian Bailey, Darren Flanagan, Davin Faux and Paul Mathews.

So cheers from the Deep South. Hope to see you all down here in January.

Sean Keady

2010 STATE CHAMPIONSHIP RESULTS

Rank	Skipper	Boat	Club	R1	R2	R3	R4	R5	R6	Tot
1	Mick Boyle	Re-entry	Lauderdale Yacht Club	1	1	1	-5	2	1	6
2	Andrew Barnard	Barbadian Czar	Lauderdale Yacht Club	3	-6	2	4	1	2	12
3	Sean Keady	Sssmokin Billy	Lauderdale Yacht Club	-4	2	3	1	3	3	12
4	Oliver Bailey	Bongo Fury	Lauderdale Yacht Club	5	3	6	6	-7	4	24
5	Paul Mathews	No Eye Dear	Lauderdale Yacht Club	7	7	-8	2	8	5	29
6	Patrick Amos	Go with the Flow	Lauderdale Yacht Club	11	-12	9	3	5	6	34
7	Davin Faux	Test Eagle	Lauderdale Yacht Club	8	9	5	-14	14	14	50
8	Steven Wright	Pan Galactic Gargle Blaster	Lauderdale Yacht Club	9	11	10	-14	14	14	58

The Web address for the 2011 Nationals is papertiger2011.catsailor.org

Anyone should feel free to use the forum linked to this site. It would be great to get some feedback and an indication of who is interested in participating in the event, or anything that we could organise to make our nationals more accommodating for interstate travellers. □

The Tassie fleet gathers on the beach at Lauderdale for their State Championships



SAPTCA Report

SOUTH AUSTRALIAN STATE CHAMPIONSHIP 2010

Somerton Yacht Club - March 6th to 8th

16 skippers entered for this year's SA titles. Competitors came from all over the state, and also from as far away as Tasmania, to see how they would go at Somerton YC.

It was shaping up as being one of the closest contests in many years, with Greg McDonald showing good form at the recent Nationals and Ben Wright making a return to sailing for the event. Lyall Daly had been showing the way at Somerton and Tom Bawden was showing good speed given the right conditions.

Races 1 & 2 were held back to back on Saturday afternoon, and with wind ranging from 15-20 knots, it was a hectic start to the regatta. Tom was showing the way in the upwind legs, but Russell and especially Ben had the speed



State Champion, Tom Bawden

downwind. The racing was very close in the first heat, with Ben taking the lead in the last reach from Tom, only to have to defend hard in the beat to the finish to win by a few seconds.

The wind picked up a little in the second heat, and it turned into a shootout between Ben and Russell, with Tom a little off the pace. Lyall decided that he had recovered from losing his boat at the nationals and managed to fall off rounding the first mark (later saying he was trying a new trick rounding method). Next season may see Lyall sailing with a surfboard tether I think!

After day 1 Ben was looking the goods with 2 wins. Russell and Tom not too far behind, and the windy conditions had put a gap back to the rest of the fleet.

Day 2, and the wind was lighter and a lot more shifty. Bob Newmarch jumped to a big lead in heat 3, but came back to the pack with changing winds (and heading to the wrong mark). There was a lot of changing of positions, with 5 boats leading at different times of the race. Greg McDonald displayed some of the speed he had at the Nationals and built a lead towards the end, but Tom and Lyall sailed to the other side of the course on the last leg and Lyall came through to win. Ben dropped back from 2nd to 5th.

The shifty wind continued for race 4,

and once again there were many changes for the lead throughout the race. Tom managed to skip away towards the end for the win. With Ben finishing in 2nd place, this set up a situation where it all came down to the last race! It was back-to-back, so there wasn't too much time to reflect on the situation.

Heat 5 began in shifty conditions again. Brenton Wright found the lead early, then the usual suspects caught up and Tom managed to get a decent lead heading into the last lap. This was short lived, however, as Brenton, Lyall and Ben managed to close down the lead as they came through on a front of wind. Ben was pulling away, and looked set for the win and championship, when the committee boat cancelled the race, sending skippers back to the beach in an attempt to avoid the carnage that was happening at Adelaide Sailing Club a few kilometres away!

So at the end of Day 2 it was Tom in the lead by a point, with Ben frantically trying to find someone to take over his shift at work so he could get the day off on the Monday for the final heat. Ironically it was all in vain, as the wind was over 22knots on the Monday, and it was all over for another year.

Well done to all skippers that attended at Somerton. It was by far the most competitive State Titles I have been involved in, and the entire fleet was very close (too close in some cases, bad luck to Greg McDonald – see pic). Next year we are off to Arno Bay, so hopefully we can do it all again!

Tom Bawden

SAPTCA AGM

For all SA Paper Tiger skippers and interested parties, the SAPTCA AGM is to be held at the Adelaide Sailing Club on Friday 28th May. There will be a dinner at 7:00pm, followed by the meeting at 8:00pm.

SAPTCA EXECUTIVE

President: Peter Darling Ph: (08) 8268 2587 **Secretary:** Lyall Daly Ph: (08) 8298 4809

Treasurer: Russell Jolly Ph: (08) 8323 8016 **Measurer:** Tom Bawden Mob: 0422 290 725



2010 STATE CHAMPIONSHIP RESULTS

Rank	Skipper	Boat	Club	No	R1	R2	R3	R4	Tot
1	Tom Bawden	Carbon Copy	Somerton	2974	2	3	2	1	8
2	Ben Wright	Zap	Arno Bay	3099	1	1	5	2	9
3	Russell Jolly	Vendetta	Somerton	2915	4	2	6	3	15
4	Lyall Daly	Chili Beach	Somerton	3053	3	17	1	4	25
5	Bob Newmarch	Quickmarch	Adelaide	2734	6	6	4	10	32
6	Greg McDonald	Macwood	Arno Bay	2954	5	7	3	17	32
7	Peter Darling	Bald Eagle	Arno Bay	3039	8	4	16	5	33
8	Robin Bawden	Merlin	Lake Bonney	1691	9	9	8	9	35
9	Jeffrey Helps	Synergy	Port River	3377	10	8	13	6	37
10	Brenton Wright	B1	Port Esperance	1881	12	10	7	8	37
11	Glen Partridge	Wild Thing	Port River	3011	7	5	12	17	41
12	Neville Rowe	Mr Percival	Somerton	2944	11	12	15	7	45
13	Duncan McCullam	Scud	Arno Bay	2952	13	14	10	11	48
14	John Pugh	Moriarty	Adelaide	2982	14	11	11	12	48
15	Mitchel Wiley	Depth Charge	Somerton	3005	15	13	9	13	50
16	David Marcroft	Drink Up	Victor Harbor	2882	16	15	14	14	59

south australia

National Fleet Distribution

Paper Tigers are currently based at 31 clubs across all states except Western Australia, and the Northern Territory



VPTCA Report

VICTORIAN STATE CHAMPIONSHIP 2010

Well done Bryan Anderson! Once again he put together a very sound series to win the title against tough competition from defending title holder, Mark Wiggins, and using a borrowed boat to boot. (Bryan's boat was *en route* to New Zealand for the Internationals).

The event was held at Safety Beach SC over the Labour Day weekend – including the Saturday of the infamous hailstorms in Melbourne. Fortunately they didn't fall that far south, although we had a few lightning bolts to keep us looking over our shoulder. Most of Saturday was spent on the water waiting, waiting for a steady wind direction to allow a start. By the time we were under way late in the afternoon, the weather was looking ominous as we slowed to a drifter, and the coast guard came out with warning lights flashing. The race was abandoned and we drifted ashore in misty rain and fading light – the anticipated storm didn't eventuate.

Because the longer-range forecast was not looking so good, four races were run on Sunday, including three back to back in brisk conditions. A wind range of 15 – 25 knots was recorded on the South Channel pile, probably less on our course. Fortunately the last race of the day was considerably quieter. At the end of the day, Bryan and Mark each had two wins and a second in their score, and the title could be decided on the final day's race. Third place was up for grabs by Alex Craig, Jason Dunsmore and Mike Wold.

Monday morning was ideal with a northerly of around 15 knots and some terrific reaching. Finishing order was Bryan, Mark and Mike, which determined the first three places overall. 30+ knots came in as we finished packing up on the beach after the race. Full results below - Australian team members Alex Craig, Luke Stout and Peter Anderson also competed on borrowed boats – many thanks to the lenders Gary Craig, Chris Stout and Davan West respectively.

Also, thanks and congratulations to Safety Beach SC on running an excellent series under trying conditions. Race management and hospitality were first class.

CLUB REPORTS

Here is a brief overview of a couple of the "less familiar" PT venues in Victoria.

Mallacoota

Tony Hastings

There are 2 Paper Tigers based in Mallacoota; 1464 "Why Worry?" and 1586 "Ocelot" are sometimes seen blasting across Bottom Lake on summer sea-breezes. The lake is a flooded valley, connecting to Top Lake through The Narrows, and has Goodwin Sands in the middle. The complex shape and National Park facilities around the shore offer great sailing adventures, and a variety of sheltered or exposed sailing areas. Plans to re-form the Mallacoota Sailing Club were blocked by insurance & financial issues.

Gippsland Lakes Sailing Club (Paynesville)*Tony Hastings*

The club sails on Lake Victoria, which is very long and gets good coastal breezes. It can get as choppy as Port Phillip Bay. A swarm of Mosquito catamarans are based there. Daryl Belskys has regularly sailed an old fibreglass PT with the GLSC, and is reported as doing really well on it – despite the “classic” style rigging and ancient sail.

2010 STATE CHAMPIONSHIP RESULTS

Rank	Skipper	Boat	Club	R1	R2	R3	R4	R5	Tot
1	B. Anderson	The Blue Peter	Mokoan	2	1	-3	1	1	5
2	M. Wiggins	Firestorm	Mokoan	1	2	1	-10	2	6
3	M. Wold	Boy at Heart	Elwood	5	3	-9	2	3	13
4	J. Dunsmore	Unknown Zone	McCrae	3	4	2	-18	5	14
5	A. Craig	Watermelon	Mokoan	4	-5	5	3	4	16
6	R. Wiggins	Ere Wiggo Again	McCrae	6	6	4	8	-10	24
7	L. Stout	Apache	McCrae	7	-9	6	4	7	24
8	P. Anderson	n/a	Mokoan	-16	7	8	7	6	28
9	A. White	Virtual Reality	Elwood	8	8	-14	9	8	33
10	K. Deed	Imagine	McCrae	-12	12	7	6	9	34
11	R. Stout	Katrick		11	13	-15	5	15	44
12	J. Wreford	Papillon		9	-14	11	12	13	45
13	B. Ramsay	Bobscat	Lysterfield	13	11	10	11	-14	45
14	M. Thorn	Calamity	Mt Martha	14	-15	12	13	11	50
15	M. Croft	Never Ending Story	Mokoan	15	10	16	-18	12	53
16	M. Willis	Polaris	Ballarat	10	-16	13	14	16	53
17	M. McDonald	Shredder	Bendigo	18	-19	19	19	18	74
18	V. Scholes	Tenacious	Latrobe Valley	-19	19	19	18	19	75

NSWPTCA Report

NEW SOUTH WALES STATE CHAMPIONSHIP 2010

Toronto Amateur Sailing Club - Jan. 23rd to 24th

We had 18 boats from eight clubs competing at the 2010 NSW State Titles, which was a good fleet considering a few of the regulars were unable to attend. It was hosted by the Toronto Amateur S C, which is just around the corner from the RMYC Toronto, where the 2002 Nationals were held. The event was held over two days due to the absence of a long weekend in January. Conditions were generally light and shifty and the racing was incredibly close at times.

It was a Marcovitch-dominated event, with not just one, but two of them dominating the racing, sharing the four race wins evenly between them. In the end it was Kim who took the series, by just one point from his dad, Ian. Third place went to a consistent Doug Matthews, making an appearance after many years away from the States.

Despite a shorter than usual series, it was a very enjoyable one, with the Toronto ASC putting in a great effort both on and off the water. The members were helpful and friendly. Being able to stay in their clubhouse with beautiful views across Lake Macquarie, and literally metres away from the centre of Toronto, was also a bonus.

APTCA Secretary, Anthony Williams, the sole representative of that legendary family at the States, was unable to hit the water due to a back injury sustained the day before.

Congratulations to Kimbo on his first States win. It was a pity he was unable to make the trip to New Zealand for the Internationals after such a great performance.

The NSW championship fleet packs up after a close series. Inset - Kim Marcovitch



2010 STATE CHAMPIONSHIP RESULTS

Rank	Skipper	Boat	No.	Club	1	2	3	4	Tot
1	Kim Marcovitch	Broken Wind	3060	Mannering Park	-6	2	1	1	4
2	Ian Marcovitch	Mojo	3039	Mannering Park	1	1	-5	3	5
3	Doug Matthews	Thumpa	3113	Koonawarra Bay	-9	4	4	4	12
4	Ralph Skea	Solitaire	3065	Koonawarra Bay	4	8	2	-12	14
5	Wayne Eager	Second Wind	3040	Koonawarra Bay	-10	3	6	5	14
6	Neil Waterman	People Eater	3018	Koonawarra Bay	3	5	7	-10	15
7	Jon Pinkerton	Johnny B Goode	2967	Koonawarra Bay	-14	6	3	7	16
8	David Stumbles	Rapture	3076	Koonawarra Bay	2	7	-14	8	17
9	Lance Maizey	Carbonated	3097	Concord Ryde	7	10	-11	2	19
10	Steve Halliday	Dipsi Danis	3021	Mannering Park	5	-11	8	6	19
11	Tony Hastings	Tigerdelic	2901	Wallagoot Lake	-11	9	9	11	29
12	Bill Arthur	Out Of Sight	3098	Wagga Wagga	12	DNF	10	9	31
13	Troy Bennett	Wish Come True	2457	Toukley	8	12	-16	14	34
14	Andrew Holly	Happy Holly	2909	Mannering Park	13	13	12	-15	38
15	Bruce Proctor	Bean	1437	Toronto	DNF	14	13	13	40
16	Des Collins	Chicken Liver	3027	Mannering Park	15	DNF	17	17	49
17	Sean Atherton Feeney	Pelikinetic	2128	Middle Harbour	DNC	DNC	15	16	50
18	Anthony Williams	Characin III	2985	Kogarah Bay	DNC	DNC	DNC	DNC	57

CLUB REPORTS

An overview of what has been happening around the main PT clubs in NSW.

Wagga Wagga Sailing Club

Garry Williams

The Wagga sailors have become an incorporated body on our own and now no longer form part of the Wagga Wagga Boat Club. The reason for this move was to protect our assets in case of the WWBC changing direction and leaving the sailors to fend for their assets. So we are now the Wagga Wagga Sailing Club Inc. As part of the membership we do ask members to also belong to the WWBC at a cost of \$5.00 pa.

After a few years of no sailing, the lake had enough inflow in late February to provide enough water to sail and is now at 2.4 metres deep. Full depth is 3.6 metres. If we have a normal winter we may even see the lake full by the end of spring. As we have not registered with NSW Maritime for this season's activity, we are just providing casual sailing until we submit a new

sailing program for next season. This end of the season normally has light winds as well.

Sailors that are still active at Wagga include Greg Williams, Garry Williams, Bill Arthur, Kerry Spalding, Cameron Fitzgerald and Denis Davis. We have also seen Cal Lipiat and Lea Zoutendyk.

Greg Williams attended the **Yarrawonga ANZAC Regatta**, which had about 8-10 knots on day one. There were about 8 Paper Tigers from mainly regional and metro Victoria. The regatta was held over 3 days with 2 races on day one, 3 races on day 2 and one on the final day.

Day 1 courses were mainly triangles and day two were also triangles for the first two races. Race 3 was interesting as it was just a windward and leeward course. This meant that all boats, Lasers to trailable yachts, and Paper Tigers to A Class cats and 16 Squares all crossed each other as they tacked for the windward mark and sailed square to the leeward mark. Not a good idea in a large fleet. Day 1 produced 2 wins for Greg, with the rest of the fleet well in his wake.

I arrived to sail Day 2. Greg and I shared the lead with a win each in the first 2 races. The third race provided Greg an opportunity for a leeward end start, however the leeward end start mark was a boat and the anchor line was set well in front of the boat. Greg collected it at full pace in about 16 knots and broke the rudder down haul. He sailed most of the race with one rudder but found the heavy traffic too difficult and retired, leaving the win to me. Greg won the final race on day three in light winds. All in all a good venue and a good regatta, although a rudder now needs fixing.

Mannering Park Amateur Sailing Club

David Stumbles

Mannering Park are celebrating the fact that Ian Marcovitch won the Paper Tiger Internationals in New Zealand over Easter. They were also pleased to have Kim Marcovitch win the NSW State Titles a couple of months earlier. Those results, plus a third for Ian at the Nationals makes a very successful season for this club. The Paper Tiger fleet includes Steve Halliday, well known to PT sailors across Australia, and Des Collins, a regular at NSW PT events. Also part of the fleet is Andrew Holly, who has been sailing 2909 there and at several PT events. Many PT sailors would recognise the Holly name from Andrew's dad, Ian, a PT class stalwart. Andrew renamed his boat "Happy Holly" in tribute to Ian's series of "Happy Hooker" PTs.

One way to clean seagull poop off the foredeck....and would you believe it, Andrew recovered



Concord Ryde Sailing Club**Steve Levi**

I am now the only PT competing against a fleet of about 8 to 10 Maricats in each race at CRSC, located on the Parramatta River (upper stretches of Sydney Harbour). While I have been sailing the last three seasons I sailed against Lance Maizey on a PT who achieved Club Champion two years running. I'm very pleased to say that this year I have managed to hold up the reputation of Paper Tigers by winning the Club Championship on scratch and on handicap. This was achieved on Ben Deed's old boat 3016.

I can report that there was interest at CRSC from a sailor wanting to buy a brand new PT. Since it was not possible to purchase a brand new fully assembled Paper Tiger at the time, he bought a Maricat. (See "I want it now", Page 38.)

Toukley Sailing Club**David Stumbles**

Toukley once again has a fleet of Paper Tigers. Their commodore, Troy Bennett, has been encouraging the class there and he competed in the recent State Titles at Toronto. He acquitted himself well at his first attempt, with a 13th place overall. Hopefully we will see some of the juniors from Toukley competing at PT events in the new season.

Kogarah Bay Sailing Club**Lance Maizey**

Only Lance Maizey and Anthony Williams have been sailing at Kogarah Bay, and only occasionally as both have had other commitments. They are hoping for a much bigger season coming up.

Wallagoot Lake Sailing Club**Tony Hastings**

2901 "Tigerdelic" and 3017 "El Blanco" are both based at Wallagoot, however I'm the only one racing PTs there. We have 3 Windrush sloops, a Maricat 4.3, Hobie 16, Hobie 18 and an A-class sailing occasionally, but only 3 cats on a regular basis (14 boats total).

The lake is about 1km across, almost round shaped, with still, flat water. Adjacent hills and coastal sea-breezes vary wind strength and direction, making racing a tactical challenge. Paper Tigers rule this lake, winning every Regatta race and almost every club pointscore race, although Arild remains Club Champ on his Windrush. "Keep going away to Regattas, Tony!" he says.

Toronto Amateur Sailing Club**Bruce Proctor**

The Paper Tiger class has convincingly won the miscellaneous class once again at Toronto (i.e. me). I'm still the only Paper Tiger, but I have been taking a few juniors out as crew to show them how a full race works and so they can try cat sailing. There are 2 more regular cats now, though not PTs, but you never know, that may start some momentum. I hope to do a lot of the travelling races next season.

Batemans Bay Sailing Club**Tony Hastings**

Paul Blanch is now proud owner of 2632 "Johnson's Aeroplane", racing on Lake Coila with the BBSC. Paul likes the lightweight of Paper Tigers, which he can easily transport and rig on his

own. At the Batemans Bay Anzac Regatta, I sailed 3017 "El Blanco" to 2nd place in the division, won by Rod & Zac Anderson on their Maricat "Pointed Reply". The race was a battle of the divisions, with 8 boats of 6 different types. This regatta will be part of next season's NSWPTCA Pointscore series.

Lake Coila is described as a fairly shallow coastal lake, with flat water and good winds. The club sails their off-the-beach boats there weekly, and only venture onto the Bay during the Regatta. The Bay is great fun, with easterly ocean swells rolling through, and wind-chop over that, sometimes in opposite directions.

YMCA Sailing Club (Canberra, ACT)

Tony Hastings

Jay Murray, a pilot in training at the Defence Force Academy, is now sailing 2128 "Pelikinetik" and has enjoyed a few races there. Jay has good skills and understanding of wind and weather and will no doubt be a very competitive sailor. There are also two other PTs in Canberra that have been purchased in the last six months, they are sailed by John McDonnell and Charles Bradshaw so, once they all get together, we will have the beginning of a fleet.

Sailing on the western side of Lake Burley Griffin is challenging, with highly variable light winds shaped by islands and mountains. During the multihull regatta, the club set a figure 8 course which meant that no matter which way the wind swung, we'd still have upwind, downwind and reaching legs.

Koonawarra Bay Sailing Club

David Stumbles

Koonawarra Bay SC enjoyed a less demanding season after hosting the PT Internationals in 2009. We had 9 boats competing during the season, including Steve McClure, who returned to PTs after many years away. Once he got used to the boat again, he provided some great competition for Matthew Ryan, with both of them getting much closer to the front of the fleet at the end of the season.

Ralph Skea showed some fantastic speed and consistency, even after changing sails mid-season, to win the club championship with three race wins and two seconds. Jon Pinkerton was runner-up, with Neil Waterman in third. Class veteran, Atta Ihsche (77), got faster towards the end of the season, narrowly missing a win in the final race in a fleet of six boats. Others competing during the season were Wayne Eager, Doug Matthews and David Stumbles.



The editor and Solitaire



International Scene

An update from the Paper Tiger Catamaran International Association (PTCIA)

This has been an exciting season for the Paper Tiger Catamaran class, with many things happening on the international scene. There has been a great deal of interest in our class by many people from many countries. Some of the highlights include:

- *Renewed interest in the class in South Africa (see report below).*
- *Continued growth of the class in New Zealand (see report below).*
- *The PTCIA did an open review of the class rules, inviting submissions for proposed rule changes. We received 13 proposals, of which 11 were then put out to the membership to vote on, with 8 of them achieving the required 70% approval. There were 85 voting papers returned, coming from New Zealand PTOA (41), South Australian PTCA (21), New South Wales PTCA (13), and Victorian PTCA (10).*
- *There have been 30 copies of the free "PT Info CD" sent out to people who were new to the class or who had purchased plans to build a boat. These went to Australia (18), New Zealand (9) and South Africa (3).*
- *I have had expressions of interest in the class from 15 countries: China, England, Finland, France, Germany, Netherlands, Poland, Portugal, Sweden, Vanuatu, Czech Republic, USA, South Africa, New Zealand and Australia.*
- *Many of these contacts were established through the class website at www.papertigercatamaran.org. There were around 50 responses to registrations on the PT website and a similar number of e-mails to the PTCIA e-mail address. The reasons for contact varied, including:*
 - *Interest in purchasing a Paper Tiger (around 20). If these were from Australians, they were sent a list of boats for sale in Australia.*
 - *Requests for copies of the free PT Info CD (around 30).*
 - *Wanting details on purchasing plans for the PT (around 20).*
 - *Rebuilding old PTs.*
 - *Many other varied topics.*

South Africa

There has been renewed interest in Paper Tigers in South Africa, centring mainly on Durban and Johannesburg. The people in Durban have made good progress on their plug and should be painting and polishing the plug sometime in early May.

There was some sad news for them in March with the passing of Don Law, one of the cornerstones of Paper Tiger sailing in South Africa. Don was the manufacturer of most of the fibreglass PTs there. They had been negotiating with him to manufacture the hulls using their moulds. They will now have to come up with another moulder who is reliable enough to manufacture good quality hulls.

In the meantime, many old PTs are emerging from storage and there appears to be at least 12 boats that will be racing at three different clubs. The person who is planning to build their plywood hulls has indicated that he will be commencing work on his jig shortly. They are having trouble sourcing quality marine plywood, so I asked a number of people who have built PTs in Australia and New Zealand for their advice on plywood selection, which several of them provided.

The main players in South Africa will be calling a meeting shortly to re-form their national Paper Tiger association. This is great news for our class! We look forward to seeing three countries competing in the Internationals some time soon.

New Zealand

The New Zealand PTOA continues to create great interest and appears to be growing well. They had 46 boats at their recent Nationals, which is very encouraging. They also ran the International Championships over Easter that, from all accounts, was an incredibly successful and well-run series. New Zealand won the Teams Trophy, convincingly beating the Australian team. You can read a detailed report on this event in this issue of APT.

David Stumbles Secretary PTCIA

Close competition at the 2010 NZ Nationals



I want it **NOW!**

We have long been losing new starters to off-the-shelf boats. What is the solution?



When I started in PTs there were four ways to get a boat: scratch build one in timber; build one using purchased hulls in ply, basic glass or foam/glass; buy a second hand boat; buy a new boat in ply or glass. Today, the off-the-shelf boat option is not available.

Why does this matter? Well, I am aware of a number of occasions of late where people were quite prepared to spend up in order to obtain a new PT and enter the class. However, as off-the-shelf PTs weren't available, we missed out on these people.

We live in a country where income and lifestyle changes for many have led to a reluctance or inability to commit the time and effort required to build boats. While there will always be the enthusiasts who derive great satisfaction from hand building their own, we cannot afford to ignore those who prefer to purchase an off-the-shelf boat. With this willingness to buy also comes the expectation of a 4 to 6 week delivery time.

Methods of achieving this end are currently being explored, including having PTs produced by a reputable producer of other classes. The main issue here is the acquisition or construction of a quality hull mould. Russell Jolly reports that they have a catamaran builder in SA who would like to produce Paper Tigers, and that includes fully assembled boats. He purchased a PT mould a while back but it has too many imperfections. He estimates that building a new mould would cost around \$10,000, but he would be prepared to contribute 50% of the cost.

Having repaired many boats, he also considers that the more solid ones have the deck attached to the hull in such a way that the gunwale forms a lip. This is similar to the hulls that used to be built by Boyer. The hulls being built by Larry Fay have a filled gunwale, which may be considered more aesthetic and closer to the look of the plans.

The SA association also purchased a mould, however this also has many imperfections which will show up on the finished product unless about two days work is carried out on the hulls after they are taken from the mould. Russell suggests that their mould could be used to build the plug for a new mould but it is the lipped gunwale style. If building a new mould is the desired option, this issue would have to be resolved.

Larry Fay was approached to see if he would be prepared to lease his mould, but says that he is still building boats from it. **Australian High Performance Catamarans**, was also approached to gauge their interest in building PTs. They sound interested, but again the provision or construction of a mould is the issue. **AHPC** produce a number of classes including the **Taipan**. These are a weight critical boat and reports of quality are good. I understand that the hulls are built in Asia, which keeps costs down.

If any of the above should come to pass, it would provide an easier mode of entry into PT sailing for those who can afford it, and hopefully would boost fleet numbers. However, don't think for a moment that an off the shelf PT will be cheap, you could get yourself a new small car for less.

A recent suggestion was a proposal to use existing PT association funds to purchase the components and assemble a "standard" PT. This would then be available for quick delivery when a buyer surfaced. The proceeds would then be used to repeat the process.

Of course acquiring the components is not straight forward, as some of them have to be custom made. Supplying a "sail ready" boat would require standardisation of these components. I could see this leading to some interesting "discussions". However, I'm sure that a bit of rational debate could resolve this one, remembering that the boat would not be intended to meet the creative demands of the individualist.

Achieving an "association boat" could utilize the skills of willing PT sailors (or non sailors) to create a parts supply network which could lead to an assembled boat. The assembly process might involve individuals undertaking one or more of the following steps:

- Moulding hulls and decks.
- Assembling hulls and decks from the mouldings.
- Fabricating beams.
- Attaching beams to hulls and installing fittings.
- Fabricating masts.
- Moulding foils.

A standard kit of fittings, that a supplier could put together with Ronstan and others, might be sourced at a job lot discount.

A standard tramp and sail could be pre-bought at a discount price...numbers uncut... tiger symbol uncut, batten ties cut, untied battens bundled ready for insertion.

A person could be the class "builder" and simply co-ordinate all of the above, either for an individual or the association, without actually having to get glue on their fingers.

Each of the above steps could be priced so that the class "builder" could quote a "standard" PT as complete, or to some level of completion. Now obviously, as the aim is to have new boats available to anyone who wants them, this would

be done as a commercial exercise, not a favour. The advantage of the idea is that the builders would not be out of pocket for the materials and they would not necessarily be under pressure to meet a deadline. Of course nothing is ever that simple, but it may be an idea worth fleshing out.

So what about those who aren't prepared to make a large financial commitment but want a new boat relatively quickly?

Borrowing or building a jig and knocking out a couple of sound hulls is okay if someone has the necessary skills. If they don't, I'm not aware of anyone producing ply hulls commercially. Buying a set of glass (or more exotic composite) hulls is the other option, although this may not always be a quick or hassle free option.

Having made the decision to build, eventually the hulls come off the jig and are decked and painted or arrive by courier. Now comes the fun bit. It is not possible to run off to the local boat shop, buy a whole bunch of bits, bolt them together in a weekend or two and sail away like you might with the average dinghy. There are a number of components on PTs that just have to be custom built, and this takes time.

If the intrepid builder is fortunate enough to have the skills and tools to make their own foils and fittings, this may be seen as a challenge. For those who lack these skills, the end result can be pretty ordinary, or even disastrous. We have been fortunate in the past to have a number of talented PT sailors who have manufactured certain components and made them available to us. Unfortunately, some of these parts are no longer available, so there are moves afoot to find new sources.

In Wagga Wagga a PT skipper, who built his own boat last winter and is experienced in carbon fibre and fibreglass construction, has been making rudder blades using the *Hyperfoil* mould. Once he is happy enough with his process he will consider making them for others. Garry Williams reports that he used a set at the Nationals at Adelaide and they stood the test very well. Other foil supply options are also being

investigated.

A long time builder of aluminium PT rudder cases, is calling it a day, so the hunt is on for a new supplier. Another PT skipper has expressed some interest in producing custom stainless steel and aluminium fittings.

An option, which could be pursued, is the importation of fittings from New Zealand. Some of their boats sport some very nicely made gear which they may be interested in making available to the Australian fleet.

Clearly there is more to be done but, if efforts to create a pool of parts manufacturers are successful, the next step could be to set up an online store where builders could source a kit of basic components to complete their boat. The following are some preliminary ideas for such a store put together by Neil Waterman. Any comments on these ideas would be welcomed.

Ralph Skea

Online Store.

I'm looking at getting a shop up and running on the Paper Tiger Catamaran International Assoc's website www.papertigercatamaran.org where people can order and pay online for items that are made specifically for Paper Tigers. The plan is to have a supply of items that aren't readily available in boat shops and have them available for immediate delivery.

Being online, people will be able to pay through different options being: credit card, direct deposit, cheque/money order, or cash if they are local.

Items that I'm looking at are:

- Mast bases
- Halyard locks
- Goosenecks
- Boom plugs
- Outhaul cars
- Mast spanners/rotation devices
- Jumper straps
- Dolphin strikers
- Centrebeams
- Rudder cases

- Rudders
- Centreboards

There are a few options I'm looking at, being:

- *I purchase a number of each item (with the exception of the more expensive items) and have them available so that when an order is placed, the items can be dispatched straight away. This will most likely be through the NSWPTCA.*
- *I hold items on consignment and supply them as above.*
- *The manufacturer guarantees they will have a number of the items on hand and when an order is placed, I contact the manufacturer and get them to dispatch the item directly to the customer.*

I would need to sell the items at the same price as the manufacturer sells them directly to customers. If I do the first option above, I will require the items to be sold to me at a wholesale price – especially if the manufacturer's price includes delivery.

The idea of creating an online shop is so that anyone in Australia, whether they are members of an association or not, can order custom parts for their boat from a single site. In fact they don't have to be in Australia, they could be anyone in the world – for example the PT sailors in the USA, South Africa, and even New Zealand.

I will also be looking at New Zealand and seeing what they are making and possibly getting hold of some of their parts that would suit us (the exception being mast items, as their masts are different to the sections commonly used in Aus).

Also, I would like to put together a list of "off the shelf" parts that are used on PTs and can be bought from a boat shop – the Ronstan/Riley etc. items like hounds, cleats, blocks, chainplates, rudder pintles, etc. That way, people who are building a boat or fixing one up, can see what parts they can get from their boat shop. This would especially benefit people who are isolated from other PTs, are not members of their state associations, or who live overseas.

Neil Waterman



National Regatta Scene

The following calendar brings together regattas which are organised by national or state Paper Tiger associations, used by state associations as rounds of their annual traveller series, or are regularly attended by Paper Tiger sailors. Regatta details are provided in this issue where available. The calendar will be added to as event dates are set. For further details, contact your state association or regatta venue.

	Queensland	Tasmania	South Australia	Victoria	New South Wales
2010 MAY			29 th AGM 7.30 Adelaide SC Free Dinner 6.30		
JUN					12 th – 13 th Brass Monkey Regatta Toukley SC
OCT					9 th – 10 th Manning Park 14 th Cat Regatta
					30 th – 31 st ACT Multihull Champs YMCASC
NOV					27 th – 28 th Kembla Klassic Port Kembla SC
2011 JAN	2 nd – 10 th Paper Tiger Catamaran Australian Championships – Lauderdale, Tasmania				
					23 rd – 24 th NSW State Titles Venue TBA
FEB		26 th – 27 th Crown Series Bellerive YC			12 th – 13 th Koonawarra Bay 14ft Cat Regatta
MAR		5 th – 6 th Tas State Titles (TasCat Regatta) Lauderdale YC		12 th – 14 th Victorian State Titles Venue TBA	
APR					9 th – 10 th Anzac Regatta Batemans Bay

International Championship National Championship State Championship
 State Pointscore Series General Regatta

2011 AUSTRALIAN PT CHAMPIONSHIPS

Lauderdale Yacht Club Roaches Beach Lauderdale Tasmania
3rd – 10th January 2011

Entry

Entries close 3rd December. Late entry fee applies after this date.

Enquiries: Sean Keady Pres. TPTCA Mob. 0410 487 762 E-mail: <mailto:papertiger@aapt.net.au>

For up to date information, see the event web page up at papertiger2011.catsailor.org

Schedule of Events

2 nd – 3 rd January:	Measuring
3 rd January:	Invitation race
4 th January:	First race (9 races scheduled) and welcome night
6 th January:	Lay day
10 th January:	Last race and presentation.

Venue

The LYC is located at Roaches Beach, Frederick Henry Bay, is only 20 minutes drive from the CBD of Hobart and is within 10 minutes drive of most facilities. The LYC is the only yacht club on the east coast of Tasmania and enjoys pristine southern ocean waters. Lunches can be ordered each morning prior to sailing. At other times snack food will be available from the club. The club has extensive car parking, a trailer park, lawn, boat launching ramp, large beach access, and barbeque. Boats may be left overnight with masts up on the rigging area adjacent to the club house at the owner's risk.

Accommodation Options

The LYC has limited camping facilities that would be suitable for tents and campervans. Please contact the Tasmanian Paper Tiger Association to make your reservation.

Like all tourist destinations over the holiday period, accommodation is often booked well in advance. Early booking is recommended to avoid missing out.

See one of the many websites for Tasmanian accommodation; www.discovertasmania.com.au

Barilla Holiday Park - 75 Richmond Road, Cambridge, Hobart 7170 Tel: 03 6248 5453

Bowen Park - 673 East Derwent Highway, Bowen Park, Hobart, Tel: 03 6243 9879

Elwick Cabin & Tourist Park - 19 - 21 Goodwood Road, Glenorchy, Hobart 7010 Tel: 03 6272 7115

Mornington Park - 346 Cambridge Road, Mornington, Hobart 7018 Tel: 03 6244 7070

Richmond Cabin & Tourist Park - 48 Middle Tea Tree Road, Richmond, Tel: 03 62602192

Seven Mile Beach Cabin And Caravan Park - 12 Aqua Place, Seven Mile Beach, Tel: 03 62486469

