

NOV 2012

appt *quarterly*

Vic. States

Beating The Bends

National Championship NOR

Foot And Leach Control

AUSTRALIAN PAPER TIGER CATAMARAN ASSOCIATION

Contents

- 3 **EDITORIAL**
- 3 **PUBLICITY PERSPECTIVE**
- 4 **UNDER PRESSURE**
Mast stiffening may be the solution to a long standing issue.
- 7 **LOOKING GOOD**
A square top PT?
- 8 **TALKIN' BOUT**
Sail foot and leech control
- 11 **MADE TO MEASURE**
Revised measurement form
- 12 **STATE OF THE NATION**
News from the State PT Associations:
 - 12 Tasmania
 - 15 South Australia
 - 16 Victoria
 - 20 New South Wales (incl State Champ info)
- 25 **2013 NATIONAL CHAMPIONSHIP**
Event details, Notice Of Race & Entry Form
- 31 **NATIONAL REGATTA SCENE**
A calendar of PT events worth attending in the coming months
- 32 **BOATS AND BITS**
Paper Tigers for sale
- 33 **ONLINE STORE**
Paper Tiger components for sale



And more!

- 13 **INTERVIEW WITH**
Andrew Barnard - Tasmania
- 23 **ANTARCTIC RUN**
Canberra isn't cold enough for Bill Arthur
- 24 **STRESS RELEASE**
Halyard ring retractor

Contacts

- 34 **AUSTRALIAN PAPER TIGER ASSOCIATIONS**

COVER: Victorian, Sarah Ashley-Jones, launches for her first PT Championship race. photo by Julienne Wold

Editorial

Many thanks to this edition's contributors...keep it coming people.

Over the past couple of months, Google and a variety of web browsers were reporting that the Paper Tiger website (www.papertigercatamaran.org) and any sub-domain linking off it, including the APTCA, was unsafe. The problem was not to do with our site, but our hosting provider. The website is safe and has been double checked with both McAfee and Norton and no malicious software was found on the site. The message has now been removed and everything is back to the way it was.

Before getting too engrossed in your favourite section of APT, turn to page 30 and send off your entry to the 2013 National Championship if you intend fronting up (and if you haven't done so already of course).

With that out of the way you might then like to check out **"Under Pressure"** to find out what has been happening under the radar to tackle the long standing issue of mast bend. Hopefully the progress to date may

lead to a practical solution to this issue.

If that article catches you off guard (and you weren't at the recent Victorian State Championship), then you might like to try **"Looking Good"** for another surprise. Rather than push the limits of the class rules, Greg Goodall has just ignored them and gone where no PT sailmaker has gone before. Check out the consequences.

The Victorian Champs were well attended, with Bryan Anderson seizing back the title. The level of competition is a good sign for a hard fought Nationals to be held at Meningie in December. See Mark Wiggin's report on page 16. Contingents from Tasmania and NSW, as well as the locals, are also honing their skills in anticipation.

On a sad note, George Williams, long time Wagga Wagga PT sailor, father of multi PT title holder, Garry Williams, and grandfather of Anthony and Gregory, also successful PTers, passed away in October. George was a much-loved member of the Paper Tiger family over many years and was a real character, always ready with a joke or a yarn. I'm sure he will be missed by many.

The Editor

Publicity Perspective

It is really great to see that there have been a number of new names and faces at some of the recent regattas. These include people new to sailing and others who are long time sailors, but new to Paper Tigers. I don't have any details on why there has been a recent influx, but it would certainly be good to know what got each person onto a PT in the first place. Knowing the reasons may help us to focus on the areas that will bring future growth to the class.

Regardless of the reason, once people have dabbled in PTs, we need to do our best to retain them. I would like to think that everyone in the class sees it as their responsibility to bring new people in.

Think back to your own early days in the class and see if you can recall what attracted you in the first place and then what kept you involved in the class. I am sure most of us would say that the fact that one or two individuals made you feel welcome and helped you out, or answered your questions, made a difference in deciding that the PT was the boat for you.

Some of the things we can ALL do to help people make the transition from dabbling in the class to becoming actively involved are:

- Go out of your way to go and say hello to them, encourage them, and make them feel welcome as part of the class, as well as the club.

- Offer them assistance before they look like they need it. PTs can be confusing to rig the first few times, so make them feel comfortable asking you for help.
- Keep an eye on them while they are rigging to ensure they don't make any obvious mistakes (stays on wrong attachment points, systems being attached incorrectly, no knot in the mainsheet, etc)
- Ask them if they are aware of the various websites and the helpful information on them.
- Ask whether they have seen "APT" magazine and the articles aimed at newcomers.
- Don't belittle them or make them feel inadequate, even in jest. They will already be painfully aware that they don't know as much as the others in the class.
- Often, we build up large collections of spare fittings over the years that we are highly unlikely to ever use again. Offering some of these to people with older or poorly setup boats to improve the way a system functions will not only make their sailing easier, it will build the all important relationships that will keep them engaged in the class.

You can probably add your own ideas to this list, and you may well have stories of various things that made a difference to people you know. It would be great for you to share these ideas!

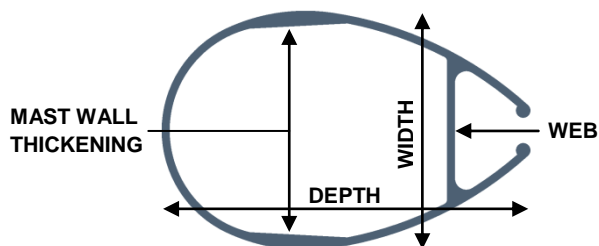
So, I encourage you to go that extra mile for these newcomers. It could be the difference between a one-off appearance and a life-long commitment to the class.

David Stumbles Publicity Officer, APTCA

UNDER PRESSURE

For some years now an experiment has been quietly under way with the aim of determining the viability of internal reinforcing in PT masts to reduce the likelihood of mast failure under extreme loads. We can now let you in on progress to date.

The mast used on the early PTs was a very light section, which was particularly vulnerable to damage if subjected to excessive compressive loading. Over time the cross section of the masts used has increased to improve aerodynamics, increase "sail" area and increase strength. Currently the common section is at maximum allowable depth under the class rules but not at max. allowable width. Increasing the section width (or wall thickness) would increase strength low down but, as the mast has to be a parallel section, would also add strength and weight in the upper mast where it is not required.

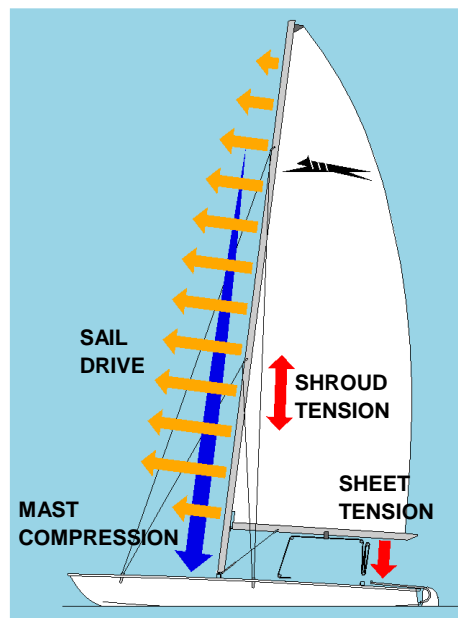


CURRENT MAST SECTION

There has also been some experimentation with the positioning of the wall thickening of the mast extrusion to improve bend characteristics. In spite of this, we continue to see damage occurring in extreme weather; usually during gybes or nosedives. (See "Avoiding A Bender", APT November 2010). When the mast bends, and stays bent, it almost always bends sideways and the centre of the failure is below the lower hounds. Why?

The PT rig has the upper hounds located relatively high on the mast compared to other classes. This helps to reduce leach layoff and hold power in the top of the sail (when wanted). However, this means that the compressive load on the mast below the hounds is greater. The lower shrouds and forestays act to support the mast as it bends sideways under the combined effects of compressive load, sail / batten pressure, and mainsheet load.

Under normal conditions the rig works well to provide tuneable power over a wide range of conditions and crew weights. Its Achilles' heel can show up if the rig suddenly comes under extreme load, such as a high speed nose dive resulting from a strong



wind gust, or during a gybe in very strong winds. At these times the sail pressure on the unsupported mast above the top hounds pushes it sideways, inducing a reverse bend in the mast below the hounds. The lower shrouds and stays can limit the degree of this curvature higher up the mast where compressive loads are less, but the mast below the lower hounds, where loads are at their maximum, must be kept straight. If the lower stays are pre-bending the mast, or the lower shrouds and stays aren't keeping it relatively straight, the mast below



the lower hounds will bend excessively, and this is when the compressive strength of the mast can be exceeded.

So, let's return to the aim of this article. If skippers are serious about winning a race or series in strong winds, they have to be prepared to drive their boat harder and faster than their opponents and, more importantly, they have to finish the race. This means being confident that the boat will hold together when driven to the max in severe conditions and will be recoverable undamaged when driven too far. With this aim in mind, two of the top NSW skippers installed an internal stiffener in their masts four years ago, and they are still in use.

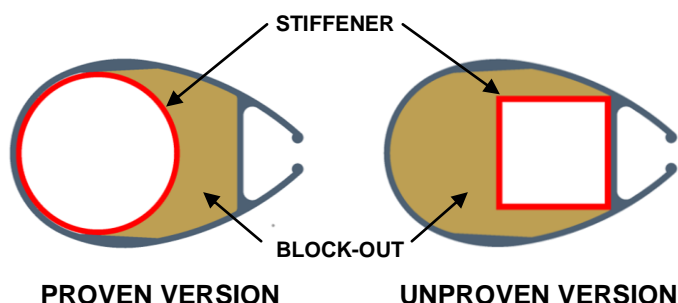
The stiffener consists of a 2m long section of 44mm diameter tube, tightly wedged into the forward section of the mast and blocked out against the rear web with lightweight spacers at regular intervals. It is located in the lower part of the mast, starting from 300mm above the lower hounds. The effect is to strengthen the mast in the area where the compressive loadings are causing the greatest curvature, without adding stiffness and weight up higher where it isn't required. At just over one kilogram, the stiffener adds about 12% to the mast weight. The boats have been driven hard and experienced multiple nosedives and cartwheels without mast failure, a good indication that the primary aim has been achieved.

The downside of the experiment is the cost. The tube was custom made of composites and was quite expensive to produce. Therefore, in its current form, it would only be an option for the ultra enthusiast. An equivalent aluminium section would be a cheaper alternative. However, as there are no off-the-shelf, round, aluminium sections available of the appropriate diameter, the cost of having a custom aluminium section made is being investigated.

As the stiffener is held against the rear of the mast, it requires less block-outs to transfer the mast loads to it. It also sits neatly behind the hound attachments, so isn't weakened by holes at this point.

The round version trialled doesn't have a transition between the stiffened and unstiffened areas of the mast, but this has not caused any issues to date. A transition section has been incorporated into the square option.

The photos below show the difference in mast bend between the reinforced and unreinforced masts. It is clear that the composite version makes the lower mast quite straight, so it is possible that a less rigid, and cheaper, option may yet prove adequate for the task.



An off-the-shelf square aluminium section is currently being trialled. It is held against the rear web of the mast with block-outs against the front of the mast. This is a similar weight to the composite section, but is not as stiff. It is readily available though and is also affordable.

Of course, changing the bend characteristics of the mast will effect sail setting. Depending on the cut of the sail, excessive lower mast bend currently has the potential to flatten and distort the lower portion of the sail (as indicated by diagonal creasing of the sail cloth) as greater sheet pressure is applied to support the upper leach or flatten the top of the sail. Therefore, it can reasonably be expected that a stiffer lower mast may reduce the sheet pressure required to support the leach. It may also hold more fullness and power in the lower part of the sail when sheeting on harder to flatten the upper sail in stronger winds. If a skipper finds that the stiffer mast holds too much power in the sail in heavier conditions, the desired flattening can still be achieved by tightening the lower forestays.

The stiffer lower mast also appears to be beneficial for boats that use loose lower shroud settings, better matching the mast curve to the sail leach and providing lower mast support when the loose shrouds aren't.

When those first reinforcing tubes were driven home into their masts, the primary aim was to remove the apprehension that accompanies turning a PT downwind when the guttometer is saying that it is a bad idea. What conclusions can be drawn so far from the evidence?

Well, it's always difficult to be definitive when the method of analysis isn't particularly scientific, but what can be said with a fair degree of confidence is that the reinforced masts (as tested) were more durable under severe punishment than the unreinforced version.

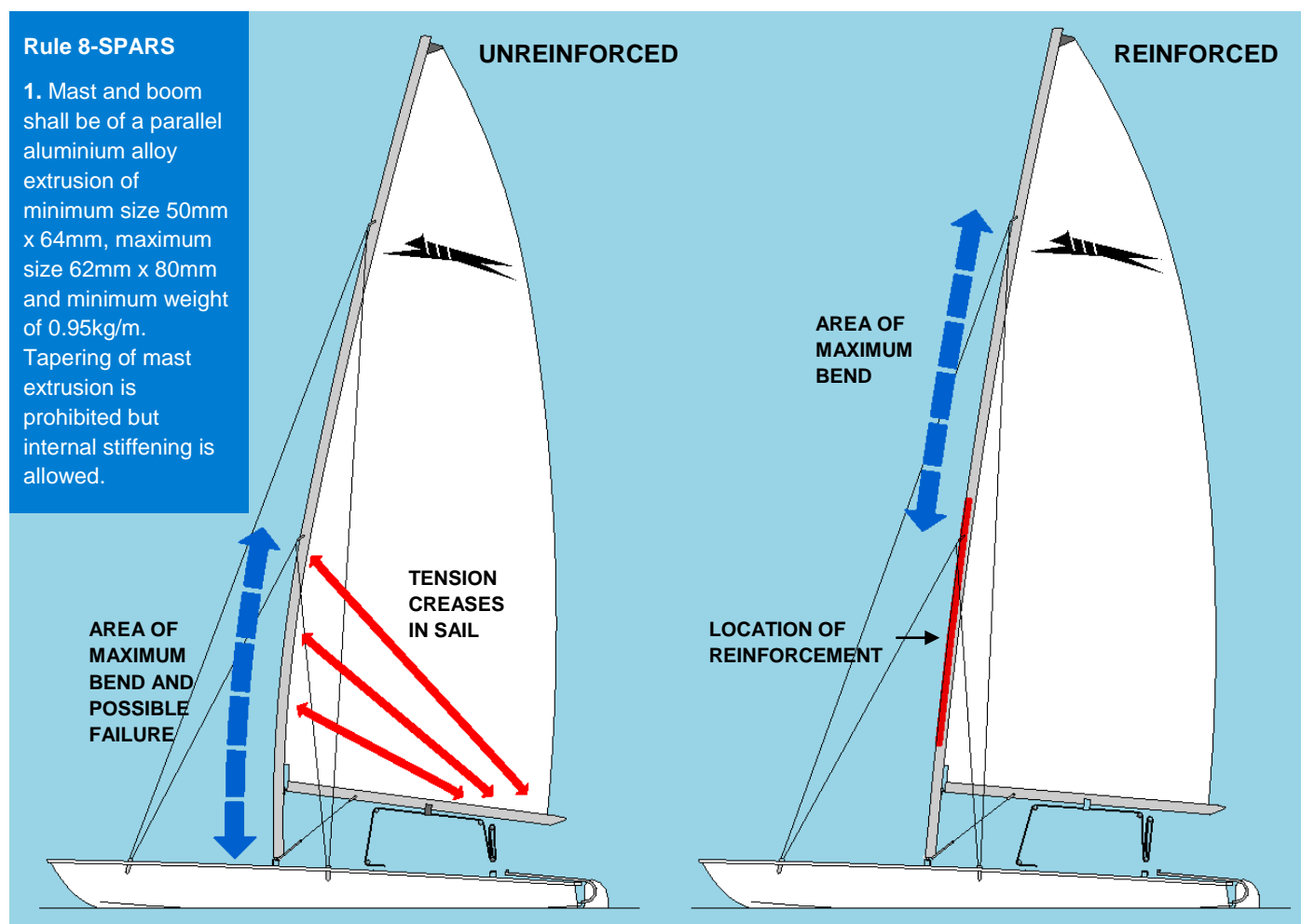
The reinforced and unreinforced masts were also swapped around on the boats to assess comparative performance. This appeared to indicate that there was little, if any, gain in performance from the modified mast, and that other factors are more at play in determining speed around the course. Years of competition against other front marker PTs with standard masts seems to bear this out.

So, indications are that stiffening of the lower mast:-

- Will reduce the likelihood of mast failure.
- Won't transfer the failure point to higher on the mast.
- Won't detrimentally increase total boat weight.
- Won't reduce boat performance.
- May benefit sail trim in certain conditions.

Experience has shown that the concept is sound. Now all that remains is to determine a simple, cost effective way to allow anyone who wishes to to implement it.

Ralph Skea - PT3065 & Ian Marcovitch - PT3039



LOOKING GOOD

OK!...so you're not gonna believe this but that is Russell **"I'm not gonna pass that...it's a millimetre too long!!!"** Jolly (APTCA National Measurer) sporting a fantabulously illegal square-top sail on his boat, "Vendetta", at the Victorian State Championship last month. Needless to say it didn't go unnoticed.



The sail was designed and made by Goodall Sails and is the same area as a standard PT sail. There has only been limited opportunity to compare the performance with a standard sail, but it appears at this stage that the current rig is too soft to get the best out of the sail in heavier breezes. It would seem that a set of diamond stays (as a minimum) would be required to control mast bend.

The PT class has a defined process in place for updating the rules. This process is intended to avoid significant and costly changes being

introduced which may split the class by making unmodified boats uncompetitive. However, if it were determined that a square top rig and diamonds on the current mast did not significantly change the performance around the course, and the cost was similar to putting a standard rig on the boat, some may see grounds for debate.

The Arrow and Windrush classes currently have trial square-top rigs on the water, which aren't showing any advantage over the standard rigs.....yet.

So why might we consider changing the boat if there were no physical benefit? Well, it should be noted that sailors and spectators alike at the Vic. States agreed that the new rig gave the PT a more modern image...and in these times, **image rules!** Please note that the enhanced insignia was meant to designate that it was not a standard rig, and not intended as a shot at the skipper.

I can't help but wonder though how the boat would handle with the extra grunt up top when on a downhill screamer...???

Ralph Skea 



Russell in-action at the Vic. States

Talkin'bout

the outhaul & leech cord

Welcome to the third in the 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 outhaul and leech cord, starting with the outhaul.

THE OUTHAUL

What does it do?

The outhaul is used to alter the tension of the foot of the sail. This affects performance by changing the depth of the sail and therefore the power it produces (tight = flatter sail = less power; loose = fuller sail = more power). The depth of the sail also affects the amount of aerodynamic drag produced.

When beating to windward on flat water, the outhaul may be tightened in light breezes to flatten the sail, thus reducing drag and allowing the boat to point higher. If the wind increases it may then be eased to produce more power, then tightened again as the wind continues to strengthen if too much power is produced.

On a beat in rough water, the outhaul may be eased to provide the power required to punch through the waves, but tightened if strong winds produce too much power.



When reaching, the outhaul is generally eased to provide as much power from the sail as possible. As the wind

strength and boat speed increases, the outhaul may be tightened to reduce drag and also the power being developed higher up the sail, which could force the bows under water.

When running downwind, the outhaul is tightened to stretch the sail out to its full width, thus maximising the sail area presented to the wind.

The configuration

Class rule No. 8 - SPARS, Part 13 states "**Outhaul control fittings shall be located on or within the boom only**", and Part 14 states "**The tails of control lines may be led to positions of convenience and the slack taken up, as long as the primary control load is taken by fittings positioned in accordance with the relevant class rule**". As with the downhaul (discussed in the last issue) these rules limit the variation in the systems that will be seen on PTs.



The sail clew can be attached to the boom via a roller mounted metal car, a nylon sail slug, or with rope or webbing. Whichever is used, the foot of the sail should be able to slide freely in the sail

track. The clew is then pulled out along the boom by a system of blocks (usually located within the boom) and, when released, slides back under boltrope tension, wind pressure or by elastic attached to the boom and clew.



DOUBLE SWIVEL CLEAT WITH OUTHAUL AT THE REAR, AND LEECH CORD AT THE FRONT

The control rope can exit the boom through an elongated slot and is cleated below the boom by a swivelling cleat for ease of operation from either side of the boat. The cleat is located forward on the boom to avoid scalping the skipper when tacking or gybing. (see image above).

DOUBLE SIDED SYSTEM

If the skipper wants to be able to adjust the foot tension whilst hiking, a double-sided system will be required. If fitted, the tails exit the boom near the mast via exit blocks and



are secured at fixed cleats on the boom. The cleats need to be angled down to allow easy adjustment whilst hiking (see image previous page). The tails are then led out to a convenient point near the gunwales (probably at the chainplates) and tied off. The tails can also be run through guides at the gunwale and the ends joined together in the centre of the boat to create an endless system.

When positioning the block system inside the boom, ensure that it will not snag on hound attachment rivets when operating over its full range of adjustment.

The ratio

A 2-to-1 purchase system is the most basic that should be considered (see diagram A). This provides enough power to fully stretch the foot of a sail which is fitted with an elastic boltrope, although it may take a bit of effort.

A 4-to-1 system is preferable if the sail has a rope boltrope as greater effort is required to stretch it out fully (see diagram B).

A double sided 4-to-1 system is shown in diagram C.

The rope

4mm diameter pre-stretched, braided, polyester rope is adequate for short lengths in the system that are under load. However, high strength, low stretch "Spectra" type rope is the best choice for any long lengths, as other rope types will stretch too much to allow fine adjustment of the foot tension.

The blocks

20mm diameter (or less) blocks are

adequate for this system and fit better within the limited width of the boom. The ball bearing types operate more freely, reducing friction in the system, but are more expensive than basic blocks.

The cleats

As stated previously, a swivelling cam cleat is preferable for a single tailed system as it is more convenient to operate. However, they are not cheap. If it is also to act as the cleat location for a leech cord, a double version is required (see image previous page). The cleat is usually mounted between the forward mainsheet block and the boom vang hound or between the hound and the gooseneck, whichever the skipper prefers.

If a double sided system is adopted, standard cleats can be mounted on brackets made from stainless steel or 3mm thick aluminium. It is preferable to mount them as far forward on the boom as possible so there is little pull on the rope tails when the boom swings across the boat.

THE LEECH CORD

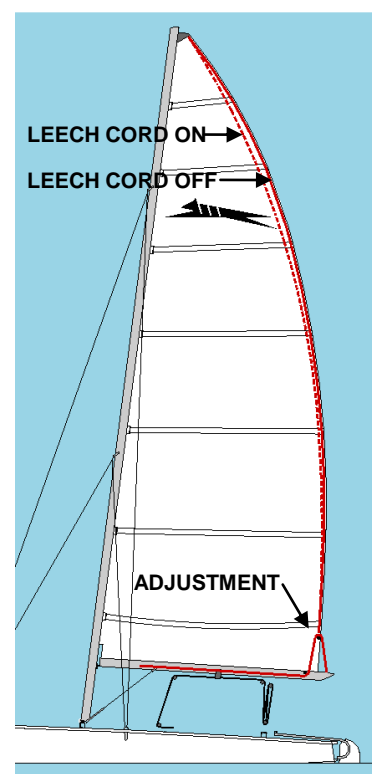
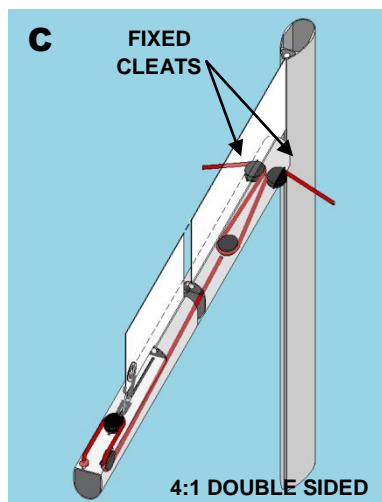
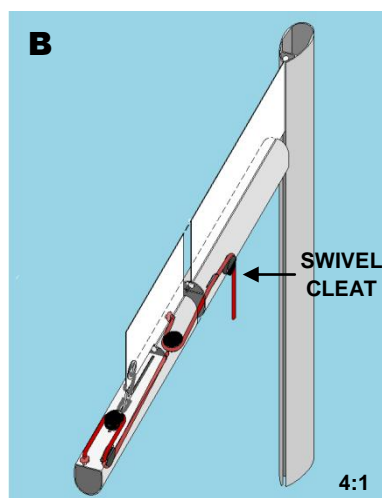
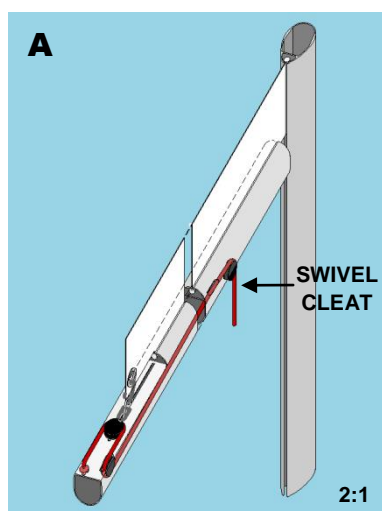
What does it do?

The leech cord is used to alter the depth of curvature of the sail battens. This affects performance by predominantly changing the depth of the upper part of the sail and by hooking the leech to windward, which can increase the power generated in this area of the sail.

The leech cord works by tensioning a cord running in the rear seam of the sail, which is attached at the headboard and is adjustable at the outer end of the boom. When tensioned, it tries to straighten out the sail leech and bends the battens in the process. It is most effective in the upper part of the sail because this is where the maximum leech curve exists.

In order for the leech cord to work the boom has to be held down tightly, either by mainsheet tension or the vang. If it isn't, the leech cord tension will simply hoist the boom in the air and have no effect on the sail.

The leech cord can be used on a reach to maximise power because the drag generated by the hooked upper leech is not as detrimental as it



is when beating upwind. Maintenance of effective air flow over the sail will determine the amount of leech tension which should be applied. In stronger winds, extra power in the top of the sail may drive the bows under water, outweighing any benefit from increased speed.

There may be some benefit for heavier skippers to use a little leech cord tension upwind in mid to heavy breezes if the leech is tending to lay off and the boat feels underpowered. Hooking the leech to windward, plus the extra fullness created in the head of the sail, may help break the windward hull clear of the water sooner. However, it is a balancing act between power and drag.

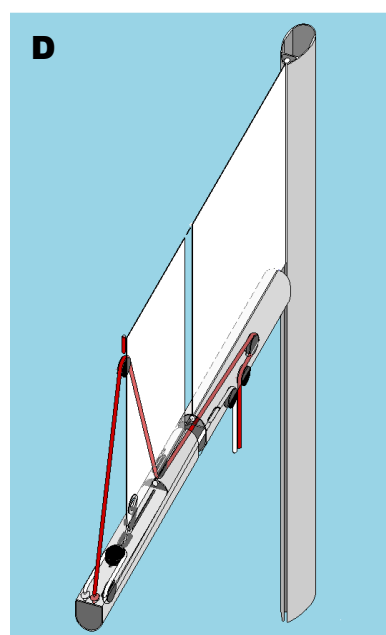
It is not likely to be beneficial to tension the leech when running square downwind.

The configuration

Class Rule No. 10 - SAIL, Part 7 states **"Leech cord can be internal, external or non-existent"**, and Part 8 states **"Leech cords shall be adjustable on the sail or boom only and control line tails not lead to another place"**. This means that the systems adopted tend to be pretty basic.

The leech cord is usually fitted by the sailmaker at the time of manufacture. However, if one is not fitted, it can be added later. The lower end of the cord usually emerges from the sail at the lower batten pocket and a small block is attached to this. A control rope is attached to the boom, passed through the block, through another block attached to the boom, then forward to a cleat at a convenient location on the boom (diagram D). This rope may be run inside or outside the boom, but is neater and safer if internal (no rope sagging down to get hung up on).

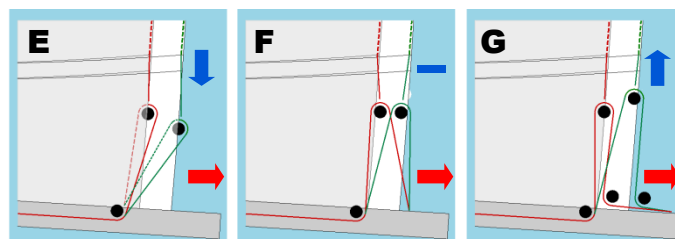
The arrangement of the tackle seen on PTs tends to vary a little. Something worth considering when planning the



system is the consequence of forgetting to release the leech cord when coming off a reach and onto a beat, as it can't be reached whilst hiking. Ideally the leech tension would ease automatically when the outhaul is tensioned, but at least the tension shouldn't be increased.

If both rope ends connect to the boom forward of the clew's position when the foot is eased, the leech will be tightened when the

the outhaul is tensioned (diagram E). If the connections straddle the clew's travel distance, the leech tension will stay roughly the same when the outhaul is tensioned (diagram F). If one end is located forward of the clew's travel and the other led through a block attached to the clew, then attached to the outer end of the boom, the leech will ease off when the outhaul is tensioned (diagram G).



The ratio

A 2-to-1 purchase system is all that is required to adjust the tension.

The rope

The leech line (if not already fitted) can be a 2mm diameter "Spectra" type rope. 3mm dia. "Spectra" type rope is suitable for the adjustment system as it won't stretch and the loads aren't great. A small plastic tie ball on the end of the cord may make it easier to grab hold of it.

The blocks

20mm (or less) diameter blocks are suitable.

The cleat

A swivelling cam cleat is easier to operate, but a fixed cleat would do the job as long as it is easily reached from both sides of the boat.

Locating it near the vang hound is preferable and combining the outhaul and downhaul cleats on the one fitting is convenient.



Next time we'll talk about the **boom vang**.

Ralph Skea 

PAPER TIGER CATAMARAN INTERNATIONAL ASSOCIATION

MEASUREMENT FORM

Amended June 2000; July 2002; April 2012

Certificate No. _____

of boat: _____

Name: _____

Address: _____

Sail No.: _____

Phone: (H) _____ (B) _____ (Mob.) _____ Postcode: _____

Email: _____

Builder's name: _____ Owner's club: _____

Hull material: _____ Hull colour: _____ Date built: _____

GENERAL CONDITIONS

The following applies when seeking a valid Measurement Certificate for a Paper Tiger Catamaran:

- This form is to be filled in and certified by the relevant State or National Association Measure where possible.
- A certificate issued could be challenged when attending an Association Championships event.
- A boat shall conform with all the Class Rules, even if specific measurements are not required in this form. The State or National Measure shall certify that, to the best of his/her knowledge, the boat conforms with all stipulated measurements and Class Rules.
- A unique Sail Number is issued with each set of construction drawings. Only one boat may be designated by this number. If both of the original hulls are replaced on a certified boat, a new number must be obtained.
- The completed form, along with any associated fee stipulated by the National Association, shall be forwarded to the National Measure for official certification, recording, and issue of a valid certificate. If self measured, a copy of this form shall also be forwarded to the relevant State Measure.
- Measurement changes made to a certified boat shall be promptly notified to the National measure.
- The allocated

MEASURED BY

- A steel tape
- Certified scales must be noted
- Hull template
- All measures
- Refer to the event discrepancy

Reference No. _____ Certificate No. _____

RULE NO.	REQUIREMENT OR DIMENSION	MIN.	PORT HULL	STBD HULL	MAX.
2	HULLS				
2.2	Are the decks straight without warps?		yes / no	yes / no	
2.3	Are all hull panels flat in section profile (allowing for natural twist in material between frame sections)?		yes / no	yes / no	
2.4	Maximum hull length, excluding gunwales (measured parallel with the designed waterline)				4267
2.4	Are gunwales mounted externally?		yes / no	yes / no	2133
2.6	Gunwale width (measured horizontally)				
2.6	Gunwale height (measured vertically)				
2.6	Gunwale width between main and rear beam				
2.6	Gunwale radius at the bow (plan view)	13			26
2.6	Station 2 overall hull height	18			30
2.6	Station 2 chine height	13			40
2.6	Station 2 hull width at deck level (not including gunwales)	436			NA
2.6	Station 6 overall hull height	348			448
2.6	Station 6 chine height	240			358
2.6	Station 6 hull width at deck level (not including gunwales)	123			252
2.6	Station 6 hull width at chine level	483			135
2.6	Station 10 overall hull height	367			495
2.6	Station 10 chine height	385			379
2.6	Station 10 hull width at deck level (not including gunwales)	332			307
2.6	Station 10 hull width at chine level	384			344
2.6	Station 14 overall hull height	307			395
2.6	Station 14 chine height	359			319
2.6	Station 14 hull width at deck level (not including gunwales)	308			371
2.6	Station 14 hull width at chine level	209			320
2.6	Maximum distance between the bow template and the bow profile	188			221
2.6	Radius on the chines (except forward of Station 2) and the keel	307			200
2.6	Radius on the chines (except forward of Station 2) and the keel	257			319
2.6	Radius on the chines (except forward of Station 2) and the keel				269
2.6	Radius on the chines (except forward of Station 2) and the keel				12
2.6	Radius on the chines (except forward of Station 2) and the keel				6

3 Are the...
3.1 Main Mast
Main Mast
Rear Mast
3.2 Are the...
3.3 Are the...

April 2012

SAIL MEASUREMENT

Diagram illustrating sail measurement points and dimensions for a Paper Tiger Catamaran. Key dimensions include:

- MAXIMUM TOP WIDTH = 125
- MAXIMUM LENGTH = 1000
- MAXIMUM DECK LENGTH = 635
- MAXIMUM FOOT LENGTH = 2134
- MAXIMUM DECK WIDTH = 2330
- MAXIMUM DECK HEIGHT = 1000
- MAXIMUM DECK WIDTH = 2330
- MAXIMUM DECK HEIGHT = 1000
- MAXIMUM DECK WIDTH = 2330
- MAXIMUM DECK HEIGHT = 1000

Measurement points shown include:

- HEAD MEASUREMENT POINT
- TACK MEASUREMENT POINT
- CLEW MEASUREMENT POINT
- LUFF MEASUREMENT POINT
- FOOT MEASUREMENT POINT
- BATTEN MEASUREMENT POINT

Other labels include: UPPER 1 RECH POINT, THREE QUARTER MARK, HAL F MARK, MAXIMUM DECK LENGTH = 635, MAXIMUM DECK WIDTH = 2330, MAXIMUM DECK HEIGHT = 1000, MAXIMUM DECK WIDTH = 2330, MAXIMUM DECK HEIGHT = 1000, MAXIMUM DECK WIDTH = 2330, MAXIMUM DECK HEIGHT = 1000.

Page 11

State Of The Nation

NEWS FROM STATE
PT ASSOCIATIONS

tasmania

Words from the President

The 2012-2013 season has kicked off and even with the low water temperatures still lingering, we have had most of the fleet coming out of winter hibernation. The 2012-2013 season has thus far seen a significant improvement in the mid-top ranking boats, so much so that now Bruce is not having it all his own way. This is making for very healthy and competitive fleet racing at Lauderdale. On a couple of occasions it was apparent that Bruce was taking a good look at a Paper Tiger's rear end. We have been averaging 11-12 boats at the Lauderdale Yacht Club each week, out of a total of 17. There are a few PTs yet to hit the water this season, but their arrival is imminent. We may need some extra real estate around the club to store them all!

Our two junior PT sailors have been on a good diet over the winter and have somehow grown *'at least a foot'*, have shown significant improvement on the water and are now snapping at the heels of the more senior helmsmen. We noted however that Master Patrick A was absent from the first Lauderdale Pennant Race. We also note that he has been allegedly captured on film by some vertically challenged exotic film makers in a 3 on 1 mud wrestling escapade with some mysterious Swedish Backpackers. We are uncertain at this time whether this type of behaviour breaches TPTCA code of conduct. It is good to see some of our younger sailors upholding the high standards set by the older helmsman.

It looks like TPTCA has 5 participants heading to SA for this year's Nationals. Good luck to all Taswegians competing. No doubt these lads will be flying the flag on and off the water. All sailors please ensure that you all come back with at least as many boats as you left with!

The TPTCA AGM was held recently and the 2011-2012 office bearers & committee members all retained current positions. This is a positive situation for the TPTCA to be in, with enthusiasm still high post the Lauderdale Nationals back in 2011. This should see continued promotion and growth in the class in Tasmania throughout 2012-2013.

One of the latest initiatives of the TPTCA is the production of the first batch of TPTCA promotional t-shirts and hoodies. These garments are presented to TPTCA members upon payment of annual registration.



TPTCA members will wear these great new garments at both club events and at large events held around the State, all aimed at further exposure of the Paper Tiger Catamaran. We are currently crunching the numbers on clothing costs for non-TPTCA members, & aim to have some stock available for purchase and delivery at the Meningie Nationals.

For further information please contact TPTCA Fashion Consultant & current Les Patterson Award recipient Mr Steve Price.



Some of the Lauderdale fleet emerges from its winter slumber

Sean's 50th

This photo was taken at Sean Keady's 50th birthday bash. The theme, in case you haven't guessed, was punk/rock/glam. Pictured here from left to right are Mick Boyle, Sean Keady, Davin Faux and Nick Brown.

Rumour has it that they weren't the most stable PT sailors in OZ on the night.



What's in a name?

We thought that Steve Price mellowed somewhat over the winter, and that he would bring a certain type of fair play, honour, and gentleman-like characteristics to the TPTCA in 2012-2013. Somehow PT2909's new name does not support this ideal. Jolly good show old boy!



Upcoming events

TPTCA State Titles - This year's TPTCA State Titles series will be shared between two clubs (Sandy Bay Sailing Club and Lauderdale Yacht Club) and will consist of 8 heats.

Interview with Andrew Barnard

PT3100 - Mac Attack

This edition's interview highlights mercurial avant-garde, yachtsman, surfer and beer-taster, Mr Andrew Barnard, who has been the source of entertainment for all Lauderdale members for his on and off the water antics. Sit back and relax and let Mr Barnard explain....

When did you first start sailing and what classes did you sail?

I started sailing when at the age of 10 my dad bought me a Sabot for \$50. I would wheel it down to the beach on my billy cart and sail alone in Ralf's Bay.

What were your early achievements in sailing?

Been sailing off and on all my life and I really love it. I represented the State in Sabots and Moths and got 11th in the Laser Nationals in 1996. Also got "Rookie Of The Year" in PTs in 2009 at the Nationals, where I finished 21st, but have sailed Rainbows, Cadet Dinghys, Fireballs and Sabres. Also took a Sydney-Hobart yacht back to Melbourne at 21, so yeah, I have done Bass Strait.

What made you get back into sailing?

After a long break, Sean talked me into buying a PT. As soon as I sailed it I was hooked, but the friendship and fun we have is the main factor. (PTs are difficult to master, so I like the challenge of making the boat go faster.)

Who has been your major influence in PTs?

Bruce Rose has been the main influence, as he has the results to back it up. Also Sean and Mick have been helpful, mainly in getting the rig right and technique etc.

What is the most helpful thing you have learned so far in PTs?

Once the rig is right, using the front lowers correctly, and also the relationship between the front and the rear lowers and rig tension, plus rudder alignment.

What's the funniest thing you have seen whilst sailing a PT?

Probably watching Mick Boyle at a gybe mark capsizing or breaking a mast in a blow; seeing that a few times, quite funny.

Lauderdale Yacht Club has many clowns in its ranks – who is the biggest?

Would have to be Sean, as he brings his building jokes along and is generally a clown and up for a stir always.

How far do you think you can go – do you think you could win a Nationals?

I will be going to the Nationals. I don't think I can win the Nationals as I am a heavy smoker, and not fit. I am really not that committed either. If I was lucky I reckon I could make the top ten.

What other sports/hobbies do you enjoy?

I am a chronic golfer and play off a two HCP at Royal Hobart. I am a keen surfer, and won the State Title in 1986. Love shaping surf boards, design and art, anything creative, music, the arts. Did a year of fine arts at uni last year.

What makes you tick?

Making myself and the ones I love happy.

Till next time.....

Sean Keady - PT2997 Sssmokin Billy

Davin Faux - PT2932 Chilli Toes



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>

TPTCA is now on Facebook

<http://www.facebook.com/groups/505734976112991/>



Andrew Barnard

south australia

Arno Bay Yacht Club turns 50

On the 13th October, the yacht club celebrated its 50th anniversary with the cutting of the cake by the Commodore, Pete Darling (right). In the photo is another long-standing committee member, Greg (Milf) McDonald, and Pancho Stringer, an ex moth sailor who comes down to the club every Sunday of the year. Many ex-sailors came long distances, some from as far as Melbourne, to attend the celebration.



Here are some snippets from Des Gillings, son of the foundation father of the club, Owen Gillings.

In 1961 his father, who had completed a shipwright (Ship's

carpenter) apprenticeship in Whyalla, built 3 moths, including wooden masts, for himself and two of his doctor mates and they went sailing. In 1962 a meeting was held to form a yacht club and 8 people attended. Owen was the first Secretary / Treasurer. Membership fee was one pound.

The clubhouse was a pile of seaweed by the jetty. A small railway truck was used to take the starting flags and other equipment to the end of the jetty. Two thatched beach shelters near the jetty gave cover for family members and spectators. Owen built more Moths and over the years about 6 Holdfast Trainers for juniors, not to mention masts as they were broken.

Fundraising activities were introduced. In 1965 the club was successful in obtaining 3 shack sites, which enabled them to tender for the wheat shed by the jetty (which had become obsolete) for the princely sum of 156 pounds. Members and friends helped dismantle the sheds; the large timber pylons were sawn into smaller planks. Volunteers built the two-story clubhouse.

1968 proved a milestone when the club hosted its inaugural "Queen Of The Gulf" regatta (clubs from all over Eyre Peninsula attend). Members proved that they were capable of handling large events with numbers peaking at 140 boats.

The club now had 20 Moths sailing regularly and about 6 Holdfast Trainers. In about 1979 Paper Tigers were

introduced to the club when 6 boats were purchased; the fleet grew to about 13 in the late 1980s

It was time to expand. As luck would have it the wheat sheds at Cowell, 40km away, were still standing, so the club tendered the sum of \$525 in 1973. The timber now allowed them to double the size of the clubrooms to meet demands for an expanding membership. The excess of timber gave the yacht club the opportunity to assist the Cleve Football Club to also build a two-story clubroom. Members of the football club and the yacht club assisted in the dismantling of the sheds. This was done by cutting all of the pylons at the base and pulling it over with a tractor, as the photos show. Once again volunteers carried out the erection of the buildings.

The club now has fund raising ventures in place to raise money to build a large balcony where alfresco meals can be served and members and visitors can view the sailing.

Commodore Pete, who has attended Nationals regularly for many years, has long been an advocate for holding a National Championship at the club and I must now agree. Although it will add another 650 km to most Eastern States sailors, I believe that the time is now right.

Russell Jolly - PT2915 Vendetta



victoria

STATE CHAMPIONSHIP 2013

The VPTCA ran the 2013 State Championship in conjunction with Bendigo Yacht Club at an earlier time this season. With a number of boats from Victoria indicating that the Internationals in NZ was on their radar, the committee decided to run the event on the weekend of 27-28th of October.

Twenty-three boats made the journey, including 2 from South Australia (Jols and Neville Rowe). We had 3 rookies and our first female skipper in a number of years enter the event and take to the lake, which is fantastic for the class. Sarah proved she has what it takes to match it with the best. After buying a PT only 2 weeks prior (joining Bendigo and VPTCA on the day), Wayne Knaggs cleaned up the rookie title and was the 2nd Veteran and C Grader home.

The camping around the club reminded me of the mid '90s with everyone talking boats, having a laugh, drinking, eating and enjoying each other's company. The club members worked tirelessly to ensure our stay was perfect and we thank them for that. It was great for the committee and our city sailors to support our regional friends.

A few notes to come out of the weekend:

- Russell Jolly sailed with the prototype Goodall square-top sail that created quite a bit of talk. Not sure that there was much difference in speed in these conditions but it certainly generated some interest.
- For the second consecutive major titles, a basketball injury sidelined me. This time a grade 3 tear in my ankle meant I was on crutches for the weekend. I figured if Peter Anderson could sail a full regatta with a broken leg in plaster, I could sail with torn ligaments. It did make for interesting hiking though!
- All the work sanding, spraying and tinkering obviously kept Luke and Sarah in shape, with both performing extremely well – and their boats looked great too.
- Josh Thorpe's rise mirrors that of Alex Craig from a few years back. Watch this space for a skipper of the future.
- After 28 years in the PT, Mal Willis scored his first ever major series race win! It was safe to say Mal was over the moon at his achievement, and to top it



Josh Thorpe says hi to friends on the starter's boat

off he was 5th overall.

- Jake might have felt the pressure of hometown advantage, especially coming off his 3rd placing in last year's titles. However, bad starts, capsizing, hitting buoys, not signing on and breaking the line with a black flag raised all contributed to a regatta I'm sure Jake would rather forget. Let's hope this spurs him on to work with Josh and Wayne to build a strong team out at Bendigo ahead of the titles at Meningie.
- Bob Ramsay must have thought he was driving bumper cars instead of sailing. Luckily though the 3 or 4 boats he collided with gained no damage.
- Bryan's form looks ominous at this early stage of the year. With some regular sailing out of Beaumaris this season (the first time Bryan has sailed weekly since the mid 2000s), and another State Title to his collection, warning bells could be ringing for the rest of the fleet.

Ken Fay, 81 (builder of many of the early PTs) and Bob Ramsay, 76, share 40 years of PT history





Defending title holder, Alex Craig

T. Floyd

THE COMPETITION

Race 1

Light winds greeted the fleet at Bendigo for the 2012-2013 State Titles. Race 1 started smoothly, however it proved tricky to get through the start line as the wind had shifted. Lake conditions really suited Alex Craig with him picking the right side of the course to build a substantial lead. The varying wind shifts and pressures saw many changes throughout the fleet. It was one of those days where you didn't want to be first to the first mark, but there at the end.

Alex's lead lasted most of the race ($\frac{1}{2}$ a leg lead on 2nd place at the top mark last time around) until the wind died out on the final triangle. A puff of breeze from behind saw Bryan, Luke, Peter and Jason catch up. Alex had to settle for 4th as Peter Anderson picked up the victory.

Race 2

The wind increased slightly and playing the shifts was still vitally important. Racing was very tight with Jason holding a slight advantage over a number of boats. Upon the windward-return Luke and I were mid fleet but noticed some pressure wide of the rhumb line. This added pressure allowed Luke and I to move into the lead where we held the advantage for the next few legs.

With the finishing line in sight, the wind played tricks on the lead bunch. Every time the lead group tacked, the wind shifted (8 tacks in 100 metres pushed the limits of my ankle that's for sure). Flying through the fleet with pressure was Mal Willis, Alex and Josh Thorpe. Mal managed to hold on for his first race win in 28 years of competing!

Race 3

The race committee wisely decided to run a third race for the day, even though it was not planned. With wind conditions predicted to drop off on Sunday, making the most of the conditions was worthwhile.

In 8-14 knots of breeze, Peter and Jake found the water (still don't know how?), with both having to retire after finally righting their yachts. With big gains to be made with each tack, knowing when to go became very tricky.

Jake McDonald dries out after a swim



T. Floyd



Luke Stout powers into second place

Alex, Luke and Bryan were all in the mix again (Bryan coming from mid fleet), with Ron Wiggins scoring his best result in some time, flying up the last leg to snare 3rd.

Race 4

The association trialled a shorter race format for the final two races of the regatta. The courses were effectively two triangles with the finish at the leeward mark. This was designed to keep racing to around 30 minutes for the lead boats. Lighter conditions greeted the fleet, which posed an issue for the race committee as to where to set the course.

After Bryan and Peter cleared out from the fleet early, the evenness of speed was evident in the remainder of the yachts. The shorter races highlighted the need to get away cleanly and get to the top mark in clean air. Many of the top skippers recorded their worst race in the tricky 4-8 knot conditions. There were some great performances from Josh, Garry Craig and Bob Ramsay to lead the main pack across the line.

Race 5

The eagerness of the fleet to get going in the final race resulted in a number of people being over and a general

recall was issued. After a black-flag scared many (apart from Jake) from pushing the boundaries, the race was underway.

The racing was close, apart from Luke and Bryan who had cleared out on the rest of the fleet. Finding the pressure was paramount, as was an ounce of luck. The race was shortened after the breeze swung and began to drop off. Chris Tuck, Michael Thorn, Jason Dunsmore, Luke, Bryan and I recorded our best races with Mal finding himself on the podium again with 3rd.

**Mark Wiggins -
PT3104 Firestorm**



THE WINNERS

Overall

- 1st – Bryan Anderson**
- 2nd – Luke Stout**
- 3rd – Alex Craig**

B Grade

- 1st – Mal Willis**
- 2nd – Bob Ramsay**
- 3rd – Garry Craig**

C Grade

- 1st – Josh Thorpe**
- 2nd – Wayne Knaggs**
- 3rd – Sarah Ashley-Jones**

Youth Winner

Josh Thorpe

Rookie Winner

Wayne Knaggs

Most Improved

Josh Thorpe



Bryan Anderson on his way to another Victorian State Championship win

2013 STATE CHAMPIONSHIP RESULTS

Place	Skipper	Boat	No.	Club	R1	R2	R3	R4	R5	Points
1	Bryan Anderson	Fly'n Bry'n	2958	Beaumaris	2	[8]	4	2	1	9
2	Luke Stout	Speed Demon	3031	McCrae	3	3	2	[10]	2	12
3	Alex Craig	Need For Speed	3033	Yarrawonga	4	2	1	[6]	6	13
4	Peter Anderson	Just In Time	3077	Lysterfield	1	9	[DNF]	1	9	20
5	Mal Willis	Polaris	1931	Ballarat	[11]	1	11	7	3	22
6	Jason Dunsmore	Unknown Zone	2117	McCrae	5	6	6	[8]	5	22
7	Joshua Thorpe	For Xternal Use Only	2833	Bendigo	6	3	12	3	[14]	24
8	Mark Wiggins	Firestorm	3104	Beaumaris	7	4	10	[11]	4	25
9	Mike Wold	Boy at Heart	3050	Elwood	[14]	7	5	12	8	32
10	Bob Ramsey	Bobs Kat	2930	Lysterfield	10	11	7	5	[19]	33
11	Garry Craig	Watermelon	2848	Yarrawonga	[17]	12	13	4	7	36
12	Ron Wiggins	Ere Wiggo Again	2993	McCrae	12	[17]	3	16	10	41
13	Trent Godfrey	Windbreaker	3042	Lysterfield	8	[18]	8	14	11	41
14	Russell Jolly	Vendetta	2915	Somerton SA	9	19	9	17	[21]	54
14	David Godfrey	Windcruiser	3041	Lysterfield	[19]	14	17	9	15	55
16	Neville Rowe	Mr Percival	8066	Somerton SA	13	15	14	13	[17]	55
15	Rick Stout	Katrick	3055	McCrae	20	10	19	[21]	16	65
16	Wayne Knaggs	Blue Print	2854	Bendigo	[23]	13	15	18	20	66
17	Sarah Ashley-Jones	Apache	2827	McCrae	15	[20]	18	15	18	66
18	Chris Tuck	Go II	2959	Somers	[22]	22	16	20	12	70
19	Michael Thorn	Calamity	3066	Mt Martha	18	21	20	[22]	13	72
20	Jacob McDonald	Magic Marine	3052	Bendigo	16	16	[DNS]	DSQ	BFD	80
21	Brenton McDonald	Paper Wait	305	Bendigo	21	[23]	21	19	22	83

(The South Australian competitors results are shown in grey)

new south wales

WAGGA WAGGA REGATTA

State Regatta Pointscore - Round 1

For the first time in many years the Wagga Wagga Sailing Club hosted its **Opening of Sailing Season Regatta** on the October long weekend. With Lake Albert full to the brim, all was set for a good weekend of sailing.

This event attracted 6 Hardy PT sailors, Ian Marcovitch travelling from the Central Coast and Bill Arthur from the ACT. Garry Williams, Kerry Spalding, Martin Gregory and Cameron Fitzgerald represented the locals.

A challenging schedule of 7 races was completed over the three days. The Club used the regatta to experiment with a trapezoid course in and attempt to keep rounding marks out of the lee of the windward shores of the lake.



Ian Marcovitch on a beat to the western shore



Martin Gregory slips along the eastern shore

The weekend started with a roar on Saturday afternoon with a gusty 18 knot westerly wind challenging the sailors. Sunday's three races were sailed in winds of around 12 knots with the air temperature definitely cooler. Monday morning's first race was a "Lake Albert Special" with a light northerly shifting through west to south west where it steadied and came in at a good 8 knots or so for the last race.

Cameron Fitzgerald won the weekend with Garry and Ian filling the minor placings. It was a good shakedown event for all the sailors as they got the winter bugs out of themselves and their boats. Cameron deserved his win by finishing every race. Martin was the only other sailor to do likewise.

Bill Arthur - PT 3098 Out Of Sight

WAGGA WAGGA RESULTS - SRPS Round 1

Place	Skipper	Boat	No.	Club	R1	R2	R3	R4	R5	R6	R7	Pts
1	Cameron Fitzgerald	Absolute Power	2984	Wagga Wagga	3	3	2	3	[4]	1	1	13
2	Garry Williams	Characin IV	3085	Wagga Wagga	2	2	1	2	1	[DNC]	DNC	15
3	Ian Marcovitch	Mojo	3039	Mannering Park	1	1	4	1	2	[DNF]	DNC	16
4	Kerry Spalding	Bobby Dazzler	2983	Wagga Wagga	4	4	5	4	[DNC]	4	2	23
5	Martin Gregory	Phantom Tiger II	2577	Wagga Wagga	5	5	[6]	6	5	3	3	27
6	Bill Arthur	Out Of Sight	3098	Canberra	[DNF]	DNC	3	6	3	2	DNC	28

MANNERING PARK REGATTA

State Regatta Pointscore - Round 2

Seven PTs fronted at the annual **14 foot Catamaran Regatta** at Mannering Park on the 6th - 7th October. Five of the PT fleet were recent arrivals to the class, with four of these being teenagers. PTs finishing 2nd and 5th overall in the twenty nine boat fleet.

The series started with two races on Saturday morning in a light to moderate, shifty easterly breeze (remember the 2012 nationals?). The wind freshened and shifted to the north east in the afternoon for the last two races of the day, providing some exhilarating reaching. Ian Marcovitch was putting in a solid performance on his home turf until a lower shroud parted company in the last race. He managed to get it reconnected but couldn't quite make up the lost ground in the fast conditions.

By Sunday morning the breeze had shifted to the south west and was blowing moderate to fresh, gusty and cold. Three back-to-back races finished off the regatta.

With the windward mark directly downwind of the local power station's stacks, there were some seriously right and wrong places to be on the course. Unfortunately the places weren't consistent. As the morning progressed the wind shifted more to the south and continued to freshen, providing more exciting rides on the flat water.

Ian maintained his winning form to finish 1st in the PT's and 2nd overall on yardstick. Peter Breden, on his newly acquired PT for the first time, put in some impressive performances. Young Kimberley Russell, in her second season on PTs, showed her determination by fronting up for races 6 and 7 after fending off the boom on 'Racing Stripes' with her nose during an accidental gybe and capsize in race 5.

Only two of the PTs competing were eligible for SRPS points; the others are shown shaded grey in the result schedule. Their race results are their actual placing in the PTs at the regatta.

Ralph Skea 

MANNERING PARK 14ft CAT REGATTA - SRPS Round 2

Place	Skipper	Boat	No.	Club	R1	R2	R3	R4	R5	R6	R7	Pts
1	Ian Marcovitch	Mojo	3039	Mannering Park	1	1	1	[2]	1	1	1	6
2	Ralph Skea	Solitaire	3065	Koonawarra Bay	[2]	2	2	1	2	2	2	11
3	Kimberley Russell	Racing Stripes		Wangi Wangi	3	[DNF]	4	4	DNF	2	3	24
4	Peter Breden	Such Is Life	2719	Speers Point	[DNF]	2	2	DNF	3	DNF	DNC	31
5	Ethan Micallef	Hornet		Mannering Park	5	5	[DNF]	3	DNC	DNC	DNC	37
6	Billy Breden	Lost At Sea	2317	Speers Point	4	4	[DNF]	DNF	DNC	DNC	DNC	40
7	Cormac Lamb	The Giant Yobbo		Mannering Park	6	6	[DNF]	DNF	DNC	DNC	DNC	44

CANBERRA REGATTA

State Regatta Pointscore - Round 3

Seven Paper Tigers travelled interstate to the ACT to take part in the third round of the NSW State Pointscore series over the weekend of the 20th and 21st October. The Paper Tigers took part in the YMCA's annual **Multi-Hull Championship** along with a fleet of 13 mixed 4.3m cats and a small fleet of larger cats.

6 races were scheduled; three for Saturday and three for Sunday. Saturday's racing was conducted in winds of 15 knots gusting to 20 knots, with some "inland lulls" thrown in. The smooth waters of Lake Burley Griffin made for some fast sailing. The first two races were sailed back-to-back on a figure of eight course. With each race taking two laps of the course, the racing was fast and furious. The morning finished with Garry Williams and Ian Marcovitch sharing the honours with a win and a second each. Steve Vine, sailing Rohan Nicol's "Pussyfoot", tried to plumb the depth of Lake Burley Griffin in race 2.

After lunch the race office decided to set a large triangular course for race 3 that used the maximum of the West Basin available in a north-westerly wind. There were three laps (triangle, sausage and triangle with a beat to the finish). With a good strong north westerly, the race took only 90 minutes to complete with some exciting reaches as the bullets came over Black Mountain Peninsula. Marco got this one ahead of Garry and Tony Hastings.

Sunday morning's forecast was not promising, winds shifting to the west and south and building. Three races were scheduled to be run back-to-back.

By the start of race 4 the wind had started to shift and was building to 20 knots with gusts over that. Tony Hastings did a spectacular cartwheel on the first reach with Ralph Skea and Bill Arthur close observers. The off-wind legs were becoming hairy with Tigers having trouble bearing away in the gusts for the gybes. Garry got this race with Marco next and Ralph third. In the break between the races, most of the Tigers took shelter

in the lee of the CYC in Lotus Bay.

For race 5 the wind had built again and there were a few more bullets to deal with. Once again we sailed the figure of 8 course, which required at least two gybes. Tony had one of those mini video cameras tied to his boat's Dolphin striker. He got some great vision of Marco losing it and cartwheeling (as he did of himself cartwheeling in the previous race). During this race wind gusts in excess of 33 knots were recorded. A 31 knot gust was recorded, with a hand held wind meter, on the committee boat. The two lap course was sailed in a flash

and every Tiger sailor was more than happy to hear the race office telling us to "Go Home". Garry took out that race as well, with Tony next ahead of Ian. The sixth race was abandoned. Poor Garry had to drop a 2nd placing in his score.

It was a great weekend of challenging sailing on flat water at a great venue. The PT's more than held their own against the other 4.3 cats.

Bill Arthur

Part of the 14ft fleet approaches the start line on Day 1



ACT MULTI-HULL CHAMPIONSHIP - SRPS Round 3

Place	Skipper	Boat	No.	Club	R1	R2	R3	R4	R5	R6	Points
1	Garry Williams	Characin IV	3085	Wagga Wagga	[2]	1	2	1	1	AB	5
2	Ian Marcovitch	Mojo	3039	Mannering Park	1	2	1	2	[3]	AB	6
3	Ralph Skea	Solitaire	3065	Koonawarra Bay	3	3	[6]	3	4	AB	13
4	Tony Hastings	Tigerdelic	2901	Wallagoot	[5]	4	3	5	2	AB	14
5	Bill Arthur	Out Of Sight	3098	Canberra	[6]	6	4	4	5	AB	19
6	Steve Vine	Pussyfoot	2826	Wagga Wagga	6	[DNF]	6	5	4	AB	21
6	Kerry Spalding	Bobby Dazzler	2983	Wagga Wagga	4	5	5	[DNC]	DNC	AB	22
7	Martin Gregory	Phantom Tiger II	2577	Wagga Wagga	7	[DNF]	7	DNC	DNC	AB	30

[Steve Vine was not eligible for SRPS points. His race results in the schedule are his actual placings in the PTs at the regatta. Ed.]

NSW STATE REGATTA POINTSCORE PROGRESSIVE RESULTS

Place	Skipper	Boat	No.	Club	Rd 1	Rd 2	Rd 3	Rd 4	Rd 5	Rd 6	Points
1	Ian Marcovitch	Mojo	3039	Mannering Park	3	1	2				6
2	Garry Williams	Characin IV	3085	Wagga Wagga	2	DNC	1				12
3	Ralph Skea	Solitaire	3065	Koonawarra Bay	DNC	2	3				14
4	Kerry Spalding	Bobby Dazzler	2983	Wagga Wagga	4	DNC	6				19
5	Cameron Fitzgerald	Absolute Power	2984	Wagga Wagga	1	DNC	DNC				19
6	Bill Arthur	Out Of Sight	3098	Canberra	6	DNC	5				20
7	Martin Gregory	Phantom Tiger II	2577	Wagga Wagga	5	DNC	7				21
8	Tony Hastings	Tigerdelic	2901	Wallagoot	DNC	DNC	4				22

The next round of the SRPS will be at the "Kembla Klassic", Port Kembla Sailing Club, on the 24th- 25th Nov.

2013 NSW PAPER TIGER CATAMARAN STATE CHAMPIONSHIP

26th to 28th
January
2013

The venue for the 2013 NSW State Championship will be the Koonawarra Bay Sailing Club on Lake Illawarra

With the advantage of a long weekend the event will be spread over three days, promoting a relaxed atmosphere for the racing. The central location should also allow easier travel to the venue.

Program

The program will consist of 7 races spread over the weekend to make best use of the weather conditions.

Entry

Seniors: [18 or over at 26-1-2013] \$80

Juniors: [Under 18 at 26-1-2013] \$50

Facilities

Lunches on all days, dinner Saturday and Sunday.

Free camping in the club grounds and in the clubhouse.

Toilets and hot showers on site.

Excellent viewing.

The Notice Of Race containing full details of the Championship will be distributed closer to the event.

Enquiries, contact NSWPTCA Secretary, Ralph Skea at:

Ph. (02) 4271 2932

or

Email: ralphskea@bigpond.com

Bill Arthur, NSWPTCA President and long time PT skipper, fills in his spare time by running, and we are not talking casual jogs here. To date he has run 5 marathons on 5 continents and is aiming to run his 6th continent (Antarctica) next March. His goal is to run a marathon on all 7 continents of the globe. Bill says:

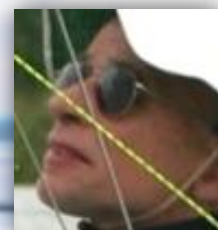
"I admit that it is a pretty selfish goal that will cost quite a few dollars by the time it is complete. As Deb, a friend of mine commented, "no one will care whether you do it or not, so why put your body through it and why waste your hard earned money?"

"Over the last 10 months I have had four Prostate procedures, including possible indicators of cancer. Test results received recently indicate all is clear, but I am the proud owner of a very large Prostate that upsets the indicators and will require ongoing monitoring. At the same time a very good friend of mine from my sailing world survived a very close call with Prostate Cancer."

"Whilst lying on a surgical table having a needle biopsy (not very pleasant) Deb's words came back to me and I decided to dedicate my Antarctic Marathon to raising funds for the Prostate Cancer Foundation of Australia (PCFA)."

"I would like to encourage PT sailors across the country to support my efforts by donating to this cause. I have set up a website that will be updated with news on my training program. Donations made through the link will go directly to the PCFC."

The site is www.everydayhero.com.au/william_arthur_3



STRESS release

It's been a hard day's racing....you are feeling the effects and the cold....the only thing standing between you and a nice hot shower is **A SAIL HALYARD THAT WON'T RELEASE..?#@*&%#!!!**

Well, this simple addition may be the answer to your frustration.

It consists of a short length of 4mm diameter shock cord looped through a hole in the sail headboard and around the halyard ring. When the halyard is pulled up tight, then released, the elastic pulls the ring back off the hook.....aaaaah!



**TOO MUCH
INFORMATION?**

AC72

Emirates Team New Zealand

OUR 2012 NATIONALS AND INTERNATIONAL SPONSORS

Please support them when you can



Street Directories



Redhead Sails



Blue Water
Function Centre



**MAERSK
LINE**



ADVANCED TECHNOLOGY SPORTSWEAR



PH: 03 5975 4715



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>

ACCOMMODATION

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

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

COORONG COTTAGE INDUSTRIES INC.



Discover, indulge, fossick... Discover a delightful array of locally produced arts and crafts, indulge your taste buds with delicious homemade cakes, biscuits & jams, fossick through the antiques and old wares or find just the piece of antique furniture you've been looking for in the beautifully renovated Meningie Institute, now known as 'The Chambers' and incorporating Albert's Coffee Corner and the Visitor Information Outlet. An innovative craft co-operative run by its members since 1993.

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

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

LAKE ALBERT CARAVAN PARK



Heart of the Coorong

Lakefront cabins and sites. 75 powered and 25 unpowered sites. Ensuite and standard cabins. Drive through sites. Kiosk, BBQs, camp kitchen & laundry. A short walk to town and 18 hole golf course. Enjoy the bird life and picturesque sunsets. AAAT★☆☆

25 Narrung Road. PO Box 209, Meningie 5264
Phone/fax 08 8575 1411
Email lacp@lm.net.au

LAKE ALBERT MOTEL



Central Location

12 ensuite rooms plus deluxe spa suite and kitchenette suite, r/c air cond, elec. blankets, tea & coffee making facilities, TV, DVD, phone, hairdryer, iron, ironing board and toaster. Wireless internet available. Free movie hire. 100m from shops, park and lake. Disabled facilities. Licensed A La Carte restaurant. Self-rated ★★☆☆

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

WATERFRONT MOTEL



Absolute waterfront position!

11 ensuite units some with r/c airconditioning, others ceiling fan and heater, tea & coffee, toaster, clock/radio, electric blankets, breakfast bistro, pool table, balcony, lakeside lawns. Wireless internet. Ideal for overnight stay or longer.

Meningie's Waterfront Motel
Princes Highway, Meningie, SA 5264
Phone 08 8575 1152 Fax 08 8575 0026
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

NOTICE OF RACE

43rd Australian Paper Tiger National Championship

Meningie Sailing Club 29th December 2012 to 3rd January 2013

1 RULES

The organising authority of the regatta is the Meningie Sailing Club in conjunction with the South Australian Paper Tiger Catamaran Association Inc.

The regatta will be governed by the rules as defined in The Racing Rules of Sailing 2009 -2012.

The class rules of the Paper Tiger Catamaran Class shall apply.

2 ADVERTISING

Advertising will be as defined by ISAF regulation 20.

Boats may be required to display advertising chosen and supplied by the organizing authority.

The organising authority reserves the right to refuse advertising by a boat or competitor when it is in conflict with an event sponsor or the laws of the South Australian or Australian Governments.

3 ELIGIBILITY AND ENTRY

The regatta is open to all boats of the Paper Tiger Catamaran class.

Competitors must be current members of their National Authority and their state Paper Tiger Catamaran Class Association.

Eligible boats may enter by completing the attached form and sending it, together with the required fee, to the treasurer of the South Australian Paper Tiger Catamaran Association, Russell Jolly, 10 South Parkway McLaren Vale 5171 by **Friday 7th December 2012**

Late entries will be accepted up until **28/12/12** with payment of the late entry fee – refer Fees.

4 FEES

Required fees are in \$AUS as follows:

Class / Division	Fee	Late Fee
Senior	\$210	\$20
Junior	\$120	\$20

Late Entry fee applies for entries received after 7th December 2012.

5 SCHEDULE

Day / Date	Event	Time /Warning Signal
Saturday 29 th December 2012	Registration	0830hrs to 1200hrs
	Measurement	0830hrs to 1200hrs
	Briefing	1300hrs
	Invitation race	1400hrs
	Welcome Night (MSC)	1830hrs
Sunday 30 th December 2012	3 races	1030hrs
	APTCA AGM	1930hrs
Monday 31 st December 2012	2 races	1030hrs
Tuesday 1 st January 2013	1 race	1400hrs
Wednesday 2 nd January 2013	2 races	1030hrs
	Games/skit Night MSC	1900hrs
Thursday 3 rd January 2013	1 race	1030hrs
	Presentation Diner	1800hrs

9 races are scheduled.

Races may be sailed back-to-back on each day.

One extra race per day may be sailed, as long the event does not become more than one race ahead of schedule.

When races are sailed back-to-back, to alert boats that a race will begin soon, an orange flag will be displayed with one sound for at least four minutes before a warning signal is displayed. This does not apply to subsequent postponements of the same race start.

No warning signal shall be made after 1300 hours on the last day of the event.

6 MEASUREMENTS

Each boat shall produce a valid measurement certificate. In addition the following measurements will be taken: boat weight, mast dimensions and sail dimensions

7 SAILING INSTRUCTIONS

The sailing instructions will be available after 0830hrs on 29/12/2012 at Meningie Sailing Club.

8 VENUE

The racing area will be on the waters of Lake Albert in the vicinity of the Meningie Sailing Club.

9 THE COURSES

The courses to be sailed will be Triangular & Trapezoid format.

Course diagrams, including the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left, will be provided in the sailing Instructions.

The approximate race duration will be **100 minutes**.

10 PENALTY SYSTEM

Rule 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

11 SCORING

The Low Point System of Appendix A will apply.

Four races are required to be completed to constitute a series.

- (a) When fewer than **five** races have been completed, a boat's series score will be the total of her race scores.
- (b) When **Five** to **Seven** races have been completed, a boat's series score will be the total of her race scores excluding her worst score.
- (c) When **Eight** or more races have been completed, a boat's series score will be the total of her race scores excluding her two worst scores.

12 SAFETY

All competitors shall wear personal flotation devices which are in good condition and are in accordance with the specifications issued or approved by a national authority or standards organisation and branded in the country of origin or manufacture.

Attention is drawn to Rule 1.2 and Rule 4.

13 QUALIFICATION FOR FURTHER EVENTS

The results from this regatta will be taken as qualification for the International Paper Tiger Championship to be held in New Zealand. The highest twenty placed boats will be offered places according to Class policy.

14 RIGHTS TO USE NAME AND LIKENESS

In participating in an event, a competitor automatically grants to the organising authority and the sponsors of the event, the right in perpetuity, to make, use and show, from time to time and at their discretion, any motion pictures, still pictures and live, taped or film television and other reproductions of him/her during the period of the competition for the said event in which the competitor participates and in all material related to the said event without compensation.

15 RADIO COMMUNICATION

While on the water, a boat shall not carry equipment capable of making radio transmissions or receiving radio transmissions, except for equipment provided by the organising authority. This restriction also applies to mobile telephones.

16 PRIZES

Prizes will be given as follows:

Overall Champion

Junior Champion

Race Winners

Top Ten.

Other prizes may be awarded by the Organising Authority.

17 DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with, or prior to, during, or after the regatta.

18 INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of A\$10M or the equivalent. All owners/competitors who sign the Entry Form are deemed to have made a declaration that they hold such cover.

19 AMENDMENTS

Any amendment to this Notice of Race will be posted on the event web site **www.satiger.com.au**

20 FURTHER INFORMATION

We would like all states to provide at least one skit/item for the social night to be held on Wednesday 2nd January. Some nibbles will be supplied.

Should campers not be able to secure a booking at the caravan park, it may be possible to camp in the school grounds, near an amenities block. The school is adjacent to the sailing club and the sites are un-powered.

For further information please contact Russell Jolly on either 04228517438 or 08 83238016, or Lyall Daly on 08 73296806 .

ENTRY FORM

43rd Paper Tiger Catamaran Championship

Hosted by the Meningie Sailing Club - 29th December 2012 to 3rd January 2013

Boat Name Sail No

Measurement Cert. No Boat Colour Sail Colour

Public Liability Insurance of at least \$10m must be held by all entrants. **By signing the entry for you have deemed to have made a declaration that such cover is held.**

A copy of measurement certificate must be sent with the entry form.

Skippers name DOB

Address, street Suburb PC

Phone. Home Mobile

I am a member of theSailing/Yacht Club andState PT Assoc.

I agree to abide by the ISAF Racing Rules of Sailing 2009 -2012 (RRS), the prescriptions and special regulations of Yachting Australia Inc (YA) and the rules of the Australian Paper Tiger Catamaran Association, all as modified by the Sailing Instructions for this Championship.

I acknowledge that the Meningie Sailing Club and the South Australian Paper Tiger Catamaran Association, their officers, members and volunteers do not accept liability for loss of life or property, personal injury or damage caused by or arising out of participation in or conducting of the 43rd Australian Championship.

I acknowledge that by taking part in this regatta I do so at my own Risk and responsibility, and I acknowledge that Rule 4 of the Racing Rules of sailing 2009 – 2012 places the sole responsibility for deciding whether or not to start or continue racing is my own decision.

SIGNED **DATED**

If you are under the age of 18 years at the commencement of the regatta please have a parent or legal guardian countersign.

PARENT OR GUARDIAN CONSENT OF SKIPPER, I hereby consent to the above entry.

SIGNED **DATED**

Regatta Entry Fee	Senior	\$210 - (includes Regatta shirt)
	Junior	\$120 - (includes Regatta shirt)

Payment can be made by direct payment to the SAPTCA at the ANZ Bank BSB 015-627 Account number 2807 75387

Entry forms to be sent to: Treasurer, Russell Jolly, 10 South Parkway, McLaren Vale 5171 by Friday 7th December 2012

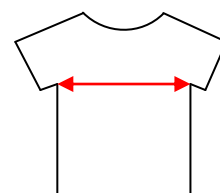
To help with organisation please advise:-

Shirt size S (43cm) /M (46cm) /L (49cm) /XL (52cm) /XXL (55cm) /XXXL (58cm)

How many adults to attend Welcoming Dinner Skit Night

Presentation Night

(Early entry will help with acquiring correct shirt size! Sizes are measured with shirt laid flat)





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
NOV	TBA	3 rd - 4 th Showdown Regatta Royal Y C		17 th - 18 th McCrae Cat Classic McCrae Y C	24 th - 25 th SRPS Round 4 Port Kembla S C
				24 th - 25 th Cairn Curran Regatta	
DEC		1 st - 2 nd TASCAT BRIDPORT		TBC (early Dec) Somers Visit Somers Y C	
	29 th Dec. - 3 rd Jan. National Championship Meningie S C, South Australia				
JAN 2013	TBA				12 th - 13 th Concorde/Ryde Regatta Concorde/Ryde S C
			26 th - 28 th SA State Champ Port River SC	26 th - 27 th Australia Day Regatta Yarrawonga Y C	26 th - 28 th NSW State Champ Koonawarra Bay S C
FEB	TBA	2 nd - 3 rd Port Dalrymple Blockbuster			9 th - 10 th 14ft Regatta Koonawarra Bay S C
		9 th - 10 th Deviot Trapeze / Catamaran Regatta			
		16 th Tas. State Champ R1 Sandy Bay S C			
		23 rd - 24 th Crown Series Regatta Bellerive Y C			
MAR		9 th - 10 th Tas. State Champ R2 TASCAT CHAMPS			9 th - 10 th SRPS Round 6 Wallagoot Lake B C
	30 th Mar. - 1 st Apr. International Championship Muritai Y C, 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

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. Located close to Koonawarra Bay Sailing Club.

Contact Garry Bromley on 0424 828 574.

(ad placed Sep 2011)



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)



PT2456 "Garfield" \$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)

PT1437 "Bean" \$4,000 ONO

New South Wales

Foam sandwich hulls and foils, Irwin sail, all gear. Very good condition. Very competitive. One year old trailer with Nacra sail box. Sail number does not reflect age of boat. Located at Toronto.

Contact Bruce Proctor on (02)4950 4780 or 0410 504 780. Email : brucep@exemail.com.au

(ad placed Oct 2012)



PT2734 "Quickmarch" \$4,500

South Australia

1993 Spiller foam sandwich hulls with carbon fibre reinforcement built into all stress areas. Weighed in at 52 kg at initial weigh in & measurement - still the same weight. Pinkerton centre plates / Spiller rudders blades. Alegayter sail. All fittings in good condition. Excellent galvanized trailer with mag wheels & sail box. Beach trolley. New American section mast. Spare Aussie section mast. READY TO SAIL.

Contact - Bob Newmarch

Email: rgnewmarch@bigpond.com

Phone 08 84491239 / 0418 815 623

(ad placed Nov 2012)





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

- American and 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.
- Halyard lock

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 ITEM



LOW PROFILE HALYARD LOCK

apt *quarterly*

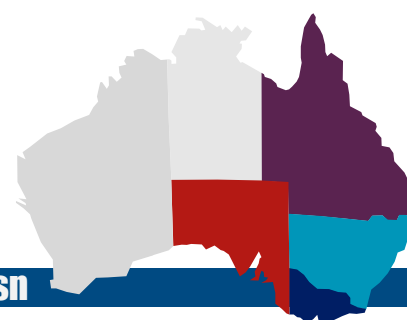
FEBRUARY ISSUE

Closing date
for articles,
reports, results
and adverts

30th
January

Please send to: ptcia@papertigercatamaran.org

Contacts



australian paper tiger catamaran assn

President	Mike Wold	Ph. (03) 9580 2591	E. mikewold@optusnet.com.au
Vice President	Peter Darling	Mob. 0419 211 928	E. petentrish.darling@bigpond.com
Secretary	Ralph Skea	Ph. (02) 4271 2932	E. ralphskea@bigpond.com
Treasurer	Trent Godfrey	Mob. 0419 366 604	E. trent_g1@hotmail.com
International Measurer	Vic Scholes	Ph. (03) 5169 6295	E. vic@vic.australis.com.au
National Measurer	Russell Jolly	Mob. 0428 517 438	E. ruffy42@gmail.com
Publicity Officer	David Stumbles	Mob. 0400 476 449	E. ptcia@papertigercatamaran.org

queensland paper tiger catamaran assn

President	Gary Fleming	Mob. 0409 038 001	E. myoptusmail@optusnet.com.au
Secretary	Chris Shannon	Mob. 0417 064 247	E. shanno11@hotmail.com

tasmanian paper tiger catamaran assn

President	Sean Keady	Mob. 0410 487 762	E. skeady@internode.on.net
Secretary	Mick Boyle	Mob. 0419 517 208	E. micksspot@yahoo.com.au

south australian paper tiger catamaran assn

President	Neville Rowe	Mob. 0401 983 083	E. Neville.Rowe@tintara.com
Secretary	Lyall Daly	Ph. (08) 7329 6806	E. jaladaly@gmail.com

victorian paper tiger catamaran assn

President	Mark Wiggins	Ph. (08) 5981 0734	E. wiggo45@hotmail.com
Secretary	Mark Wiggins	Ph. (08) 5981 0734	E. wiggo45@hotmail.com

new south wales paper tiger catamaran assn

President	Bill Arthur	Ph. (02) 6241 1114	E. warthur5@bigpond.com
Secretary	Ralph Skea	Ph. (02) 4271 2932	E. ralphskea@bigpond.com

apt quartely

Publicity Officer	David Stumbles	Mob. 0400 476 449	E. ptcia@papertigercatamaran.org
Editor	Ralph Skea	Ph. (02) 4271 2932	E. ralphskea@bigpond.com