

AUG 2012

appt *quarterly*

Foil Maintenance

2013 National Championship

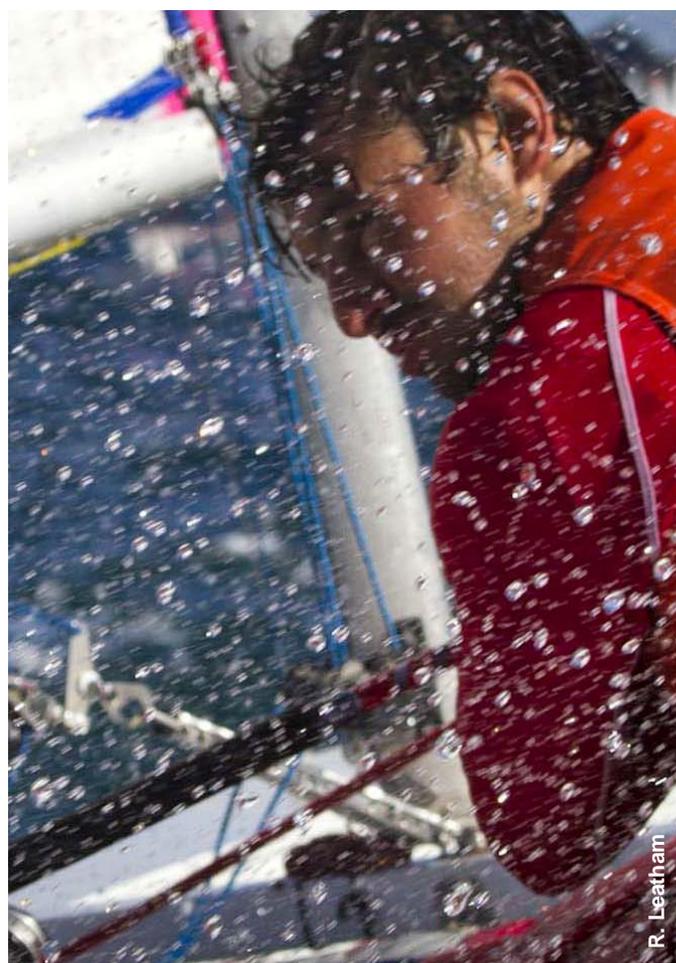
Exploring The Downhaul



AUSTRALIAN PAPER TIGER CATAMARAN ASSOCIATION

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Editorial

Many thanks to those who have contributed content to this issue of **apt**. It is a publication by PT skippers for PT skippers and, hopefully, soon-to-be PT skippers, so keep it coming.

As we are now heading rapidly towards the 2012 - 13 season, and boat preparation should be well under way, Mike Wold's article on foil repair and maintenance is well timed. Take note, it's the attention to detail that can make the difference.

Speaking of maintenance, it might be a good time to refer back to the "**Failsafe**" articles in Issues 2 and 3 of **apt** for some prompts on what to check.

The second in the **Talkin'bout** series on PT systems looks at the downhaul. While there is nothing radical

about the setups used on PTs, there are variations, and this article attempts to explain the differences.

With the Nationals only five months away, it is time to be making a commitment. There is still accommodation available and planning is well under way to make this an excellent series. The event details are covered in the **Notice Of Race** and the South Australian report.

Greg Goodall, a long time supporter and sponsor of PTs and maker of Goodall Sails and Australian High Performance Catamarans, has a website which may be of interest to PT skippers. You will find it at:

<http://us2.campaign-archive2.com/?u=10e97995a4c329519e7e0c240&id=4bbcc79d50&e=d5a72429c2>

Also remember the great support we receive from all our sponsors and support them when you can.

The Editor

Publicity Perspective

What a fantastic result for the Australian Sailing Team at the London Olympics! Australia was clearly the top sailing nation at the Games, with three gold and one silver medal. Next best was Spain with two golds.

While Australia won less gold medals across all sports than was expected, sailing punched well above its weight, providing three of the seven Australian golds. Four other sports provided one gold each (swimming, cycling, athletics and canoeing). This is quite significant for sailing, as swimming has long been a high profile and traditionally strong sport for Australia.

Going into the Olympics, we had world champions in three of the Olympic classes (470 Men, 49er and Laser) and they had each won their world championships multiple times. As you are probably aware, Tom Slingsby (Laser), Nathan Outteridge and Iain Jensen (49er) and Mat Belcher and Malcolm Page (470 Men) all won the gold medal in their respective classes. And the women's match racing team, who weren't expected to medal, got the silver in that class.

As sailing has had such outstanding success and has provided the majority of Australia's Olympic glory, I consider this to be a golden (excuse the pun) opportunity. The sport has suddenly been given a massive public profile, although this may only last for a short time. The successful Australian sailors conducted excellent interviews, speaking with good humour and loads of humility and endearing themselves to the Australian public. People are suddenly talking about a sport they probably know little about

For each of us, this is an opportunity to engage people about the sport we love and to be able to explain the things that they won't understand.

Now I realise that this is the only Olympics in many years that hasn't had a catamaran class. And I also realise that this is grossly unfair given the high profile that catamarans currently enjoy, especially with the America's Cup and the Extreme Sailing series. However, catamarans will make a welcome return in 2016.

I encourage you to put this lack of catamarans aside and be positive about the Olympic sailing when talking to people. They won't understand the difference and will see it all as simply "sailing". Given what I saw of the coverage of the 2011 World Sailing Championships in Perth late last year, as well as these Olympics, the TV coverage has the potential to be quite entertaining and interesting, even for the non-sailor. There was full free-to-air TV coverage of the medal races in these four classes and it is surprising how many people watched it.

However, you can explain how sailing is so much better to do than to watch! You can also explain how these Olympic classes differ from a Paper Tiger, and yet you can also explain how the tactics, tuning, boat-handling, strategy and preparation applies, pretty much regardless of the class.

So, be positive about the Olympic classes and encourage the interest people might show in our sport. This could be the best opportunity to get previously uninterested people to become involved in our sport. Don't waste this opportunity! Talk it up. Talk the Paper Tiger up. Encourage them to give it a go. Make sure you know where they can get sailing lessons in your local area.

Ready-made publicity opportunities are rare in sailing. So make the most of it!

David Stumbles Publicity Officer, APTCA

Keeping Your Foils

Up To

SCRATCH



By Mike Wold

With all the thought and effort we put into getting the best out of our sails, it is good to remind ourselves of the matching performance we need from our rudders and centreboards.

While we have a sail area of about 9m² generating forces of the order of 50kg while sailing to windward, we have hydrofoils generating equivalent forces from an area of less than 4% of the sail area. This is possible because water is about 800 times denser than air. It is also about 100 times more viscous. To get the best from our foils in their working environment, they need to be maintained to quite fine tolerances. Small defects and irregularities can reduce lift and increase drag to the extent that up to several minutes might be lost over the duration of a race. All the top skippers pay attention to this and will enter any championship series with their foils 'right up to scratch'.

There are always interesting technical discussions and debate about the best ways to do this, and here are some of my opinions and methods.

Protect your foils from damage in storage and transport using protective sleeves. Goes without saying really, but a careless ding can require hours of work to repair.

Glue small pieces of rubber backed waterproof carpet to the front, rear and mid sides of your centre case slots at deck level and at keel level, so that there can be no contact of the foils with hard surfaces during insertion,

use and removal. I use carpet about 3mm total thickness, which I mount to give a snug fit to the foil. This may require it to be recessed into the sides of the slot if you are short of room.

At the bottom, I want the foil to be as close a fit as possible to minimise flow into the centre case, and the flow of air down to the low pressure side. If the seal is close, it will tend to increase the effective aspect ratio of the board and minimise the induced drag. A perfect seal would halve the drag compared to a free air/water interface, such as occurs at the rudder stock, but this is difficult to achieve. Importantly you don't want to hold any sand or pebbles which can damage the surface finish.

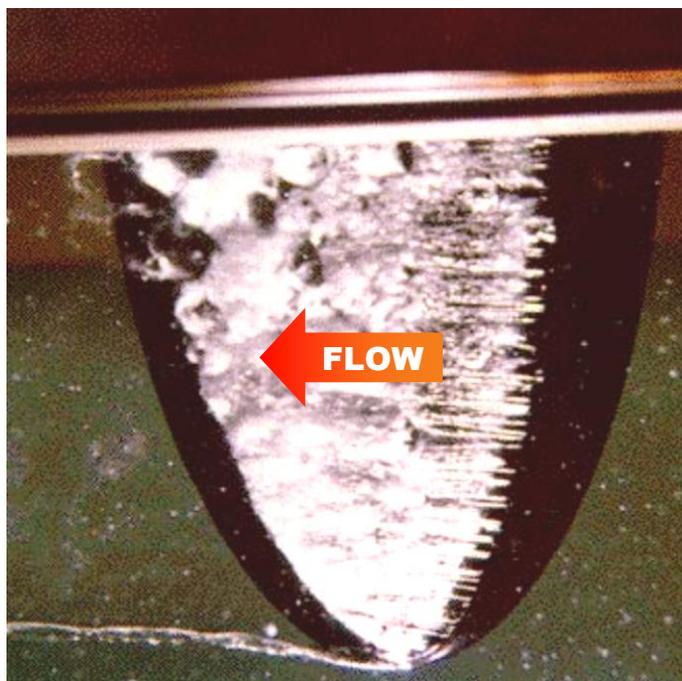
When launching, put the boat on the water and let it wash out any sand before inserting your foils. Remove your centreboards from the slots before reaching the shore line, likewise get your rudders up, of course. Hose the slots and foils when packing up.

The leading edge and first 30-40% is very important. It is essential to have fair and smooth surfaces here. A 'rushing' type of sound, or a visible line of bubbles from a point on the leading edge is an indication of cavitation that must be attended to.



Example of cavitation (University of Minnesota)

Cavitation occurs when the flowing water pressure is reduced at a discontinuity to such a degree that the water vaporises. This produces serious drag and loss of lift.



Example of sheet and cloud cavitation with trailing vortices (University of Minnesota)

However, a higher pitched buzzing sound I have found to be caused by the trailing edge. In particular I had made foils with a square trailing edge of about 2mm thickness, with the idea of them being robust. When I reduced this to less than 1mm the noise vanished. While it nice to have totally silent boards, a little noise from the trailing edge doesn't sting me into remedial action.

But whether I find cavitation or not. I always repair the leading edge to the best possible finish.

When I repair damage to the leading and trailing edges, I usually rub back the defects to get a smooth surface to which the repair will bond well. I have found from time to time with 'production' foils that an apparently small 'pinhole' has a larger cavity beneath it, so I always carefully sand it back to eliminate the cavity. To obtain a hard strong repair I use light weight carbon fibre surface tissue (about the consistency of toilet paper) which I can easily form to any profile, with multiple thin layers, bonded by polyester resin for convenience. This I then topcoat with white gelcoat. For a temporary repair I might use car body filler. Note that **if you use epoxy resin for the repair, you can't use polyester resin or gelcoat over the epoxy.**

Scratches caused by sand or rubbing in the slot often occur in the mid-chord section of the centreboard. These can often be rubbed back to remove them,

without further repair. With carbon fibre laminates, you may start to see the black carbon showing through. Gelcoat provides a hard protective and water proof seal over the fibre reinforced composite, but adds no flexural strength, so you may get by without adding more gelcoat every time.

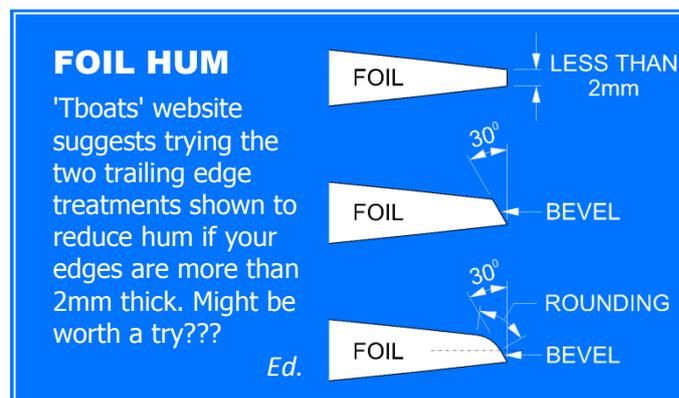
I like to achieve as fine a surface finish as possible, but I don't use silicone polish. My sequence is 400 grade wet and dry with a cork block, to get a fair surface, with undamaged areas masked off with duct tape. I fair the edges of the repair by scraping with a razor blade, then have another go with the 400 grade. I then use 600 grade with a soft polystyrene block, followed by 800 and 1200 with the palm of my hand. My final polish is done with a lambswool buff and machine-grade wet rubbing compound from the auto shop. Keep the speed as high as possible with light pressure, and you should be able to get a near mirror finish (I never seem to quite match the professionals with this, but you've got to recognise your limits!). I then scrub off with a pretty strong shower recess cleaner and rinse thoroughly. The pay-off is a continuous film of wetted surface with no beading visible.

If you're at a regatta and can't do the buffing, finishing with 1200 grade should be fine. Even 400 is better than retaining the scratches. Incidentally I do use silicone polish on the keels of my hulls, but this is to minimise the risk of seaweed, mud etc. sticking to them while on-shore at regattas.

What do some experts say about surface finish? Years ago, Frank Bethwaite wrote in Australian Sailing that accurately faired highly polished foils could save you up to 2 minutes around a course compared to foils that weren't. On the other hand, my copy of *Aero-hydrodynamics of Sailing* by C. A. Marchaj quotes a rough criterion for the height of admissible roughness K_a for water flow as $K_a = 8/V$, where V is speed in knots and K_a is thousandths of an inch.

Me? I do what makes me feel good.

Mike Wold - PT3050 - Boy At Heart 



National Fleet Distribution

Paper Tigers are currently active at 29 clubs across the country.



QUEENSLAND

Burnett River
Lake Samsonvale

Bundaberg Sailing Club
Lake Samsonvale Water Sports Association

NEW SOUTH WALES

Georges River
Jervis Bay
Lake Albert
Lake Illawarra
Lake Macquarie
Lake Macquarie
Parramatta River
Wallagoot Lake

Kogarah Bay Sailing Club
Jervis Bay Sailing Club
Wagga Wagga Sailing Club
Koonawarra Bay Sailing Club
Mannering Park Amateur Sailing Club
Toronto Amateur Sailing Club
Concorde / Ryde Sailing Club
Wallagoot Lake Sailing Club

ACT

Lake Burley Griffin

YMCA Sailing Club

VICTORIA

Hazelwood Cooling Pondage
Lake Cullulleraine
Lake Eppalock
Lake Lysterfield
Lake Mulwala
Lake Victoria
Lake Wendouree
Port Phillip
Port Phillip
Port Phillip
Western Port
Western Port

Latrobe Valley Yacht Club
Lake Cullulleraine Yacht Club
Bendigo Yacht Club
Lysterfield Sailing Club
Yarrowonga Yacht Club
Gippsland Lakes Yacht Club
Ballarat Yacht Club
McCrae Yacht Club
Elwood Sailing Club
Mount Martha Yacht Club
Merricks Yacht Club
Somers Yacht Club

TASMANIA

Frederick Henry Bay
Pitt Water

Lauderdale Yacht Club
Midway Point Yacht Club

SOUTH AUSTRALIA

Gulf St Vincent
Lake Bonney
Port River
Spencer Gulf

Somerton Yacht Club
Lake Bonney Yacht Club
Port River Sailing Club
Arno Bay Yacht Club

If you are sailing a PT at an unlisted club, or know of someone who is, please let us know

2013 Paper Tiger Catamaran NATIONAL CHAMPIONSHIP

To be held at
MENINGIE SAILING CLUB
29th December 2012 to 3rd January 2013

We have planned a programme over a one week period, with no lay day and a PM race planned for New Years Day. You should be able to sight the notice of race on the Meningie Sailing Club web site.

Meningie is situated on the Coorong, about 150km South East of Adelaide, and has two motels and a very good caravan park where sailors can bring their boats ashore each night.

The club hosted a very successful Nationals in 2001. What more can sailors ask for than flat waters with sea breezes most afternoons. You can be confident that you will have plenty of exciting sailing on flat waters.



INFORMATION

<http://i.southaustralia.com/regionalguides/limestonecoast/index.html>

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Campbell Park Cottage

Hotel/motel/B&B

Unassuming at first glance, this former station manager's residence soon reveals a confident injection of contemporary style. Accommodating three couples in refined comfort, it boasts a modern, well-groomed kitchen and two living rooms devised for relaxing with rural views. Best of all, the cottage resumes a cherished role in the life of this noted cattle property on the shores of Lake Albert – with the Coorong's spectacular dunes and lagoons close by. As guests in this exclusive retreat, you are privy to an estate rich in history and a lakeside setting of subtle and sublime powers.

Contact information

Campbell Park Rd, 0412 887 910

www.campbellpark.com.au

Meningie Visitor Information Outlet

Coorong Cottage Industries
14 Princes Hwy,
Meningie SA 5264
Open daily 10am – 4.30pm,
closed Christmas Day.
Telephone: 08 8575 1770
Facsimile: 08 8575 1770

COOLABAH CABIN



S.C. log cabin on the grassed shores of Lake Albert. Nestled among 12 hectares of native trees & bird life, this beautiful cabin is a fantastic getaway from the hustle and bustle of city life. Two BR's, lounge/dining and kitchen area and is very comfortably furnished. Linen is supplied. Generous provisions left for cooked breakfast. BBQ and outdoor dining area. Guests have access to their own 9 hole par three golf course. 10km to Coorong National Park.

**"Nindethana" Campbell Park Road,
Meningie West
Phone 08 8575 4250 Fax 08 8575 4256
Email coolabahcabin@bigpond.com.au**

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Open 7 days 10am-4.30pm. Closed Christmas day.

**'The Chambers' 14 Princes Hwy, Meningie
Phone/Fax 08 8575 1770**

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Phone/fax 08 8575 1411
Email lacp@lm.net.au**

LAKE ALBERT MOTEL



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**38 Princes Highway, Meningie 5264
Phone 08 8575 1077 Fax 08 8575 1780
Email lakealbertmotel@internode.on.net
Web www.lakealbertmotel.on.net**

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Email waterfrontmotel@internode.on.net
Web www.waterfrontmotel.on.net**



DALTON ON THE LAKE



You can watch pelicans dancing on the breeze or enjoy the magnificent sunsets over Lake Albert as you relax at Dalton on the Lake. The 2 bedroom "cottage" perfectly blends old world charm with modern comforts. Or enjoy extensive views from the 'studio' with wheelchair friendly ensuite. Open the adjoining door to entertain family and friends. Indulge in quality linen and generous farmstyle breakfast provisions and comforts of home. Close to all facilities and the inspiring Coorong.

**30 Narrung Road, Meningie
Phone 0428 737 161
Email admason@lm.net.au**

43rd Australian Paper Tiger National Championship 29th December 2012 to 3rd January 2013

The next Nationals will be held at Meningie, on South Australia's Lake Albert, a massive freshwater lake. The Nationals were held there in 2001, a series that came down to the wire as the leading two boats match-raced their way around the course in the final race. It was eventually won by Neal Schneider (NSW) from Ben Deed (Vic).

We found Meningie was a pleasant country town and the caravan park was spacious and relaxed. The added attraction of being able to pull your boat up alongside your accommodation was a major bonus. The friendly nature of the club members and the locals made our whole Nationals experience a very enjoyable one.

A consistent theme with Nationals held in South Australia is a strong focus on the social side of the event. This year will be no exception! Amongst other things, there will be a skit night, where representatives from each state will "perform" for the enjoyment of the crowd. You can be sure that the SA team is already preparing their skit!

Final details about the series will be announced when the Notice of Race is published shortly. This will be sent out as soon as it is available. However, we can tell you the following:

- The series will begin on Saturday, 29th December 2012 with the Invitation Race.
- It will finish with the last race and the Presentation Night on Thursday, 3rd January 2013.
- There will be nine races (plus the Invitation Race).
- The courses will be a mix of short and long, as per recent Nationals.
- You will need a valid Measurement Certificate, so start getting this organised if you don't have one yet.
- You will also need third party public liability insurance with a minimum cover of \$10m.
- The host club's website is <http://www.users.on.net/~meningiesc/>

If people wanting to camp are not able to secure a booking at the caravan park, there will be an area set aside near an amenities block in the school grounds, which is adjacent to the sailing club. These sites are un-powered, however generators can be used.

For further information about the event, contact:

- Russell Jolly 0428 517 438 or (08) 8323 8016
- Lyall Daly (08) 7329 6806

Importantly, this will be the qualification event for the 2013 Internationals, to be held at Muritai, near Wellington, in New Zealand. Wellington Harbour is a fantastic place to sail and Muritai is a picturesque and ideal location for such an event. Competing as part of a team and representing your country is an experience not to be missed. In order to be eligible to compete at these Internationals, you will need to qualify at the Meningie Nationals. So don't miss out!



Brendan Amos

Russell Jolly (South Australia), Keith Deed (Victoria) and Sean Keady (Tasmania) - 2011 Nationals

Talkin'bout

the downhaul

This is the second in a series on Paper Tiger control systems for newcomers to the class, or for those who are isolated from the main fleets.

The aim is to describe the variations in PT rigs and the possible advantages and disadvantages of the different systems used. It is intended as a guide only. This time we'll examine the downhaul.

What does it do?

The downhaul can be used to affect the performance of the sail in a number of ways, depending on the sail cloth used and the way the panels have been cut and assembled. For example, woven cloth panels in crosscut sails can distort diagonally under load, which can be a mixed blessing, depending on the skipper you talk to. Radial cut sails, or sails made from solid sheet, are less likely to distort, or will develop nasty creases if they do.

Generally, with crosscut sails, applying pressure to the downhaul may:-

- Make the luff of the sail tighter than the leach, resulting in the leach falling away to leeward.
- Move the point of maximum draught (depth of curvature of the sail) closer to the mast.
- Apply tension to the rear edge of the mast (via the sail boltrope) causing the mast to bend forward in the middle.

Radial-cut (and solid sheet) sails are intended to hold their designed shape under load. Therefore, the effects of similar downhaul pressure on a radial sail will be different to that on a crosscut. Depending on the layout of the radial panels, the sail's draught may move only slightly (if at all) under downhaul pressure, and although mast bending and leach lay-off will still occur, they may not do so to the same degree as with a crosscut sail.

So what does all this achieve?:-

- Leach layoff (sail twist) is an effective depowering tool and may also help to maintain power in rough

water when apparent wind direction is constantly changing up the height of the sail as the boat pitches in the waves.

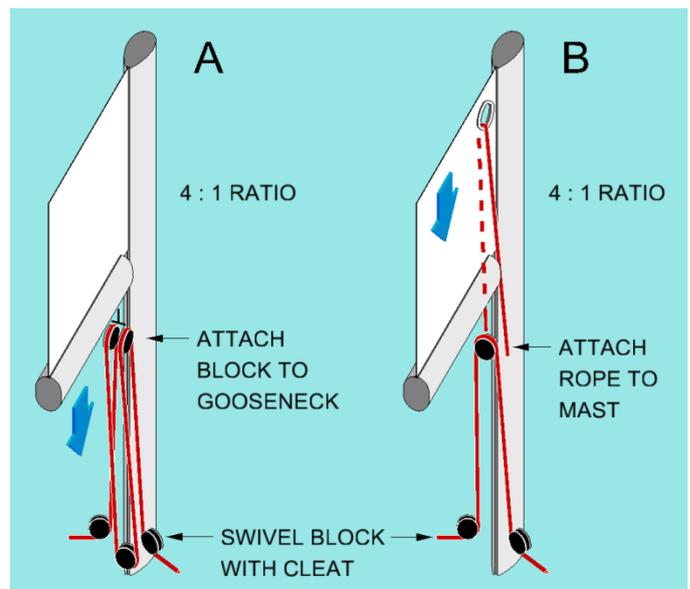
- Wind pressure can move the draught aft in some sails, so being able to bring it forward again to its designed position can be beneficial.
- Bending the mast flattens out the sail draught, which depowers the sail and reduces drag in strong winds.
- Tensioning the downhaul on a run may help to hold the mast reversed and will bend the mast, thus increasing the sail area presented to the wind without having to use the vang.

It is worth a chat with the maker of your sail to understand how he designed it to respond to the downhaul, as using the system at the wrong time or in the wrong way could slow you down.

The configuration

The class rules state that: "**Downhaul control fittings shall be mounted on the mast and/or the spanner**". This limits the variation in the systems that will be seen on PTs. Generally the systems used tend to fall into two categories:-

- Those that pull directly on the boom (system A).
- Those that pull directly on the sail (system B).



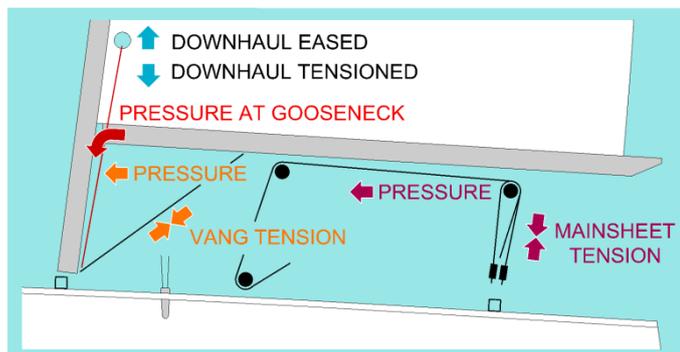
Basic system types - boom attachment and sail attachment

There are variations that combine elements of both, but I'll stick with the more basic setups here.

Boom-attached systems usually have the upper downhaul blocks attached to the gooseneck. The lower blocks and the cleats are attached to the base of the mast.

Sail-attached systems usually pass a rope, which is attached to the mast below the gooseneck, through an eyelet in the sail above the boom (called a cunningham eye) and attach the upper downhaul blocks to the end of this. The lower blocks and the cleats are mounted the same as for the boom attached systems.

When the sail is sheeted on hard upwind, or the vang is pulled on tight off the wind, the forward pressure on the gooseneck can prevent it from sliding freely.



Because the sail-attached system doesn't have to move the gooseneck in order to tension the luff, it may be possible to lock the gooseneck in place, or at least limit its range of movement, with a pin through the sail track for example. This will depend on the stretchiness of the sail luff and how high above the boom the Cunningham Eye is located. If the sail stretches more than the distance between the eye and the boom, the two will hit before the sail luff is fully tensioned. Radial cut sails have less stretch than crosscut sails, so are more likely to suit a fixed gooseneck. When this system is correctly set up, the luff can be easily tensioned and eased, even when the gooseneck is under full mainsheet or vang pressure.



Cut away luff

A common variation of the system (as shown opposite) has the sail luff cut away above the boom and a block attached to the Cunningham eye to reduce friction losses and wear on the rope. The sail tack may be attached to the gooseneck or a fitting on the top of the boom, depending on the shape of the cutout.

Advantage of attachment to the boom:-

- Simplicity and little chance of the upper and lower downhaul blocks meeting when the system is fully tensioned.

Disadvantage of attachment to the boom:-

- Pressure at the gooseneck may prevent the boom rising to ease the luff tension when the system is released.

Advantages of attachment to the sail:-

- The gooseneck may not need to move when tensioning or easing the luff, therefore the system

- adjusts readily under all conditions.
- It is easier to install more powerful systems.

Disadvantages of attachment to the sail:-

- The Cunningham eye may pull down onto the boom before the luff is fully tensioned.
- If a long length of travel is required in the downhaul block system because of a stretchy luff, the upper block may have to be located above the gooseneck to allow for this to occur. It may then snag on the boom or gooseneck when the system is tensioned.
- Some sail area will be lost along the foot of the sail as it bunches up on the boom when the system is tensioned.

The gooseneck

Unfortunately there are currently no sliding goosenecks on the market that are suitable for PT operation without some modification. This is due to the light section, rotating masts that we use. Goosenecks that hang off the rear edge of the sail track can rip out when the mast is rotated upwind in strong conditions, damaging the mast in the process.

The goosenecks that are available can be modified to transfer the load to the rear web of the sail track by adding a reinforced resin slug, as in these examples from the PT Shop.



Goosenecks to suit either boom or sail attachment of downhaul (PT Shop)

Another method is to weld a stainless steel plate to the gooseneck, then attach a Teflon or nylon pad to this instead of the slug.

It is important that the gooseneck is able to slide easily, especially if the downhaul system is attached to the boom.



Welded plate and Nylon slide

When using system B, if the sail allows the downhaul to be fully tensioned without the gooseneck having to move from its "untensioned" position, a fixed gooseneck can be used. There are suitable versions of fixed goosenecks readily available. A sliding gooseneck can be stopped from moving down the mast by inserting a clevis pin through the mast sail track below it.

The image opposite shows a custom made, low friction gooseneck, which allows limited gooseneck movement.

When using a fixed gooseneck, the forward end of the foot of the sail will bunch up against the boom when the system is tensioned. To allow this, the bolt rope has to be cut away up as far as the cunningham eye.

The ratio

The selection of the number of purchases (runs of rope between the boom or sail and the base of the mast) to operate the system may be influenced by the following factors:-

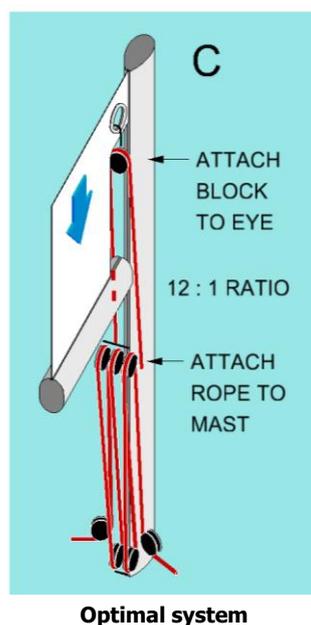
- How easily you want the system to operate.
- How often it is to be used. e.g. a lighter skipper may make more use of the system upwind to depower the sail than a heavier skipper will.
- Ball bearing blocks have less friction than standard blocks and therefore will require less effort to operate under load.
- The more purchase in the system, the easier it is to release from a cleat when under load whilst hiking.
- A crosscut sail may require less effort to apply the desired tension than a radial-cut sail will.

The minimum purchase used should be at least 4 to 1 (see systems A & B on first page). However, it will require a lot of effort to pull this system on tight, especially if a block isn't used at the cunningham eye in system B, and neither system is recommended.

System A can be modified to provide a 6 to 1 system by substituting a triple block at the top and double block at the bottom instead of those shown. This will provide more power but is still not ideal. A system with more than a 6 to 1 purchase, which is attached to the gooseneck, requires more blocks and may be harder to ease off due to friction in the system, especially if standard blocks are used.

System B is very simple to make but will be hard to operate for the reasons mentioned above. Attaching the block system shown in system A to the end of the rope through the cunningham eye (instead of the single block shown) will double the power to 8 to 1. Attaching the 6 to 1 system described above for system A, to the rope, will triple the power of the system to 12 to 1.

Combining the 12 to 1 system with a cut-away sail luff, and cunningham eye block (system C) creates a system which is powerful and easy to operate under any conditions, and is used by many of the top skippers.



Advantages of low purchase system:-

- Less rope to pull or release to make a required adjustment.
- Less loose rope on the deck when the system is fully tensioned.
- Less likelihood of running out of rope if the system isn't tailless.
- Less blocks required, therefore less friction in the system.
- Less weight.
- Cheaper to make.

Disadvantages of low purchase system :-

- Greater effort required to tension the system.
- Harder to release the system when under load.

Advantages of high purchase system:-

- Easy to apply maximum luff tension.
- Easy to release cleat from maximum tension.

Disadvantages of high purchase system :-

- More rope has to be played to make adjustments.
- More loose rope on the deck when the system is tensioned (unless rope tail retrieval system fitted).
- Heavier.
- More expensive to make.

The rope

The rope used on PT downhaul systems generally ranges from 3mm to 6mm. 6mm will usually be seen on older boats that are using larger sized blocks and/or low purchase systems, or if the skipper has hand issues. Since the advent of small diameter, ball bearing blocks, 4mm or 5mm rope is more common. 3mm rope may be used on high purchase systems to save weight and reduce friction, but it is harder on the fingers.

A pre-stretched braided polyester rope is adequate for the downhaul system as the loadings don't require super strength or anti-stretch characteristics and they run more freely than equivalent thickness high strength "Spectra" type ropes.

If running a rope through a cunningham eye, 5 to 6mm diameter is advisable. 'Spectra' doesn't like friction, so is not a good choice for this job unless you are prepared to replace it regularly.

The blocks

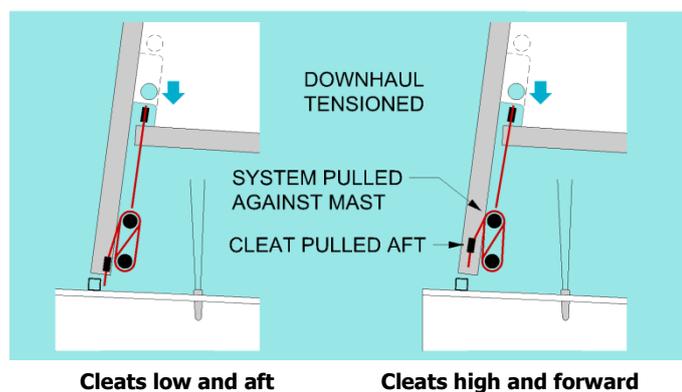
As mentioned previously, older boats may be seen with downhauls using 25+mm diameter blocks. On newer boats, 20mm diameter (or less) blocks are more common as they are lighter, create less wind resistance and are more than capable of handling the loads involved. The ball bearing types operate more freely, reducing friction in the system, but are more expensive than basic blocks.

The cleats

As the system has to be cleated on the mast, and the mast rotates, a combined swivelling block and cleat has

to be used to enable the system to be operated from any position on the boat. Most boats use two cleats, one either side of the mast to avoid conflict with the vang/mast rotation system.

The position of the cleats varies on different PTs, but they can be mounted as far to the rear of the mast as you like with little chance of accidentally rotating the mast to windward when the system is tensioned. The lower and further aft the cleats are positioned on the mast, the better the operating angle for the rope will be through the system's blocks. If they are located high and forward on the mast they tend to be swung aft by pressure from the rope, and the upper block can be pulled against the mast.



As the downhaul cleats are just one of the systems that may be operating at the mast base (the vang, rotation control and lower forestay being others), arranging the components of your systems so that there is no conflict at any angle of operation is important .

Block attachment

A boom-attached downhaul usually has the upper block attached to a shackle on the gooseneck (if it has one) or a saddle attached to the end of the boom.

The lower block can be attached to the custom made plate that comes with some mast bases, or to a fixture attached near the base of the mast. A block hanger can be used for this, but it must be strong enough to take the considerable load that can be applied to it.

The lower block should be held away from the mast to stop friction from the rope rubbing against it.

Rope tails

It is permissible (and desirable) to be able to adjust the downhaul whilst hiking upwind, or when sitting aft on a reach. If a single cleat is used, or the rope tails are short, it will not be possible to do this. To create a system that can be readily adjusted, two cleats are used on the mast, and the tail ends of the downhaul rope are extended to a place near both gunwales where they can be easily reached. This is usually the rear chainplates. Some skippers tie the ends of the rope to the shrouds or chainplates; others attach rings to the shrouds and lead

the ropes through them, joining the ends together in the centre of the boat. If joined together, a rope can be cleated from the opposite side of the boat if necessary. If tied to the shrouds, there needs to be enough slack in the rope to allow the system to be eased from the opposite side of the boat to that from which it was tensioned.



Combination of tails tied to chainplates and an endless system

More complex systems lead the rope through eyelets near the inner gunwales to elastic take-up gear below the trampoline, which removes loose rope from the deck. These system can be made endless, meaning they never run out of adjustment. However, the additional components add weight and cost and may make it a more complex exercise to dismantle the boat -- if travelling to the Internationals in N. Z. for example.



Example of endless systems for the downhaul (white), outhaul (black), vang (red to rear) and lower forestay (red forward) below the trampoline, with elastic take-up in the centrebeam.

Next time we'll talk about **the outhaul and leechline.**

Ralph Skeat - PT3065 - Solitaire



State Of The Nation

NEWS FROM STATE
PT ASSOCIATIONS

tasmania

Hi to all the PT sailors, from the deep chilly south. There's not much to report as far as on the water action goes. Off the water, the momentum is still building to grow the PT fleet in Tasmania. There has been much interest from Sandy Bay Club after the PT challenge, and as a result this year we have decided to have our state titles as a two-legged event with an additional three heats at Sandy Bay as well as six heats at Lauderdale. This will give us more exposure on the Derwent River, and more potential 'recruits'. 16 - 20 PT's racing for the state titles will be an impressive sight for any budding young sailor.

In addition to this, a three boat fleet is up and running at neighbouring yacht club, Midway Point, consisting of Perry Caulfield - PT 2849 *Aquaholic*, Tony Ryan Dodger, & Emma Caulfield - PT 1753. Perry tells me the Midway Point fleet will alternate between Midway Point and Lauderdale clubs. Midway Point is about 7km as the crow flies from Lauderdale, so we are looking to strengthen ties with our neighbours with a reciprocal series.

The Spring PT tally in Southern Tasmania is now up to 18 boats. Our target of 20 boats suddenly doesn't look that far away.

On the Lauderdale front, Les Patterson Trophy winner, Steve Price, has shed his ballooning beer belly and is down to 75kg. Steve is stripping down his boat, *Shiva*, to also shed a few kgs. Steve had his boat going fast toward of the end of last season and should be a force to be reckoned with. Andrew 'Barney' Barnard should also be trimmed down with an abundance of dalliances with the fairer sex. Go Barney, you sly dog!

Mick 'The Gnome' Boyle has been seen oiled up and pumping iron at the gym. He should come up a treat in a mankini. Bruce has been spotted fiddling around with toy boats....and as expert fiddler, Bruce has no peers. Nick Brown should be raring to go after a long winter of changing nappies. You've got the right surname for that job, Nick! Ian Bailey and Brendan Amos are in hiding, still smarting from the ribbing their sons, Oliver and Patrick gave them in recent PT interviews. Go boys!

Martin 'Possum Power' Sullivan has been giving himself (his boat) a good polishing and says he is going to win



Brendan Amos at the Tassie States

the nationals. Bruce 'Party Animal' Clayton held a great 50th party at LYC last month and a great night was had by all PT sailors who attended. Davin Faux, was spotted at this event in fancy dress (he thought it was a medieval party) sporting a Prince Valliant haircut/mullet and drinking out of a goblet, choice Dav!

Angus Price, the multi-talented junior, is madly training for the PT Nats, the International Cadet Nats and Worlds, the Optimist Nats and the Australian Match Racing Champs (pew, Angus!, when are you going to find time to surf, skate and tune chicks?).



Angus Price (skipper) and Padrick Keady

My news is that I've been too busy writing rubbish about everyone else, bring on September!!!

Cheers, Sean Keady - TPTCA

Interview with Oliver Bailey

PT1100 - Bongo Fury

How long have you been Sailing?

Well, I started sailing a Sabot when I was eight or nine, but I had a fairly 'breezy' time. After a while, I was the only Sabot sailor with any real experience and a decent boat, and I was winning races by whole laps. Whenever Patrick beats me in a race nowadays, I just remind him of my 'glory days' in the Sabots, where I was unstoppable. Well, apart from one unfortunate race, but I don't want to go into that.

I got into Paper Tigers when I was around 14 years old, after a few years in the Sabot. I moved up at the same time as Patrick, so that definitely levelled out the playing field between us, and made it more interesting. The next season will be my fourth season in the Paper Tigers.

Why did you decide to get into PTs?

I had been sailing the Sabot for years, with no real challenge, as I said before. I was winning races in laps, not minutes, I wanted a bit more competition. I had also outgrown the Sabots a bit, I had seen how fast the bigger boats were going and I wanted a taste of some real speed.

What is your best result in a PT?

A while ago, in a short handicapped series, I managed to win, using some ingenious 'tactics.' My first race was a bad one, I was well behind. Then when most of the boats had finished, the wind completely died off and it took me forever to finish. However, my 'strategy' paid off. Because it was a handicapped series, I got to start a mile in front of every one else in the next race, and won it. Then in the final race, I still got to start in front again for some reason, and won that race too.

What is the Funniest thing you've seen in a while?

This one would definitely have to be in the TASCAT series in Deviot. I was heading for the upwind buoy, and was trying to leave my tack as late as possible without hitting the nearby rocky shore, but I saw a big submerged rock, which I was about to hit, so I quickly threw over. Because I had to be so quick, it was rushed and I ended up in irons. Dad was a bit behind me (as usual) and he came flying past on the outside of me, and I heard him yell "HA HA!" as he went by. Unfortunately he was so busy taunting me that he kept going straight onto the rocky shore, wrecking one of his rudders. He ended up wading in shallow water trying to turn his boat around. I didn't see the last bit though, I was already off, heading



Oliver at the 2011 Nationals, Lauderdale

Brendan Amos

straight for the buoy. He still hasn't lived that one down. Oh, one more thing, Also at Deviot, I managed to capsize on the start line, in a 5 knot breeze, trying to fly a hull. Apparently no one else saw the big gust that came through. I must have looked like a bit of a goose in front of the spectators about 20 metres away on the shore.

Who are your greatest Rivals on the Water?

My greatest rivals would be Patrick of course, my Dad Ian, and Mick. I always have to beat Paddy, he is my main target most races. I also always have to beat my Dad, losing to Dad is one of the most embarrassing things that can happen on the water. I'll say Mick is a rival because after all these years I still haven't managed to beat him properly, even though there have been a few close calls. Trying to beat Mick is like playing a game of chess, he is very strategic.

Who has influenced you in Sailing?

I have had a lot of people influence me in sailing, my Dad probably being the main one. In the early days he always had a bit of advice to give, until he got his own boat and started racing, now he keeps quiet. All of the guys at the club are influential in one way or another, always giving good or not-so-good advice. The guys at the club are very friendly and always try to help out, even Bruce Rose if you have all day.

How far do you think you can go in PTs?

I definitely see sailing as a hobby, it's nice to go out on a

Sunday to get a bit of competitive sailing in and have a good chat afterwards. It is good fun to go on a big sailing trip across the state or even maybe the country to have a good week of sailing, but I don't see myself going overseas on a \$20,000 dollar, carbon fibre, finely tuned dream machine, if you know what I mean.

Wanted

If you have a PT for sale, or have PT parts for sale please speak up.... Go to

<http://www.catsailor.org/index.php/forum/10-buy-and-sell-boats>

or call any of the TPTCA Committee Members

<http://www.catsailor.org/index.php/committee>

Til next time.....

Sean Keady - PT2997 Sssmokin Billy
Davin Faux - PT2932 Chilli Toes



Brendan Amos

Oliver Bailey - PT1100 and Bruce Clayton - PT2773 at Lauderdale

queensland

Interview with Gary Fleming PT2314 - Tigger

Boat Name: Tigger

Club: Lake Samsonvale Water Sports Association

Occupation: Logistics Manager

How long have you been sailing Paper Tigers?

Just on three years.

What sailing did you do before Paper Tigers?

Arrows when I was 15, then I built an A Class and had it for a short time until I was married.

How were you introduced to Paper Tigers?

I remembered seeing one in my younger days and when I saw one on Ebay I knew that was the boat for me.

What do you like best about Paper Tigers?

They are very easy to setup and sail by yourself.

What five words would you use to describe yourself?

Helpful, competitive (when I feel like it), supportive, thinker, honest.



'Tigger' on the shore at Lake Samsonvale

south australia

Lake Albert: flat water, good breeze and THE NATIONALS

**2013 National Championship. Dec 29 – Jan 3
Lake Albert, Meningie, South Australia**

They're a plucky bunch down Meningie way and they've been doing it tough in recent years. The biggest drought ever reduced the mighty Murray to a mere trickle and the lake receded so far, it's been impossible to sail. It's been so dry the locals abandoned the main road and took to driving across the lake bed to get from one side of town to the other. But now the lake is full to the brim, the country is green and the decision to hold the Nationals at Meningie aims for a great series, and to inject a little energy into the Meningie sailing scene after a few difficult years.

The locals are very welcoming, with one exception - the lady in the bakery who nearly ate Mitch for paying for his pie and drink with a \$50 note (I think I heard her grumble "Flash Harry city-type with wads of cash") There's a great bunch at the Golf Club, who are all called Jenny it seems. The club house is on a hill over-looking

the town and lake, very nicely appointed, big kitchen and staffed by volunteer country gals who are champing at the bit to cater for the presentation night. I told them some good looking types from Victoria were coming this way and their eyes fairly lit up.

The Cheese Factory (hasn't made cheese since 1948) is a great little bar and restaurant, right on the banks of the lake, with sunsets over the water and nice lawn area out front. Being immediately adjacent to the tourist park, it's just a short crawl back to the tent if you have a few. The owner is a bit of a wag, drier than the lake was in 2009, owns a gypsum quarry, said he might sponsor us - he could donate a boot load of gypsum to the winner, second prize; two boot-loads. We've booked in for New Years' Eve and there will be a bit of a jam session hopefully featuring some of our more talented Skippers.

The Meningie Sailing club house is very well set up, and the stout and true-as-the-day commodore Geoff Wright is pretty keen to make sure everything goes well. (When the locals say pretty-keen read "will move heaven and earth") They're going to provide the welcome night dinner, and lunches throughout. As well as organise all our racing.

I've been in touch with Troy and Jacqui who run the Lake Albert Tourist Park, right on the shore of Lake Albert, only a short sail back from the club house after finishing. The place is starting to fill up, with a number



Brendan Amos

SAPTCA President - Neville Rowe

of Paper Tiger sailors already booked. Powered sites are still available and even one cabin is up for grabs. So if you're half interested in coming, there's still room. Phone 08 8575 1411. The Waterfront Motel has rooms aplenty and the ever patient Craig Nottle would be pleased to look after you. Call 08 8575 1152 or go to the website www.waterfrontmotel.on.net

We'll publish a full itinerary in the next newsletter, complete with the social calendar and after race presentation attractions. It's important to note, due to popular demand, a skit night has been scheduled for Wednesday 2nd at the club house. Each state is asked to prepare a short piece for the entertainment and education of our fellow sailors and families. More than one piece is definitely OK, individual performances, groups, ensembles, ring-ins and cross dressing are all encouraged. (Can't wait to see what those creative types from Tasmania come up with).

So things are looking good, we hope to have 40 boats and maybe more with a couple of new sailors in the wings and we hope to encourage a few dormant PT's back on the water. The weather will be warm, and if the recent road trip with Lyall, Russell, Mitch and myself is anything to go by, there'll be breeze! Our brand new web site is just a few weeks away so will let you know when we're on-line!. Fair winds,

Neville Rowe - PT2944 - Mr Percival



The 3rd Lake Eyre Yacht Club regatta was held on lake Killalpaninna, one of the many lakes filled by the Cooper Creek before entering Lake Eyre, over the period 1st – 6th July. The lake is about 4 km long by about 2 km wide and has a depth of up to 7 metres. The past two regattas were sailed on lake Killamperpunna, which is now dry.

The Club has one major sponsor, "Outback Spirit" a travel firm who operate in the outback. Their assistance helped with supplying wood for all of the fires and also having a track graded from the Birdsville track to the lake, which is a distance of 20km. Three "Long Drops" were also provided.

David and Marilyn Godfrey left Melbourne on the Thursday and Pauline and myself travelled 10 hours on the Friday to meet them in Marree. All states except NT were represented at the regatta. Some Queensland people came via Birdsville. For two Tasmanians it was their second time, and a first for two from Geraldton WA.



The Marree Camel cup was held on the Saturday and this event is a wonderful family event, not only do they have many camel races but also donkey races and dog races. On the Saturday night a BBQ was held at the Sailing club premises followed by a briefing. On the Sunday, all contestants (about 80 adults and 20 kids, 42 boats ranging from trailer sailors, large and small cats and many other classes), set off for the lake, which is about 120km up the Birdsville Track.

The first two days is for serious sailing, with a programme set for two back-to-back races in the morning and afternoon. This was not to be, because of the vast difference in the yardsticks of the various classes, so was reduced to one race morning and afternoon. We needed to be off the water by about 4pm as the temperature dropped dramatically after this time.

Temperature at nights dropped to minus 1-3 degrees. I think everyone went to bed fully clothed, socks on and beanies on their heads. We had no trouble sleeping.





The Regatta is a fun event. However, sailors who had larger cats decided to race on the Wednesday whilst the rest of us took a trip down to the overflow, a lot by boat and some by car, where we held a BBQ lunch. On the Thursday, all people travelled to the top of the lake on boats, some three and four up, for another outing. The breeze was quite brisk, sometimes up to 20 knots, which gave us some exciting sailing.

Friday, we moved back to Marree, but not before making sure that we had left the area as we had found it. That night the presentation dinner was held at the Marree Hotel.

On the Saturday, I took a flight over Lake Eyre. The water is disappearing fast and the end of the boom times for this tourism venture will hurt the locals. I guess they have had 3 extremely good years to make a dollar. Plans are in progress to hold another regatta next year. However, no decision will be made until the end of February when the commodore will have a better idea as to whether there will be enough water in the lake.

I would encourage everyone to experience this event. Make it a holiday, as David and Marilyn have in 2010 and again in 2012. This may be your last chance for another 10 years, as the Cooper does not flood all that often.



Russell & Pauline Jolly 

victoria

The Victorian Paper Tiger State Titles, 2012-2013 season, are to be held at Lake Eppalock next October.

In a break with tradition it looks like the next Vic. States will be held on **October 27-28, 2012** at Lake Eppalock near Bendigo. The lake is currently 97% full after several years empty during the drought, and we are looking to encourage the youth fleet up there. Bendigo has been a great source of PT talent - think back to Mark Williamson and Glenn Ashby, and more recently Jake McDonald and the promising Josh Thorpe, as well being a centre of international catamaran design, manufacture and export – think Goodall Sails and Australian High Performance Catamarans (our recent Internationals sponsor).

The Victorian committee has chosen spring 2012 rather than autumn 2013 because of the more reliable winds at this time, and also to get the season off to a flying start.

Interstate entries will be encouraged and the notice of race will be out soon. For further information, contact Alex Craig - alex155699@yahoo.com.au.

Mike Wold - PT3050 - Boy At Heart 

new south wales

STATE CHAMPIONSHIPS 2013

This season's State Championship will be held from the 26th to the 28th January, 2013 at the Koonawarra Bay Sailing Club on Lake Illawarra.

The seven race series will consist of a mix of long and short course races spread over the three days. On site accommodation will be available, as well as lunches and evening meals. Full details and the Notice of Race will appear in the next issue of APT.



STATE REGATTA POINTSCORE SERIES 2012 - 2013

The venues for this season's State Regatta Pointscore Series will be:-

Wagga Wagga Regatta <i>Wagga Wagga Sailing Club</i>	29th Sep - 1st Oct
Manning Park Regatta <i>Manning Park Amateur Sailing Club</i>	6th - 7th Oct
ACT Multihull Championships <i>YMCA Sailing Club</i>	20th - 21st Oct
Kembla Klassic <i>Port Kembla Sailing Club</i>	24th - 25th Nov
PT State Championship <i>Koonawarra Bay Sailing Club</i>	26th - 28th Jan
Wallagoot Lake Regatta <i>Wallagoot Lake Boat Club</i>	9th - 10th Mar

Details for all these regattas aren't available yet, but as some have a morning race on the first day, be there early. Wagga Wagga will start with an afternoon race on Saturday and end with a morning race on Monday. Manning Park, the YMCA and the Port Kembla all have Saturday morning races.

The series consists of six rounds, with four of them to count in a skipper's overall result. The regattas are well spread around the area encompassing the PT fleets, so everyone who is keen to contest the series should be able to conveniently attend at least four.

Two other non-SRPS, NSW regattas that may be of interest to PTs, as they are held at clubs with PT fleets, are the Jervis Bay Regatta (Jervis Bay Sailing Club, 29th September - 1st October) and the 14ft Catamaran Regatta (Koonawarra Bay Sailing Club, 9th - 10th February).

Ralph Skea - NSWPTCA Secretary

NEWS FROM THE FLEET

Wagga Wagga



The Wagga Wagga sailors are to open their season with a round of the PT State Regatta Pointscore Series, to be held on the October long weekend – all PT sailors are welcome to attend. The event is scheduled to run with 2 races on Saturday afternoon, 2 or 3 on Sunday and 1 Monday morning, leaving travellers time to head home after lunch. Sailors of other craft are also welcome as the weekend will also represent the opening round of the WWSC season.

Garry Williams (*PT 3085*), Rohan Nichol (sailing *PT3086*) and myself (*PT 2577*) are looking forward to competing at the Nationals to be held in South Australia. Look out Neville Rowe - *PT 2944*, Wagga is coming to get you.

New sticks have arrived – yes, Garry Williams has taken delivery of dozens of new mast sections. Wagga Wagga sailors are planning a mast raising weekend (or two) to take advantage of these new sections. Anyone who is interested can contact Garry on 0407 235 545 to discuss. The sections are anodised and almost look too nice for the likes of me to scratch, but *the Phantom* definitely has one on order.

In sad news for the Wagga Wagga Sailing Club, *Characin III* has been sold and left our area. In happy news for the people of Concord/Ryde SC, Sydney – *Characin III* is now home there, and we all wish her happy sailing and hope to see her around the traps.

Happy Sailing from all of us at Wagga.

Martin Gregory - PT2577 - Phantom Tiger II

Jervis Bay

Last year I bought Paper Tiger 2128 (*Pelicanetic*) from Canberra and brought it home. I have restored it, painted it rescue orange and renamed it 'Sailbad the Sinner XI' (all my boats have been called Sailbad the Sinner). The photo shows my pride and joy sailing on Jervis Bay.



I am now racing it at the Jervis Bay Sailing Club. We sail every Saturday from the beginning of October to the end of May. During winter we sail on the first Sunday of each month (June, July, August and September).

The other boat shown is JBSC member, Adam Fortier, sailing his restored Paper Tiger 1280. Hopefully this coming season we can build up a small fleet of Paper Tigers on the bay.



Hooroo.

Tom Phillips - PT2128 - Sailbad The Sinner XI

Wallagoot Lake

I had a terrific season over the last year, both as a sailor and as an official.



The cat fleet rounds the wing mark at the WLBC Regatta

Last winter's training increased my bodyweight to 62-64kg, about a 12% increase. This produced noticeably better speed and control in winds over 15 knots. I contested 6 regattas and 4 titles series, and was delighted to win 3 regattas, the Club Pointscore and the NSW Paper Tiger State Pointscore. My lack of experience in tide, chop, and fleet starts was evident in the titles series.

At the Wallagoot Lake Boat Club, we sail on the flat, still waters of a coastal lagoon. The club runs two series; the Club Pointscore, in which all boats start together and results are calculated on yardstick, and the Club Handicap, in which the slower boats get a head start and all boats finish at about the same time. Paper Tigers finished 1st and 2nd out of 12 boats in the Multihull division of the Pointscore series. *PT2901 "Tigerdelic"* has won every club pointscore race contested, and back-to-back championships. 24 skippers contested the monohull division, which includes trailer-sailors.

35 entrants contested the Handicap series, with Max Dogger's *PT3038 "The Mystery Tiger"* the highest placed catamaran, in 4th place. I sailed a Laser Radial in the series and finished 6th. While it's not as fast and exciting to sail as a PT, the Radial offers closer racing with other boats at Wallagoot. It is quick to rig up, which makes short after-work sailing possible, and the small sail suits my weight. I am using it as a training boat, and hope to use it to develop my fleet racing skills.

33 boats entered the WLBC Regatta, mid-March, with 2 local Paper Tigers amongst the 9 catamaran entrants. The PTs finished 1st and 9th in the catamaran division.

This regatta was a round of the 14 foot Cat Traveller Series, which was conceived in discussions on the catsailor.net forum. We had hoped to present a combined fleet that demonstrated the great fun and mateship experienced by 14-foot cat sailors. Congratulations go to NSW 14-foot Cat Champion Mick Colecliffe (Maricat). 2nd place went to Michael Pfeffer (Windrush) and 3rd place to Ralph Skea (Paper Tiger). B Division was won by my dad Richard Hastings (Nacra 14 square) with 2nd place to Tony Sanderson (Windrush) and 3rd place to Max Dogger (Paper Tiger).

Tony Hastings - PT2901- Tigerdelic

Kogarah Bay

After a period of dormancy, there are moves afoot to revive the fleet at Kogarah Bay. With a number of junior skippers graduating from their sailing school, the

feelers are out for three or four affordable PTs to get a fleet happening again.

Tony is awash with spare parts to get unloved boats back on the water, so he may be interested in boats that are sound but in need of some TLC. He is also looking for a foam boat for himself.

If anyone knows of available boats, please contact Tony Batch at south-west@bigpond.com.au.



Canberra

My first sailing season on *PT3098 "Out Of Sight"* was marred by my having to have two operations during the first half of the season. I made a brief return to sailing for the second day of the ACT Multihull Championships and it was really fun to get back into it. The next time I sailed was at the Mannering Park Nationals, which was a great event to get involved in. The second half of the season in the ACT was marred by extremely light weather, seeing racing abandoned on at least two days. A training course I was doing at the Australian War Memorial also cut into my sailing time.

The 2012-13 sailing season will be an important one for the YMCASC. In 2013, the 50th anniversary of the Club will be celebrated. There will be a one day regatta at the YMCASC on February 9th to celebrate the occasion. A date for PT sailors to put in their diary is the weekend of the 20th and 21st October 2012, the date of the ACT Multihull Championship, which is also a heat of the PT State Regatta Pointscore Series. In recent years the 14' cats have been the dominant fleet and Paper Tigers have made up a significant number of the fleet. It will be good to see old friends and new faces at that event this year.



Koonawarra Bay



Koonawarra Bay had a relatively quiet 2011

- 12 season. One of our PTs migrated to Concorde /Ryde Sailing Club in Sydney last April to boost their fleet. Other skippers are battling with their youngens for a share of the weekend and are generally losing the battle. Whatever happened to parental authority, I say???

Two of our skippers (Jon Pinkerton and "The Ed") made the trip to McCrae, Victoria, at Easter as members of the Aussie team that successfully snatched back the International Team's Trophy from New Zealand. It was a challenge, and a near thing.

The introduction of radio controlled yachts to the club this year may attract the interest of people who wouldn't have otherwise considered sailing. Then who knows, some of them may decide that getting wet and cold on bigger boats has more attraction - after all my own interest in the sport started with a boat of that size some 50 years ago.

Ralph Skea - PT3065 - Solitaire



2011 ACT Multihull Champs

I will, barring accidents, be starting my sailing season at the WWSC Regatta over the October long weekend.

Good Sailing.

Bill Arthur - PT3098 - Out Of Sight 

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International Scene

by DAVID STUMBLES

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

We continue to receive enquiries about Paper Tigers from other countries. In the last two months, I have received enquiries from Hungary, Russia, South Africa and Sweden, as well as many from within Australia and New Zealand.

Interestingly, the Swedish enquiry was from a person who had inherited an old Paper Tiger, although it is in poor condition. He wanted to find out some history about the boat. I was told some time ago that there was a reasonable fleet in Sweden at one point. I have had contact from three different PT owners over there. Apparently, during a national championship there, many years ago, vandals significantly damaged many of the boats overnight and the fleet never recovered from this.

Obviously, one of the first points of contact people have with our class is our websites. We have tried to make the **Paper Tiger Catamaran International Association (PTCIA)** website the main site (see www.papertigercatamaran.org) that contains all the general information about the class. The Australian website at <http://aptca.papertigercatamaran.org/> is designed to contain only information that is specific to PTs in Australia. You could argue that this magazine (APT) is applicable to PTs in any country, but it does have specific Australian content and New Zealand do produce their own newsletter on a regular basis.

As such, I would encourage you to provide me with any feedback, corrections, suggestions or potential improvements you might have for the main PT website. I also encourage you to join the site and to log in regularly to contribute to the site's forum. This forum provides people with a great opportunity to ask questions about PTs and, with the wealth of experience in the class, most questions can be easily answered. However, it relies on enough of us taking an interest in doing so. A big "thank you" to those of you who have answered questions on the forum in the past.

Our vision for the forum was to enable people who are remote from the main fleets (especially those in other countries) to have access to the experts within our class for advice, information and recommendations. However, this is also relevant for any PTs sailors, wherever they are located. It allows many people to respond to questions and to build on answers others provide.

If you would like to send any suggestions about the site, please contact me at ptcia@papertigercatamaran.org

David Stumbles
Secretary
Paper Tiger Catamaran International Association



R. Leatham

The background features a collage of several 'aapt quarterly' magazine covers. The covers show various sailing scenes, including sailboats on the water, and text such as 'INTERNATIONAL', 'NATIONALS SURF', 'DIY', 'Little guys in big winds', '2012 National Championships', and '2012 Internationals'. The magazine title 'aapt quarterly' is prominently displayed in a stylized font on each cover.

The Australian Paper Tiger Catamaran Association's **FREE** Online Magazine

aapt quarterly

Reports

Results

Interviews

Regatta Dates

Boats To Buy

Technical Articles

Check out all the past issues at

<http://aptca.papertiger@amaran.org>
'newsletters'



National Regatta Scene

This calendar shows regattas which are organised by national or state Paper Tiger associations, are used by state associations as rounds of their traveller series, or are regularly attended by Paper Tiger sailors. The calendar will be added to as event dates are set or altered. For further details, contact your state association or the regatta venue.

	Queensland	Tasmania	South Australia	Victoria	New South Wales
SEPT 2012					29 th Sept - 1 st Oct SRPS Round 1 Wagga Wagga
					29 th Sept - 1 st Oct Jervis Bay
OCT				27 th - 28 th Vic State Champ Lake Eppalock	6 th - 7 th SRPS Round 2 Manning Park
					20 th - 21 st SRPS Round 3 Canberra
NOV	TBA	3 rd - 4 th Showdown Regatta Royal Yacht Club			24 th - 25 th SRPS Round 4 Port Kembla
DEC		1 st - 2 nd TASCAT BRIDPORT			
	29 th Dec. - 3 rd Jan. National Championship Meningie, South Australia				
JAN 2013	TBA				12 th - 13 th Concoorde / Ryde
					26 th - 28 th NSW State Champ Koonawarra Bay
FEB	TBA	2 nd - 3 rd Port Dalrymple Blockbuster			9 th - 10 th Koonawarra Bay
		9 th - 10 th Deviot Trapeze / Catamaran Regatta			
		23 rd - 24 th Crown Series Regatta Bellerive			
MAR		9 th - 10 th Tas. State Champ TASCAT CHAMPS	TBA		9 th - 10 th SRPS Round 6 Wallagoot
	30 th Mar. - 1 st Apr. International Championship Muritai YC, Wellington NZ				

- Interational Championship
- National Championship
- State Championship
- State Pointscore Series
- General Regatta
- Special event

BOATS and bits

Please note that the items listed may no longer be available

\$1,000

Queensland

Boat located in Bundaberg Qld. Sail, boom, mast and fittings all in good or new condition with some new pulleys and shackles. The trailer has 6 months rego and is a Brooker type. Ready to sail price is \$1000 ONO (will negotiate).

Contact Gary O'Neal on (07) 4152 4157 and leave a message. (ad placed Apr 2011)

\$450

New South Wales

Two fibreglass (GRP) hulls. Never used. White with a royal blue non-slip deck. Complete with two anodised cross beams, mast and boom sections (blanks), some rudder fittings (except blades), tiller arms, centre beam, chainplates. Purchased in late 1979 from a manufacturer in the NSW Central Coast. No tramp or sail. Hulls weigh in at 23kg each. All in good condition.

Contact Peter Ferguson on (02) 4944 7069 or 0407 473 553. Based in Newcastle. (ad placed Mar 2011)

PT1542 "Catstevens" \$3,000

Victoria

Built by R. Myrtle in 1982. Goodall sail (dated). White hulls. Weighs 47.4kg. Has modern foils and is set up quite well. Comes on a registered trailer with beach trolley. Has been garaged. Suit new entrant to class.

Contact Peter Miller on 0448 940 332 or pjmillier8@bigpond.com (ad placed Oct 2011)

PT2179 "Allegro" \$4,000

New South Wales

Ply. Built in the 80's. Has been re-decked and repainted in 2 pack paint - white/orange. American mast, Boyer rudders, homemade centreboards. New tramp. Ready to race with all fairly new fittings throughout, including rope rudder pull downs. Located at Koonawarra Bay Sailing Club, Wollongong, NSW, 80km south of Sydney. 51kg. No trailer.

Contact Neil Waterman on 0413 006 760 (ad placed Oct 2011)



PT2980 "Cold Shot" \$7,000

New South Wales

Fay Kevlar/Carbon hulls, Fay centreboards, Goodall USA mast section, Goodall cross cut sail + foam battens, Redhead tramp, Harken and Ronstan fittings, Custom built trailer + fin box. Boat has only been sailed a few times since assembly. One of only two tigers laid up in Kevlar Carbon. Is a sister boat to Bruce Rose's Batemans Bay Nationals winner. Trailer has plates and is compliant; but unregistered. There are no rudder stocks or blades with the boat. \$7000. Located close to Koonawarra Bay Sailing Club.

Contact Garry Bromley on 0424 828 574.

(ad placed Sep 2011)



PT2450 \$4,000 ONO

Victoria

Refurbished ply boat on trailer. Hooper & Goodall sails. Fay Rudders & centreboards. Close to minimum weight. Stored under cover.

Contact Jane Purbrick. on 0408 352 306 or (03) 9899 8861 (ad placed May 2012)

PT3039 "Mojo" \$8,000 ONO

New South Wales

International Champ 2010, NSW Champ once. Unofficial Vic. State Champ twice, 2nd at Nationals once. Ply hulls, Mackenzie carbon foils, 10 month old Redhead sail. 50.2 - 51.2kg at last two Championships. Rudder pull-down, traveller, vang and lower forestay adjustments operate from hiking position. Leech line that works. Fully tuned. Ready for next Nationals. No trailer.

Contact Ian Marcovitch sails@redheadsails.com (ad placed May 2012)



PT1982 "Pursuit of Happiness" \$2,880

Victoria

Foam sandwich Botteril rudders, Goodall sail, new trampoline, purpose-made cover, beach trolley, purpose-built galvanised trailer. All in excellent condition. Easy to rig and sail. Reluctant sale due to impulse purchase of another boat...! Currently in store in Red Hill, Victoria. \$2,880 ONO including the trailer.

Contact Peter on 0407 417 097 or peter@fci.com.au (ad placed Mar 2011)





The online store has a small range of Paper Tiger specific items for sale. These include:

- Anodised PT Star mast lengths.
- Mast bases to suit PT Star, by Keith Deed.
- PT Star section boom lengths.
- Stay wire.
- Trampoline support centre beams
- Carbon fibre rudder pintle block-out.
- Larry Fay Centreboards and Rudders.
- Combination dolphin striker and mast step.
- Sail numbers.
- Outhaul car.
- Vang tackle plate.
- Goosenecks.

As more PT specific components become available, they will be added to the list.

If you manufacture Paper Tiger Catamaran parts and would like to have them included on the website, please contact Neil on 0413 006 760

or email neil@koonawarrabaysc.org.au

or look at shop.papertigercatamaran.org

to see what's required.

The site now has SSL security for safe ordering.

Neil Waterman

NEW ITEMS



MODIFIED RILEY GOOSENECKS

apt *quarterly*

NOVEMBER ISSUE

Closing date for
articles, reports, results
and adverts

28th OCT.

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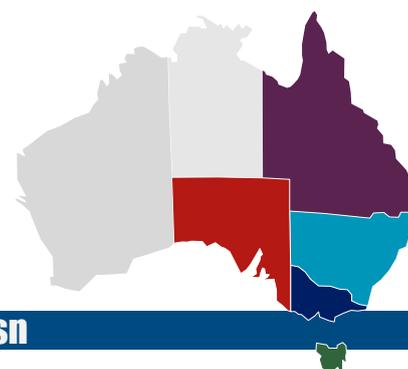
Spread the word

www.papertigercatamaran.org

Free Paper Tiger stickers (set of 3)

Contact: ptcia@papertigercatamaran.org

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