

FEB 2013

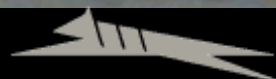
# apt *quarterly*

## 2013 National Championship

S.A. & N.S.W. State Champs

Vang & Mast Rotation

AUSTRALIAN PAPER TIGER CATAMARAN ASSOCIATION



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**COVER:** Jacob McDonald at the 2013 Nationals.

photo by Meave Southall

# Editorial

## Nationals and Internationals

The Nationals are over and the champion has been crowned (literally, page 6). A great time was had by all and the weather was kind. The day after the series finished, the temperature soared. Now the International's team is hard at it preparing to defend the Teams Trophy in New Zealand in March. The Kiwis are lovely people, but expect a no-holds-barred battle on their home turf to wrest the trophy back from the Aussies. New Zealand's Dave Shaw dominated at the last Internationals and the recent NZ Nationals, setting the scene for some serious sailing as the top Aussie skippers vie for the International Champion's crown.

## Talkin bout

The next in the series on PT systems (page 10) looks at the vang and associated optional mast rotation control. While there are some interesting developments in this area, it is also interesting to note that the fast reaching Bruce Rose does so with a conventional vang system.

## Alan White

The recent loss of Victoria's Alan White will be felt by those who knew him as a friend and competitor during his many years as a PT skipper. To be remembered fondly is perhaps the best we can hope for from life. This is aptly expressed in the valedictions on page 14.

## Contributions

I'm sorry to say that this issue of APT is "late" due to the slow response to requests for content. The closing date for items is clearly noted at the back of each issue and it would definitely help the editors task (and nerves) if it wasn't a mad rush to compile it. Apart from the usual state reports and geeky technical stuff, we are also looking for content relevant to novices and younger skippers. So might I encourage some of you switched on skippers out there to set aside a little time before the April deadline to share some insights which may help lift the performance of those seeking enlightenment.

*The Editor*

# Publicity Perspective

I believe we can learn a lot from the way publicity is done in other sports, although it may not always be relevant or appropriate to our sport. We can also learn a lot from the way other classes promote themselves. This is usually much more relevant, but may need a bit of tweaking to make it suit Paper Tigers.

However, if you are looking for the type of publicity that is completely relevant to the Paper Tiger class, then the best place to look is the Paper Tiger class!

I have shared some examples in previous editions of the way some states have tackled publicising our class. Tasmania seems to have led the charge in this area, with some quite innovative ideas. The ideas and efforts have paid off, with the class showing strong growth over the last couple of years.

Another success story in our class is happening across another "ditch", over in New Zealand. For the last few years, their Publicity Officer has been Ryan "Rowdy" Leatham. He has embraced the role with gusto and has

made it his business to publicise the class as well and as often as he can. He has taken the time to write race reports each night during events and to get them out to the various media and multimedia mobs. He follows this up with a final report and ensures it is sent out as soon as possible. I congratulate him on his detailed and prompt efforts.

More recently, the NZ association has succeeded in getting some quality footage onto television news reports. Have a look at the one here:

<http://tvnz.co.nz/sailing-news/resurgence-inexpensive-yacht-video-5327617>. It shows some great sailing shots, and has interviews with Ron Givens, Dave Shaw, Dylan Taylor and Lynley Manning. It talks about the boat being able to be home built and how it is affordable. It also ties it to the interest in the Americas Cup as well as talking about fleet growth. This is a great example of good class promotion. Well done Rowdy and the NZ team. A great example for the rest of us to aspire to.

*David Stumbles    Publicity Officer, APTCA*



# National CHAMPIONSHIP

# 2013



## **The 43rd Australian Paper Tiger National Championship was held at Meningie Sailing Club, South Australia, from the 29th December 2012 to the 3rd January 2013.**

Bruce Rose, from Lauderdale Yacht Club, Tasmania, won the series and is our reigning National Champion. After finishing a disappointing 9th at Mannering Park in 2011-12, Bruce has spent a great deal of effort tuning his boat and training for the event. Every detail of "the Apprentice" was perfect, from the new Fay rudder blades to the carefully raked Dave Norris centreboards, his beloved Goodall cross-cut sail, the shaped, weighted sail battens and of course the stay lengths.

Bruce's efforts paid off, as he demonstrated excellent boat speed, fast manoeuvres, and even successfully did "the wild thing" to fly the windward hull in light winds and sail away from the fleet. He went on to win the races he started well, and recovered to a worst of 8th place in the others. The three race wins and consistently low scores won him the series.

Alex Craig, from Yarrawonga Sailing Club, Victoria, finished a close 2nd, ahead of Bryan Anderson from Beaumaris Sailing Club, Victoria. They were among the 5 skippers who celebrated race wins.

The series was held on Lake Albert, a shallow, freshwater coastal lake. The wind was most often 10-15 knots sea-breeze, which came in from the south-west over some low coastal hills. The

courses were set close to shore, which brought the fleet out of most of the 0.5m chop, but into some shifty, patchy areas of wind. Some skippers made huge gains heading to the port layline and finding a massive lift along the shore, while others surged ahead by finding more pressure out on the starboard layline. It was never obvious which side to pick, and everyone was caught out at some time on the wrong side of the course. While the lead skippers lamented their "bad race" of perhaps 10th place, others dreamed of a top-ten finish and lamented their worst of 20-something while others yet hoped to score a result so high as the 20s.

Throughout the fleet the forty Paper Tigers entered in the event shared good humour, good racing, and provided some spectacular action.



Alex Craig and Bruce Rose racing for the wing mark

M. Southall

M. Southall

## Racing gets under way in light airs



Family and friends at the event enjoyed watching some of the high-speed reaches and dramatic near-misses when a gybe mark was laid within easy view of the clubhouse jetty. With such a big fleet of competitive boats closing in on each other at 15 knots of boat speed, a serious crash seemed inevitable. Collisions did occur, however they came from an out-of-control boat swerving into the path of another, and skippers simply not keeping lookout in pre-start manoeuvres. All damage was promptly repaired, and the full fleet started most races.

On-shore events were well coordinated and handled with fine humour by Neville Rowe. Daily sausage sizzles

brought the skippers together. The highlight of a skit night was everyone standing together singing Waltzing Matilda. Each state got up to perform, with acts including jokes, dancing, singing, storytelling and skits. "Why do Tasmanians have 2 heads? So that they have someone interesting to talk to when they come to the mainland."

All agreed that the 43rd Paper Tiger Nationals was one of the most enjoyable they'd attended and left keenly looking forward to next year's event, to be held at Portarlington Sailing Club, Victoria, 28th December 2013 to 3rd January 2014.

**Tony Hastings - PT2901 Tigerdelic**



M. Southall

## Action at the wing mark



### NATIONALS SPONSORS

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## THE WINNERS

### Overall

**Champion** Bruce Rose  
**2<sup>nd</sup>** Alex Craig  
**3<sup>rd</sup>** Bryan Anderson

### B Grade Champion

Rohan Nicol

### C Grade Champion

Joshua Thorpe

### Women's Champion

Sarah Ashley-Jones

### Junior Champion

Joshua Thorpe

### Rookie

Joshua Thorpe

### Snoopy

Lyall Daly



## 2013 NATIONAL TOP 10

|               |                |                   |                 |                   |                   |
|---------------|----------------|-------------------|-----------------|-------------------|-------------------|
| Bruce<br>Rose | Alex<br>Craig  | Bryan<br>Anderson | Mark<br>Wiggins | Jason<br>Dunsmore | Garry<br>Williams |
| Wayne Eager   | Peter Anderson | Luke Stout        | Ian Marcovitch  |                   |                   |

## THE 2013 AUSSIE INTERNATIONAL TEAMS HEADING TO NZ



|   |                                       |  |   |  |
|---|---------------------------------------|--|---|--|
| <b>Bruce Rose</b><br><b>Joshua Thorpe</b> | <b>Alex Craig</b><br><b>Mike Wold</b> | <b>Bryan Anderson</b><br><b>Jacob McDonald</b> | <b>Luke Stout</b><br><b>Tony Hastings</b> | <b>Mark Wiggins</b><br><b>Andrew Barnard</b> |
|---|---------------------------------------|--|---|--|

|   |  |   |  |
|---|--|---|--|
| <b>Ron Wiggins</b><br><b>Sarah Ashley-Jones</b> | <b>Russell Jolly</b><br><b>Trent Godfrey</b> | <b>Keith Deed</b><br><b>Peter Darling</b> | <b>David Godfrey</b><br><b>Peter Darling</b> |
|---|--|---|--|



And at the end of the day.....

## 2013 NATIONAL CHAMPIONSHIP RESULTS

| Pl | Skipper            | Boat                 | No.  | Grade | Club           | R1   | R2   | R3   | R4   | R5   | R6   | R7   | R8   | R9   | Pts |
|----|--------------------|----------------------|------|-------|----------------|------|------|------|------|------|------|------|------|------|-----|
| 1  | Bruce Rose         | The Apprentice       | 3036 | A     | Lauderdale     | 5    | 3    | 1    | 1    | [6]  | 3    | [8]  | 1    | 4    | 18  |
| 2  | Alex Craig         | Need For Speed       | 3033 | A     | Yarrawonga     | 1    | 7    | 2    | 3    | 5    | 1    | [19] | [9]  | 2    | 21  |
| 3  | Bryan Anderson     | Fly'n Bry'n          | 2958 | A     | Beaumaris      | 2    | 6    | 3    | 5    | [12] | 2    | 1    | 5    | [8]  | 24  |
| 4  | Peter Anderson     | Just In Time         | 3077 | A     | Lysterfield    | 3    | 2    | 7    | 4    | 4    | 4    | [12] | [12] | 5    | 29  |
| 5  | Garry Williams     | Characin IV          | 3085 | A     | Wagga          | 6    | 4    | [9]  | [8]  | 1    | 8    | 5    | 6    | 1    | 31  |
| 6  | Luke Stout         | Speed Demon          | 3031 | A     | McCrae         | 4    | [15] | 5    | 2    | 3    | 5    | 6    | [8]  | 6    | 31  |
| 7  | Jason Dunsmore     | Unknown Zone         | 2117 | A     | McCrae         | 8    | 10   | 6    | 6    | 8    | [12] | 2    | 2    | [13] | 42  |
| 8  | Ian Marcovitch     | Mojo                 | 3039 | A     | Mannering      | 5    | 8    | [11] | [15] | 2    | 11   | 9    | 3    | 7    | 45  |
| 9  | Wayne Eager        | Second Wind          | 3040 | A     | Koonawarra     | 9    | 5    | 8    | [11] | 10   | 6    | 4    | 4    | [21] | 46  |
| 10 | Mark Wiggins       | Firestorm            | 3104 | B     | Beaumaris      | 10   | 1    | 4    | 12   | [13] | 7    | [14] | 7    | 12   | 53  |
| 11 | Joshua Thorpe      | For Xternal Use Only | 2833 | C     | Bendigo        | 12   | [17] | 10   | 14   | [18] | 10   | 11   | 10   | 3    | 70  |
| 12 | Mike Wold          | Boy At Heart         | 3050 | A     | Elwood         | 14   | 12   | 13   | 10   | 14   | 13   | [16] | [16] | 9    | 85  |
| 13 | Rohan Nicol        | Pussyfoot            | 2826 | B     | Wagga          | [19] | 13   | 13   | 7    | 15   | 19   | 7    | [20] | 14   | 88  |
| 14 | Tony Hastings      | Tigerdelic           | 2901 | B     | Wallagoot      | 7    | [26] | 12   | 9    | 7    | [22] | 17   | 19   | 18   | 89  |
| 15 | Jacob McDonald     | Magic Marine         | 3052 | B     | Bendigo        | 15   | 20   | [25] | 19   | 9    | [41] | 3    | 15   | 10   | 91  |
| 16 | Andrew Barnard     | Mac Attack           | 3100 | C     | Lauderdale     | 13   | 9    | 16   | 21   | [27] | 9    | [36] | 13   | 22   | 103 |
| 17 | Sssmokin Billy     | Sean Keady           | 2997 | B     | Lauderdale     | 11   | 11   | 22   | 16   | 21   | 16   | [37] | 11   | [25] | 108 |
| 18 | Jon Pinkerton      | Johnny B Goode       | 2967 | B     | Koonawarra     | 16   | 14   | 17   | 20   | 16   | [21] | [32] | 14   | 20   | 117 |
| 19 | Llyall daly        | Chili Beach          | 3053 | C     | Somerton       | [24] | [24] | 20   | 13   | 22   | 15   | 13   | 18   | 23   | 124 |
| 20 | Sarah Ashley-Jones | Apache               | 2827 | C     | McCrae         | 17   | [33] | 23   | 17   | 11   | 25   | 15   | [28] | 17   | 125 |
| 21 | Bob Ramsay         | Bobskat              | 2636 | B     | Lysterfield    | 26   | 22   | 18   | [28] | 17   | [27] | 10   | 21   | 24   | 138 |
| 22 | Trent Godfrey      | Windbreaker          | 3042 | B     | Lysterfield    | [29] | 16   | 15   | 23   | 26   | 18   | 20   | 23   | [27] | 141 |
| 23 | Ron Wiggins        | Ere Wiggo Again      | 2993 | B     | McCrae         | 22   | 18   | 14   | [33] | [33] | 14   | 23   | 26   | 30   | 147 |
| 24 | Russell Jolly      | Vendetta             | 2915 | B     | Arno Bay       | 18   | 23   | 21   | 26   | [31] | 17   | [28] | 17   | 26   | 148 |
| 25 | Keith Deed         | Imagine              | 2911 | B     | McCrae         | [32] | 19   | 24   | 22   | 23   | 20   | 22   | 25   | [28] | 155 |
| 26 | Greg McDonald      | Macwood              | 2954 | C     | Arno Bay       | 27   | 21   | 29   | 18   | 24   | [33] | 24   | [35] | 16   | 159 |
| 27 | Patrick Amos       | Go With The Flow     | 2679 | C     | Lauderdale     | 21   | [41] | [41] | 29   | 28   | 23   | 25   | 27   | 15   | 168 |
| 28 | Janica Marcovitch  | Mojo 2               | 3060 | C     | Mannering      | 31   | 29   | 32   | [37] | 19   | [35] | 18   | 29   | 11   | 169 |
| 29 | David Godfrey      | Windcruiser          | 3041 | B     | Lysterfield    | [28] | 27   | 27   | 28   | [29] | 24   | 21   | 24   | 19   | 170 |
| 30 | Rick Stout         | Katrick              | 3055 | B     | McCrae         | 23   | [31] | 28   | 25   | 20   | 28   | [31] | 22   | 32   | 178 |
| 31 | Mike Croft         | Never Ending Story   | 2898 | B     | N/E Wind Sport | 20   | 25   | [41] | 24   | 25   | [36] | 27   | 34   | 29   | 184 |
| 32 | Brendan Amos       | Gulf Buggy           | 3020 | C     | Lauderdale     | [37] | 30   | 30   | 32   | 32   | 34   | 26   | 30   | [35] | 214 |
| 33 | Peter Darling      | Mission Impossible   | 2979 | B     | Arno Bay       | 33   | 28   | 26   | 34   | [38] | 30   | 33   | 32   | [38] | 216 |
| 34 | Shane Zoutendyk    | Need For Speed       | 1797 | C     | Wagga          | 30   | [35] | 33   | 30   | [37] | 31   | 30   | 31   | 33   | 218 |
| 35 | Glen Partridge     | Wild Thing           | 3011 | C     | Port River     | 34   | 34   | [41] | 38   | 30   | 26   | 38   | 33   | [41] | 233 |
| 36 | Neville Rowe       | Mr Percival          | 2944 | C     | Somerton       | 36   | 32   | 34   | [39] | 34   | 32   | 35   | [37] | 31   | 234 |
| 37 | Jeffrey Helps      | Synergy              | 3377 | C     | Port River     | 35   | 36   | 31   | 31   | [40] | 29   | [39] | 36   | 37   | 235 |
| 38 | Brenton McDonald   | Paper Wait           | 2153 | C     | Bendigo        | [38] | 37   | 35   | 36   | [39] | 38   | 34   | 38   | 36   | 254 |
| 39 | Martin Gregory     | Phantom Tiger II     | 2577 | C     | Wagga          | 39   | [41] | 36   | 40   | 36   | 37   | 40   | [41] | 34   | 262 |
| 40 | Mitch Wiley        | This Way Up          | 3005 | C     | Somerton       | [41] | [41] | 41   | 35   | 35   | 41   | 29   | 41   | 41   | 263 |





**Age:** Actual age 52. Real age 32 ☺  
**Boat:** "The Apprentice"  
**Sail No.:** 3036  
**Club:** Lauderdale Yacht Club, Tasmania

*Congratulations Bruce on your fourth Australian Nationals win. Well done. This takes you level with Garry Williams and two short of Bryan Anderson's six Nationals wins. How does it feel to be ranked so high on the list of winners?*

Thank you Dave, it feels great to be up there with Garry and now Bryan's amazing six wins seem a little more achievable! It's such a gradual learning experience and transition, working your way through the fleet over the years and then to have the odd win along the way is very rewarding. Win or lose, I love competing against skippers who have the same goal in mind. Hopefully my enthusiasm will continue ☺

*What would you list as the main factors that contributed to your win this time?*

- (a) A very well set up boat and rig and of course the very fast Goodall sail and battens. My reaching speed again was exceptional and proved very valuable at times! I spent a lot of time after Mannering Park getting the boat right and up to speed!
- (b) Pretty good fitness.
- (c) A healthy, positive, focused state of mind, probably always the hardest to achieve and arguably

the most important! The self-talk either helps or hinders my results. I am very aware of this, so I try hard to control what that other voice in my head is saying, i.e. sometimes it has me winning a race well before it's over, my focus wavers and before I know it a few boats have gone by. Staying in the moment is vital. Somebody once told me "If we believe we can or if we believe we cant...we are right!" I believe in the manifestation of thought!

(d) Extra time on the water away from racing has been beneficial this season. After work training sessions initiated by Steve Price but included Sean and Barney, practicing tacking, sail trimming, changing gears, mark rounding and reaching techniques.

*What did you learn this time that you will take into your next event?*

More than learning, I was reminded of the importance of being both focused and relaxed at the same time and also the benefits of being well prepared. I have a personal tendency to think too much sometimes so a distraction to help keep me relaxed is a good thing. Again, I once read "Having a goal is good but it's important at the same time to be detached from the outcome". In other words, aiming for the top is OK, but it is just as important to enjoy the process/journey. It is much more fun with less pressure if winning is treated as merely icing on the



cake and the focus should be on what we need to do, in the moment, to get there.

*The fleet at your home club in Tasmania continues to grow in numbers and in capability. What do you see as the main reasons for this growth?*

**In a nutshell "enthusiasm" and "participation". Sean Keady had/has a goal of 20 PTs at Lauderdale and through his enthusiasm has created an energy that almost feeds itself now. Regular early morning daily phone calls from Sean keeps PTs on my mind. Also, those who talk it up, turn up, so a sense of obligation is created. We almost need a note if we don't show. ☺ There is a nice balance also of fun time and serious time. Most of the fleet are eager to learn and improve but also love to participate in the friendly banter!**

*There are quite a number of up-and-coming young sailors in the class at the moment. No doubt some of them have their eye on winning a Nationals. What advice would you give these sailors?*

**Most importantly, "believe that it's possible". But be aware it won't just happen because we want it to, there is a price to pay. We all arrived in the class meeting or hearing of someone who is a "legend" of the class, seemingly unbeatable. We need to believe that everyone is beatable! We need to know that, they/I/you all began careers back in the fleet somewhere (my first Nationals, 26<sup>th</sup> in a fleet of 60) and we all went/need to go through a learning process. So, if you believe it's possible, are prepared to listen and learn, spend plenty of time on the water,**

**practicing/training, be persistent but patient, you will be well on your way to one day winning a Nationals!**

*Your focus will now move to the Internationals in Wellington, New Zealand, over Easter. What do you enjoy most about the International Championships?*

**I love racing, and even more I love the challenge of racing against and trying to beat the best from both countries, all at the one time! I especially enjoy the Internationals when we are able to get the team spirit happening and truly share the experience!! Socially it's great to see the people I've got to know over the years and to meet new people who also share the same passion for PTs**

*How do you rate Australia's chances against New Zealand on their home waters?*

**I believe if we are all sailing to our best, we certainly have a chance. But I also believe it will be a challenge as the Kiwis seem to have really lifted in recent times!**

*What will you be focusing on to ensure you are at your best for the Internationals?*

**Mostly the mental and physical side of things, as time on the water may be an issue while the boat is in transit.**

*Congratulations again, Bruce. All the best as you try to win your second International Championships.*

**Thanks Dave, hope to see you back on the water soon ☺**



**Bruce at the Crown Series in 2012**



# Talkin'bout

## the vang

**This is the fourth 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 vang and associated mast rotation system.

### THE VANG

#### What does it do

The primary function of the boom vang on a Paper Tiger is to apply tension to the sail leech when the mainsheet system is not able to carry out this function. This occurs when the mainsheet attachment point at the outer end of the boom is no longer above the traveller car, i.e. when on a broad reach or when running downwind. If the boom is not held down by the vang, the sail leech may twist to leeward reducing the power developed by the sail.

The secondary function is to control mast rotation when on a beat to windward or close reach. Until recently the vang was the only way of controlling the mast's rotation in relation to the boom. This meant that once on a broad reach or run in other than light airs, the vang automatically pulled the long axis of the mast in line with the boom and no adjustment could be made to the relative angle between the two to improve air flow onto the leeward side of the sail. While this is still the case on most PTs, an amendment to the rules now allows a separate rotation control (see "The Right Spanner For The Job" - Issue 2 of APT).

On boats without this extra control, the vang operates primarily as the rotation control on a beat or close reach, with the mainsheet doing the bulk of the leech control.

However, even with a separate system, the vang is still the preferable rotation control upwind, but more on this later.

Another function of the vang is to bend the mast when on a broad reach or run, thus flattening the sail and changing its drive, drag and effective area. It can also help to support the top of the mast when on a broad reach in a blow by keeping the leech tight.

#### The configuration

Class Rule No. 8 - SPARS, Part 9 states **"The boom vang shall be connected to one point only on the boom and shall be attached to a saddle or a spanner, attached at or near the base of the mast. The spanner may be designed to control mast rotation"** and Part 14 states **"The tails of control lines may be lead 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."**

Traditionally the vang consisted of a triangular "spanner" arm of restricted length attached to, or just above, the mast base with a block and tackle system connecting from the outer end of this to a fixture located approximately a quarter of the way along the boom. The restriction on spanner length was removed in the latest revision of the class rules.

The spanner arm is usually made of stainless steel tubing or various aluminium sections. However, creative minds have devised spanners using more exotic designs and materials.

As the vang can be used upwind to adjust mast rotation (and therefore sail twist and layoff of the sail leech) it is advantageous to be able to adjust the system whilst hiking. Therefore, it is not uncommon to see systems where dual cleats are fitted and the rope tails are extended out to the gunwales.

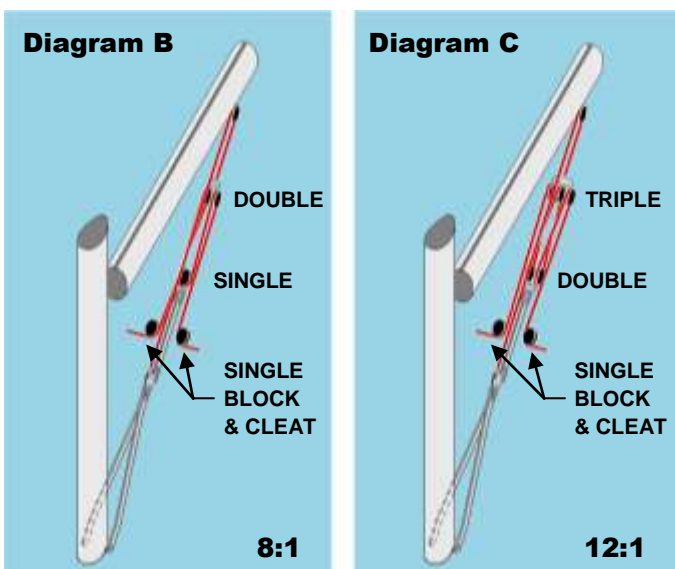
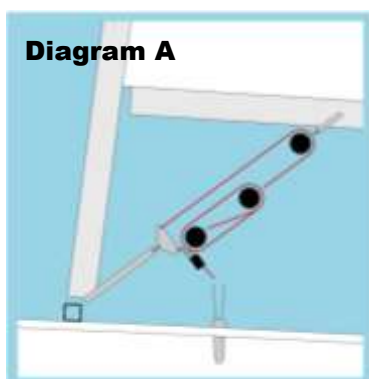
#### A typical double sided vang setup





### The ratio

An 8-to-1 block and tackle system is the minimum required. This is achieved by attaching a 4-to-1 system to the end of the spanner, then doubling its power by attaching the other end to a rope or wire that passes through a block on the boom, then back to the spanner (see Diagrams A & B). If easier operation is desired, it can be increased to a 12-to-1 system (see Diagram C).



### The rope

4mm diameter pre-stretched, braided polyester rope is quite adequate for the tackle system. Low stretch "Spectra" type rope can be a bit stiff through the blocks in light weather. Smaller diameter rope can be harder to grip and harder on the hands. "Spectra" type rope or 7x19 strand stainless steel wire is preferable for the doubling component.

### The blocks

The vang can be subjected to significant loadings, especially when gybing in strong breezes. Therefore, it needs to be robust. 19mm diameter blocks are adequate for the tackle system. The turning block used on the boom will be determined by the use of rope or wire for this component of the system. A 25mm dia. metal sheaved block for wire or 19mm plastic sheaved block for rope should be adequate. If affordable, ball bearing blocks (not for the metal one) are preferable as they will allow the rope to run more freely in light airs.

### Attachment

The mast base commonly used on PT masts has mounting holes for the spanner on its rear edge which

accepts a 6.4mm (1/4 in.) dia. bolt. As this bolt takes a serious hiding during its lifetime (and nasty things can happen if it fails) it is worth considering the following:

- Buy a bolt that is unthreaded over the full length of the section that is supporting the spanner. Add washers if necessary to tighten it. The threaded section is where many a bolt fails.
- Relace the bolt every few years regardless; they are not expensive.
- Keep the bolt firmly tightened. Over time a gybe in heavy weather can take the end off a loose bolt.

If the spanner is bolted through the body of the mast, insert an internal spacer to prevent it squashing the mast.

Attachment of the system to the boom is usually by a standard mast hound fitting.

### The cleats

The basic vang system usually has a single cleat which can swivel to either side of the boat for ease of operation. As mentioned earlier, the disadvantage of this system is that it can't be readily adjusted whilst hiking. It is possible to add a double rope tail to a single cleat system, allowing it to be adjusted from the gunwale, but generally a dual cleat system is used (at additional cost of course). The cleats are mounted close to the spanner to avoid pulling the boom when adjusting the system and to reduce the length of rope tails required as the boom swings across the boat..

The skipper's preferred operating angle of the cleats will determine how they are set up. If standard swivel cleats are used, they are pulled backward and forward to engage and release (see image on previous page). If up and down operation is preferred, a custom built arrangement with fixed cleats will have to be built. (see second image on the following page)

### SEPARATE ROTATION CONTROL

#### What does it do?

As mentioned previously, there is now the opportunity to install a mast rotation device which operates independently of the vang system, although it must be attached to it.

Initially this seemed like an opportunity to set the vang up to control the sail shape on any point of sailing and use the rotation control to do that task alone. However, experience is tending to show that having the rotation control looser than the vang upwind tends to stop the mast rotating freely when tacking. This is a nuisance especially in stronger winds, as the mast may have to be kicked across to the new tack (and it won't go easily). It doesn't appear to be a problem when gybing though.

Therefore, it would appear preferable to pull the rotation control in line with the vang lever when sailing upwind and use the vang to adjust mast rotation as has been

the tradition. Of course this is a matter for each skipper to find what works for them.

Before rushing off to fit a system, an observation: in comparable boats, where one has since fitted separate rotation control, there has not necessarily been a noticeable improvement in downwind performance. There could be other reasons for this, but just don't expect this extra distraction to be an immediate race winner.

### The configuration

The basic system as described in Issue 2 of APT consists of an additional arm pivoting at the base of the spanner with a rope and cleat system to adjust the angle between the two. The vang is attached to this arm and the spanner acts as the rotation control. Some boats have variations which achieve the same end result.

The interaction of the two components as they rotate needs to be considered carefully when designing this setup. If not thoughtfully aligned vertically, the two components can conflict.

The wide spanner shown in the bottom image (New Zealand boat) allows for the mast to be easily rotated to leeward with the foot when sailing downwind in light weather.

### The ratio

As most systems have the control rope running through guides rather than blocks, friction is a factor in the ease of operation. However, a 2-to-1 system is sufficient to operate the rotation in most conditions. 2-to-1 becomes hard to work once the sail is sheeted in on a beat in a decent breeze though. Therefore it is advisable to centre the rotation before rounding the leeward mark.

If the rotation is to be used upwind, increasing the length of the spanner and arm and/or considering using a 4-to-1 system may be advisable.

### The rope

Because the rope needs to be able to slide smoothly over guides (and possibly itself, depending on the

setup) and can be under significant load at times, 4 to 5mm diameter "Spectra" type rope is desirable. Running the tail ends of the rope to the toe straps or gunwales makes the system more convenient to operate.

### The blocks

The basic system doesn't use any, but if block and tackle systems are added, 19mm dia. (or smaller) blocks would be adequate.

### Attachment

An existing spanner can be adapted by attaching a plate between the arms as close as possible to the mast (ensuring that it can still tilt up to the correct angle for the vang operation). The vang arm attaches to the centre of this plate and should be slightly longer than the spanner. The plate needs to be quite robust (3mm thick) as the loads on it are significant

### The cleats

Two cleats are required for convenient operation. They can be mounted on the spanner or the vang arm. If placed on the spanner they will rotate away from you when the mast is rotated, and there will be slightly greater friction as the rope end being adjusted has to turn back on itself. If the cleats are placed on the vang arm, they will remain in roughly the same spot regardless of rotation angle and there is less rope friction, as the line of pull on the spanner is more direct. However, the spanner is likely to be a more stable platform for mounting the cleats.

For more information on setting up the vang and other systems, visit

[http://www.papertigercatamaran.org/index.php?option=com\\_content&view=article&id=72&Itemid=87](http://www.papertigercatamaran.org/index.php?option=com_content&view=article&id=72&Itemid=87)

Next time we'll talk about the **lower forestay**.

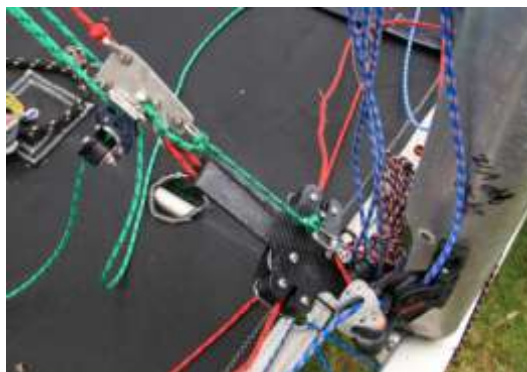
**Ralph Skea** 



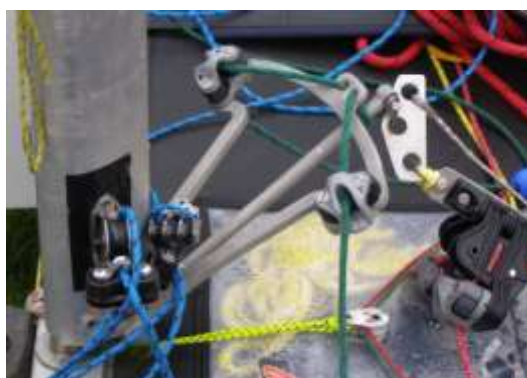
**Basic conversion**



**4:1 system**



**Carbon fibre spanner with rope vang arm**



**Wide spanner**





**Work in progress**

Recently a PT skipper from the far north of Queensland was in contact seeking a replacement sail for her pride and joy. She had saved "Claws" from an uncertain fate, but unfortunately it's sail was not so fortunate. A replacement sail was sourced, putting her back on the water.

There must be many Pts tucked away in back yards that could similarly reward a devoted new owner.

This is Sarah's story.

*"I started sailing as a child with my father but when he passed away, when I was 16, I lost myself a bit. I am now 25 and very heavily into sailing with the Cairns Yacht Club. I wanted a boat and found a Paper Tiger in my friends yard."*



**First sail**



**First sight of Claws**

*She was in desperate need of repairs and we rigged up a main halyard for safety reasons. My friend has a very severe epoxy allergy so I did the majority of work solo. I am absolutely in love with "Claws" she is light enough that I can take her on and off the beach solo.*

*However, on the first trip out, the sail ripped in half. I had already repaired it before that, so I was in need of a new one.*

*We have not done capsize training yet and will be going up to Tinaroo for that, because it is stinger season here at the moment. Eventually I would like to keep her out at Ellis Beach; there are some lovely sailors out there."*

**Sarah Harbrow - "Claws"** 



**The proud owner**



# Alan White - Valediction

*We are all immensely sad at the passing of Alan White. He died peacefully on Friday 1, February 2013 after brave battles with cancer over a number of years. He was 68.*

*He last sailed his PT 2852 at the McCrae Internationals, Easter 2012. He had one of the longest histories of sailing the Paper Tiger of anyone afloat, having built his first boat "Felix", PT670, in 1971.*

*He was very active in the VPTCA and APTCA, and served as President, Secretary and Assistant Editor in Victoria over many years. He was well known to many readers of the Victorian Paper Tiger Paper for his many amusing reports of regattas and social gatherings by skippers and their families.*

*But more than for his "official" duties, we remember him as a great bloke. Gregarious, funny, self-deprecating, generous – you always knew where Alan was by the laughter and friends that surrounded him. He travelled to all the regattas near and far, camping by the waterside with his wife Jenny, and in their younger days, daughters Fiona and Sharon. He loved the outdoors – sailing, fishing, running, cycling, bushwalking and many other pursuits. He lived his life to the full.*

*The regattas will not be the same without him and we will miss him dearly.*

*To Jenny, Fiona and Sharon, to his grandchildren and all his family, our deepest sympathy and condolences.*

*Mike Wold*



**Memories of Alan White** - Alan from Vermont.  
(An in- joke for the people that sailed with us at the Whitsunday's).

*Its with great sadness we hear about the passing of our*



*good mate. When we heard the news it couldn't have been more fitting than to receive this whilst camping overlooking the Murray River, something Alan and Jenny had done with us many times at various spots around the country. He would have wanted nothing more than to have joined us .*

*We will miss his friendship on the bike rides , the fishing and surfing down Phillip Island, touring this mighty country, our sailing camaraderie, and especially Alan walking around our caravan at some unearthly hour of the morning with his electric razor humming, talking out in his typical high volume voice "are you awake Wiggins's". As much as we told him to be quiet and leave us alone, we would welcome nothing more than to hear that sound now.*

*He was a great mate, only too keen to participate in anything we suggested that didn't involve the word "work". Life never stood still for Alan. He made every post a winner. Rest in peace good buddy.*

*Ron & Anna Wiggins*



Alan White - PT2852 Virtual Reality - 2012



# State Of The Nation

NEWS FROM STATE  
PT ASSOCIATIONS

## queensland

### News from the north

#### **Lake Samsonvale continues to be a refuge for Paper Tigers in Qld.**

The year got off to a good start with 4 PT's on out on the water for the Lake Samsonvale New Year's Regatta 2013. Winds ranged anywhere from non-existent to 15+ knots and in general it was a great weekend for lake sailing.

The first race of the regatta had all boats on high alert with winds putting everyone close together at the first marker, which led to a number of minor collisions. This seemed to be a theme for most of the weekend with most guys having a bit of a 'bump' at one point or another over the regatta.

Race 4 was a highlight for the Paper Tigers with Gary Fleming showing how fast he can really go when both



**Lucille leading the way with Gary close behind**

hulls are empty. He was in the lead pack with much faster boats, but was unlucky and got squeezed out at the buoy and put in irons.

#### **The fleet gathers at the start line**



Lucille Miller and I performed well managing first and second place for that race. It was also excellent to see Fergus O'Brien out on the water racing for the first time after purchasing a Paper Tiger at the end of last year. The overall race results for the Paper Tigers in our division were Chris Shannon 3<sup>rd</sup>, Lucille Miller 6<sup>th</sup>, Gary Fleming 8<sup>th</sup> and Fergus O'Brien 18<sup>th</sup>.

On another note, the Lake Samsonvale Water Sports Association (LSWSA) has just created a Facebook page. We would encourage everyone to jump on and 'like' the page to receive updates on what is happening in the club and the Paper Tigers that sail there.



Fergus O'Brien on his first outing at the Lake Samsonvale New Year's Regatta

Chris Shannon - *PT2920 The Other Lady* 





# tasmania

## Nationals Blitz

### A total of 5 Tasmanian PTs ventured across Bass Strait and over into South Australia to compete in the National Championship held at the Meningie Yacht Club.

This represents around 30% of the PTs registered at the one club – that being Lauderdale Yacht Club. All of the Tasmanian Paper Tiger Catamaran Association competitors came back very positive about the event, how it was conducted and the ever important opportunity to mix with interstate PT sailors.

Congratulations go to Bruce Rose who took out the event, and whilst it comes as no surprise to us Tassie folks that Bruce did well I would like to point out a few things regarding what may have contributed to this success and the continuing improvement of the Lauderdale fleet.... From my house, just south of the Lauderdale club, I have a good vantage point to monitor all goings-on in our section of Frederick Henry Bay. This may involve keeping tabs on who is catching the flathead & whiting through to any sailing activity that may be occurring, and there was that one time where I had to

sternly remind Sean that Lauderdale beach was not an officially recognised nudist beach.

Anyway, for nearly every week from the commencement of the season through to Xmas, it was common to see at least three Paper Tiger Catamarans training mid-week after work hours. I had the pleasure of venturing out a couple of times in training mode and the likes of Bruce, Sean, Barney, and Steve Price were regulars. From the sometimes spectacular spills of Steve pushing "*Romper Stomper*" to the limit, to the bellowing calls from Bruce of "tack..., tack..., tack...", and our regular club racing of a weekend; it has undoubtedly benefited each Tassie PT sailor enormously. I guess it's all about getting involved.

You will note that C Grade sailors are gaining confidence to travel and compete – well done to Barney, Patrick & Brendan. On a special note we would like to thank the efforts of fellow PT sailors, in particular Garry Williams, who contributed to getting Patrick back on the water after sustaining damage to "*Go with the Flow*" during the event. And of course there was this.....no comment!

Good luck to all Aussie team members competing in the NZ Internationals.

**Davin Faux**



**Andrew (3100) threads the needle behind Sean (2997) at one of the many mass mark roundings**



## TASMANIA AT THE NATIONALS

| kipper         | Boat             | No.  | Club       | Grade | Category | Score | Place |
|----------------|------------------|------|------------|-------|----------|-------|-------|
| Bruce Rose     | The Apprentice   | 3036 | Lauderdale | A     | Veteran  | 18    | 1     |
| Andrew Barnard | Mac Attack       | 3100 | Lauderdale | C     | Veteran  | 103   | 16    |
| Sean Keady     | Sssmokin Billy   | 2997 | Lauderdale | B     | Veteran  | 108   | 17    |
| Patrick Amos   | Go With The Flow | 2679 | Lauderdale | C     | Junior   | 168   | 27    |
| Brendan Amos   | Gulf Buggy       | 3020 | Lauderdale | C     |          | 214   | 32    |



## Boats

Just when you think we don't have any more PTs down here, another PT is reborn. Well done Tony – hope to see a bit more of "Wasabi" at Lauderdale soon.

## Yardstick Regatta

10 February 2013

Another good opportunity to expose the Tiger at an event which draws significant media exposure.

## State Championship

Sandy Bay SC - 16 February 2013

The TPTCA is gearing up for our split-round State Championship, which commences Feb 16<sup>th</sup> at the Sandy Bay Sailing Club. The event is not only aimed at simply

running the usual State Title regatta, but also to further expose the class on the other side of the Derwent River where we have had successful promotional events in the past. The Sandy Bay club has welcomed our collaborative events and the TPTCA recognises the efforts put in by the committee at the Sandy Bay club.

## Crown Series

Bellerive YC - 23 February 2013

The ever-eventful Crown Series is to be held at Bellerive YC commencing February 23<sup>rd</sup>. We are expecting another solid representation this year from the TPTCA. (photo below from 2012 event).

Davin Faux - *Chilli Toes 2932* 

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

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

**TPTCA is now on Facebook**

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





# south australia

## STATE CHAMPIONSHIP 2013

**The South Australian Paper Tiger State Championship were held at the Port River Sailing Club on 26<sup>th</sup> and 27<sup>th</sup> of January.**

### Race 1

The race began in a gusting 18 knot breeze. Strong gusts caused some violent hull flying as Russell Jolly powered through the fleet to round first, followed by Wayne Sheffield. Russell's incorrect rounding of the top mark lost him his position and Wayne gained the win, followed by Pete Darling.

The strong gusts made for challenging conditions throughout the day. Jeffrey Helps managed to flip in the closing stages of race one and, in preparing for race two, Greg McDonald cartwheeled, righted, and returned to the beach to comment "Those bullets are stronger than you think!" This was to prove very true for the next race as the force of the gusts intensified.

### Race 2

At 2:30pm, race two began with Wayne having a vang problem and having to pull out of the race. Peter revelled in these heavier conditions and, after an excellent start, drew out a lengthy lead on the first beat. He was never headed and recorded his first ever State

#### Peter Darling powers into the lead



**2013 State Champion - Greg McDonald**

Title race win and, after the first day, headed the leader board.

### Race 3

The Sunday morning breeze didn't arrive till about 11:00am, causing a delayed start. With a lighter 8-10 knots and gusty breeze blowing, and with Pete and Wayne over the line early, this race was to produce some interesting results. Bernie Beyer, being a lightweight lake sailor, struggled through the first day of racing but thoroughly enjoyed these calmer breezes. After a poor start, he sailed through the fleet to lead around the top mark and held off challenges for several legs. As the race progressed, Greg McDonald and Russell moved past Bernie, with Greg taking the win. Kirsten Thomas enjoyed the conditions this race provided, and was particularly fast on the reaching legs. She was to show more of her capabilities in the races that followed.

### Race 4

The 8-10 knot breeze continued for the day. In the first of the afternoon's back-to-back races, Wayne rounded

the top mark first followed by Glen Partridge and Russell. Greg, always fast in these conditions, moved into the lead at the end of the first lap. Kirsten showed excellent boat speed and mid-race passed into the lead and held this to the line.

### Race 5

Bernie made an excellent start in race five, and rounded the top mark with a 200-metre lead on John Eshman, Wayne and Pete. On the second lap, a large freighter moved seaward down the river and Bernie's lead allowed him to be the only boat to cross in front to the western, windward side. The rest of the fleet were locked to the lee side of the river, allowing Bernie an easy win.

**Lyall Daly - PT3053 Chili Beach** 



Greg pulls ahead in Race 3

### THE WINNERS

#### Overall

**Champion** Greg McDonald  
**2<sup>nd</sup>** Russell Jolly  
**3<sup>rd</sup>** Kirsten Thomas

#### B Grade Champion

**Mal Willis**

#### C Grade Champion

**Kirsten Thomas**

#### Women's Champion

**Kirsten Thomas**

#### Veteran Champion

**Greg McDonald**

#### Most Improved

**Kirsten Thomas**

## 2013 STATE CHAMPIONSHIP RESULTS

| Place | Skipper           | Boat               | No.  | Club               | R1    | R2    | R3  | R4   | R5  | Points |
|-------|-------------------|--------------------|------|--------------------|-------|-------|-----|------|-----|--------|
| 1     | Greg McDonald     | Macwood            | 2954 | Arno Bay           | [5]   | 5     | 1   | 2    | 2   | 10     |
| 2     | Russell Jolly     | Vendetta           | 2915 | Somerton           | [DNF] | 3     | 2   | 5    | 5   | 15     |
| 3     | Kirsten Thomas    | Shore Leave        | 2457 | Lake Bonney        | [7]   | 7     | 5   | 1    | 3   | 16     |
| 4     | Wayne Sheffield   | Wild 1             | 2928 | Arno Bay           | 1     | [DNC] | 7   | 4    | 4   | 16     |
| 5     | Bernie Beyer      | Double Dutch 2     | 2996 | Lake Cullulleraine | [DNF] | DNC   | 3   | 3    | 1   | 20     |
| 6     | Glen Partridge    | Wild Thing         | 3011 | Port River         | 4     | 4     | 6   | 7    | [8] | 21     |
| 7     | Peter Darling     | Mission Impossible | 2979 | Arno Bay           | 2     | 1     | 10  | [11] | 9   | 22     |
| 8     | John Eshman       | Talisman           | 2076 | Lake Bonney        | 6     | 6     | 4   | 6    | [7] | 22     |
| 9     | Jeff Helps        | Synergy            | 3377 | Port River         | [DNF] | 2     | 11  | 10   | 10  | 33     |
| 10    | Marilyn Sheffield | Aloha              | 2753 | Arno Bay           | [DNF] | DNC   | 9   | 9    | 6   | 37     |
| 11    | Bruce Russell     | This Way Up        | 3005 | Somerton           | [DNF] | DNF   | 8   | 8    | 11  | 40     |
| 12    | Lyall Daly        | Chili Beach        | 3053 | Somerton           | 3     | [DNC] | DNC | DNC  | DNC | 42     |



# victoria

## Yarrawonga Regatta

### Australia Day Weekend

Nine tigers turned up for the Australia Day regatta at Yarrawonga. With seven of the boats heading to NZ shortly, it was a great opportunity to practice in light conditions. With good camping directly outside the club on the waterfront, all looked good for the weekend.

Six of the seven races that were planned managed to be completed over the three days. The breezes varied between light [nil] to 10-12 knots. Each race set you a challenge; whether it was making the start line on time or picking one of the many shifts. You always had the impression that with a bit of good fortune and smart sailing you could always come from behind and get back amongst the leaders again. During all races the lead varied between all but a few of the entrants, which gave everyone a glimmer of hope.

The best racing was on the afternoon of Sunday where the wind freshened and made for good racing. It's a pity the club didn't change sailing instructions and run another race late in the arvo. It would have been finished in under an hour instead of racing Monday morning in ultra-light wind and the cancelling of the last race due to insufficient breeze!

After Sunday's racing, Jake, Mark, Bryan, Josh and Alex took turns sailing each other's boats. They flew around the lake in very fresh conditions (videos to be uploaded to YouTube soon apparently). It was great to see this happening as they gave reports on each other's boats, creating great discussion both after racing and the following morning.

The club's hospitality was fantastic; the Saturday evening roast was delicious with breakfast and lunch orders also available. The weather was a tad hot for us southerners [34 degrees]. This was despite Garry Craig telling us they had put a cool change on for us! It was also good to catch up with Rod Riding, who had a health scare Saturday night and was carted off to hospital, but everything was okay. The racing throughout was generally close and very enjoyable. Waves from jet skis and speed boats became an issue at times, but when the wind increased they tended to disappear – hooray!

Congrats to Bryan again! This guy always seems to find a way to win, even when he's been down the gurgler early.

Cheers,

**Ron Wiggins - PT2993 Ere Wiggo Again**

### Off-The-Shelf PT

The Victorian committee held a working bee in late December to put together mast, beams, steering gear etc for Jim Scott (**Formula Sailcraft**). Jim has prepared a pair of hulls for the project. But the Meningie nationals, next nationals, and internationals have taken priority at the moment. We must get back to Jim soon.

We believe a shiny, brand new, unsailed boat on display at regattas will attract prospective buyers. At Elwood every week or two, new local residents stop and ask where can they buy a boat.

Our current issue is how to finance the completed boat. The VPTCA has already provided the mould (which Jim has worked to a new level) and now the mast and beams etc. We hope to negotiate further.

**Mike Wold - PT3050 Boy At Heart** 

## YARRAWONGA RESULTS

| Place | Skipper        | Boat                 | No.  | Club        | R1 | R2  | R3  | R4  | R5  | R6  | Points |
|-------|----------------|----------------------|------|-------------|----|-----|-----|-----|-----|-----|--------|
| 1     | Bryan Anderson | Fly'n Bry'n          | 2958 | Beaumaris   | 1  | 1   | 1   | 1   | 3   | 1   | 8      |
| 2     | Mark Wiggins   | Firestorm            | 3104 | Beaumaris   | 6  | 3   | 2   | 2   | 2   | 2   | 17     |
| 3     | Alex Craig     | Need For Speed       | 3033 | Yarrawonga  | 3  | 2   | 5   | 3   | 1   | 4   | 18     |
| 4     | Jacob McDonald | Magic Marine         | 3052 | Bendigo     | 5  | DNF | 4   | 7   | 4   | 3   | 33     |
| 5     | Ron Wiggins    | Ere Wiggo Again      | 2993 | McCrae      | 9  | 4   | 3   | 4   | 6   | 8   | 34     |
| 6     | Garry Craig    | Watermelon           | 2848 | Yarrawonga  | 4  | 6   | 6   | 5   | 7   | 7   | 35     |
| 7     | Joshua Thorpe  | For Xternal Use Only | 2833 | Bendigo     | 2  | 5   | 8   | 8   | DNF | 5   | 38     |
| 8     | Robert Godfrey | Wind Cruiser         | 3041 | Lysterfield | 7  | 7   | DNF | 6   | 5   | 6   | 41     |
| 9     | Rodney Riding  | Maximum Warp         | 2878 | Yarrawonga  | 8  | 8   | 7   | DNF | 8   | DNC | 51     |

# new south wales

## Port Kembla Regatta

### State Regatta Pointscore - Round 4

Four PTs attended the Kembla Klassic Regatta for round 4 of the NSWPTCA State Regatta Pointscore Series. The small cat division consisted of PTs, cat and sloop rigged Maricats, Windrush Super Sloops and Nacra 430s.

Race 1 was sailed in a 12 knot northeaster, which built during the race to around 18 knots at the finish. Port tack was favoured on the first beat. Unfortunately Ian followed much of the fleet to the right and was never able to make up the lost ground. Wayne sailed convincingly in the freshening conditions to take the race.

The wind continued to freshen from the noreast during lunch and by the time we left the shore for race 2 was looking particularly threatening. Ian survived the run to

the start and headed off with the pack in 20 plus knots. After an exceedingly hairy ride, (fortunately on flat water) Wayne and Ralph arrived at the start in time to see the division starting after ours cross the start line. At about that time we decided that there may be better ways to spend the afternoon and headed back to the club. After observing the carnage along the way, we were not disappointed. Ian rounded the windward mark, then remembered shortly after that he also had more important things that he should be doing (see pics). Most of the regatta fleet, including Janica (the smart one) either stayed on the beach or withdrew.

Races 3 and 4, were sailed the following day in a light easterly breeze. Ian handled the shifty and weedy conditions best to take both races and the round. He also took 4<sup>th</sup> place on yardstick in the small cat division.

Ralph Skea - PT3065 Solitaire



Ian Marcovitch going...going...



...home

## PORT KEMBLA REGATTA - SRPS Round 4

| Place | Skipper           | Boat        | No.  | Club           | R1    | R2    | R3  | R4  | Points |
|-------|-------------------|-------------|------|----------------|-------|-------|-----|-----|--------|
| 1     | Ian Marcovitch    | Mojo        | 3039 | Mannering Park | 3     | [DNF] | 1   | 1   | 5      |
| 2     | Ralph Skea        | Solitaire   | 3065 | Koonwarra Bay  | 2     | [DNC] | 2   | 2   | 6      |
| 3     | Wayne Eager       | Second Wind | 3040 | Koonwarra Bay  | 1     | [DNF] | DNC | DNC | 11     |
| 4     | Janica Marcovitch | Broken Wind | 3060 | Mannering Park | [DNF] | DNC   | 3   | DNF | 13     |



## STATE CHAMPIONSHIP 2013

### State Regatta Pointscore - Round 5

The NSW Paper Tiger State Championship was held at Koonawarra Bay Sailing Club, 26th-28th January.

The 2013 States saw a mix of weather conditions, with most of the seven races held in the lighter wind range. An active storm system across the weekend provided some stronger winds at times and also plenty of rain. There were some drifting conditions thrown into the mix as well.

A fleet of 14 boats from five clubs competed. As has long been the case, the States provided excellent racing, with packed mark roundings, regular place changes and tight finishes being common across the weekend.

Garry Williams established a strong position early in the series (another common occurrence at the States) winning the first two races. Former Maricat sailor, Peter Breaden, had some impressive races, with a second place in the second race.

The strongest wind of the weekend came for the Saturday afternoon race, starting off in around 15 knots, but building steadily to the point where, on the second lap, it went over the class limit of 22 knots and the race was promptly called off.

The tricky lighter conditions in most of the other races resulted in very mixed placings. But, as the series progressed, Rohan Nicol showed reasonable consistency and firmed as a contender.

Wayne Eager started the series poorly, by his standards,



**22<sup>nd</sup> time NSW champ - Garry Williams**

with three eighth places in the first three races. He made amends though, scoring two wins and two thirds in the remaining races.

In the end, Wagga's Garry Williams successfully defended his State Title with three race wins and a convincing seven-point margin. Rohan Nicol, also from Wagga, was the runner-up, with a five-point gap over

### Start line - day 2



his rivals. The host club's Wayne Eager, with his strong finish to the series, clinched third place on a count back from Ian Marcovitch of Mannering Park.

Garry's win made it an amazing total of 22 State Titles to his name! Note that this is not 22 race wins, but 22 series wins, with the first one back in 1980. As such, he has won more than half of all the 42 NSW State Championships that have been held. During that time, he won an incredible ten in a row between 1987 and 1996. Over the years, he has also won his titles against the strongest of competition, beating International

Champions (Ian Marcovitch) and National Champions (Greg Williams and Neal Schneider) in the process. The great thing is that Garry shows an amazing level of humility and is always willing to provide advice to other sailors or assistance with tuning or even boat repairs. As such, he is a popular champion and no one actually tires of seeing him win the event.

Our thanks to all those involved in running the event and giving up their weekend for us. Special thanks to Ralph Skea who gave up his sailing to be the Race Officer.

**David Stumbles - PT3076 Rapture** 

**Father and son - Peter Breden (top) and Billy Breden at their first PT States**



## 2012 - 13 NSW STATE CHAMPIONSHIP - SRPS Round 5

| Place | Skipper            | Boat             | No.  | Club           | Grade | R1    | R2    | R3   | R4   | R5    | R6    | R7  | Pts  |
|-------|--------------------|------------------|------|----------------|-------|-------|-------|------|------|-------|-------|-----|------|
| 1     | Garry Williams     | Characin IV      | 3085 | Wagga Wagga    | A     | 1     | 1     | 4    | 1    | [7]   | 3     | 2   | 12   |
| 2     | Rohan Nicol        | Pussyfoot        | 2826 | Wagga Wagga    | A     | 5     | 4     | 1    | [6]  | 3     | 2     | 4   | 19   |
| 3     | Wayne Eager        | Second Wind      | 3040 | Koonawarra Bay | A     | [8]   | 8     | 8    | 3    | 1     | 1     | 3   | 24   |
| 4     | Ian Marcovitch     | Mojo             | 3039 | Mannering Park | A     | 3     | 3     | [10] | 4    | 8     | 5     | 1   | 24   |
| 5     | Jon Pinkerton      | Johnny B Goode   | 2967 | Koonawarra Bay | A     | 4     | 6     | 3    | 2    | [10]  | 7     | 7   | 29   |
| 6     | Tony Hastings      | Tigerdelic       | 2901 | Wallagoot Lake | A     | 6     | 7     | 2    | [=9] | 6     | 4     | 5   | 30   |
| 7     | Neil Waterman      | People Eater     | 3018 | Koonawarra Bay | A     | 2     | 5     | [11] | =9   | 2     | 8     | 6   | 32.5 |
| 8     | David Stumbles     | Rapture          | 3076 | Koonawarra Bay | A     | [10]  | 10    | 7    | 5    | 5     | 6     | 8   | 41   |
| 9     | Peter Breden       | Such Is Life     | 2179 | Tanilba Bay    | B     | 11    | 2     | 6    | 8    | 4     | [DNC] | DNC | 46   |
| 10    | Cameron Fitzgerald | Absolute Power   | 2984 | Wagga Wagga    | A     | 9     | [12]  | 5    | 7    | 9     | 9     | 9   | 48   |
| 11    | Janica Marcovitch  | Mojo 2           | 3060 | Mannering Park | B     | 7     | 9     | 12   | 12   | [DNF] | 10    | 10  | 60   |
| 12    | Kerry Spalding     | Bobby Dazzler    | 2983 | Wagga Wagga    | B     | 12    | 11    | 9    | 11   | 11    | [DNC] | DNC | 69   |
| 13    | Martin Gregory     | Phantom Tiger II | 2577 | Wagga Wagga    | B     | 13    | [DNC] | DNC  | DNC  | DNC   | DNC   | DNC | 88   |
| 14    | Billy Breden       | Lost At Sea      | 2317 | Tanilba Bay    | B     | [DNF] | DNC   | DNC  | DNF  | DNC   | DNC   | DNC | 90   |





Janica shows her Marcovitch Mojo - States day 2

## SRPS Round 6

Round 6 of the State Regatta Pointscore Series will be held at the Wallogoot Lake Boat Club on the 9<sup>th</sup> - 10<sup>th</sup> March 2013. Check with Tony Hastings

[tonyquoll@yahoo.com](mailto:tonyquoll@yahoo.com)

for details and if local PTs will be in attendance.

## STATE CHAMPIONSHIP 2014

The 2014 NSW Paper Tiger Catamaran State Championship will be held at the YMCA Sailing Club, Canberra ACT on the 25 -27 January 2014.

## 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    | 1    | [4]  |      | 7      |
| 2     | Garry Williams     | Characin IV      | 3085 | Wagga Wagga    | 2     | [DNC] | 1    | DNC  | 1    |      | 21     |
| 3     | Ralph Skea         | Solitaire        | 3065 | Koonawarra Bay | [DNC] | 2     | 3    | 2    | DNC  |      | 24     |
| 4     | Kerry Spalding     | Bobby Dazzler    | 2983 | Wagga Wagga    | 4     | [DNC] | 6    | DNC  | 12   |      | 39     |
| 5     | Wayne Eager        | Second Wind      | 3040 | Koonawarra Bay | [DNC] | DNC   | DNC  | 3    | 3    |      | 40     |
| 6     | Martin Gregory     | Phantom Tiger II | 2577 | Wagga Wagga    | 5     | [DNC] | 7    | DNC  | 13   |      | 42     |
| 7     | Tony Hastings      | Tigerdelic       | 2901 | Wallagoot      | [DNC] | DNC   | 4    | DNC  | 6    |      | 44     |
| 8     | Cameron Fitzgerald | Absolute Power   | 2984 | Wagga Wagga    | 1     | [DNC] | DNC  | DNC  | 10   |      | 45     |
| 9     | Bill Arthur        | Out Of Sight     | 3098 | Canberra       | 6     | [DNC] | 5    | DNC  | DNC  |      | 45     |
| 10    | Janica Marcovitch  | Mojo 2           | 3060 | Mannering Park | [DNC] | DNC   | DNC  | 4    | 11   |      | 49     |
| 11    | Rohan Nicol        | Pussyfoot        | 2826 | Wagga Wagga    | [DNC] | DNC   | DNC  | DNC  | 2    |      | 53     |
| 12    | Jon Pinkerton      | Johnny B Goode   | 2967 | Koonawarra Bay | [DNC] | DNC   | DNC  | DNC  | 5    |      | 56     |
| 13    | Neil Waterman      | People Eater     | 3018 | Koonawarra Bay | [DNC] | DNC   | DNC  | DNC  | 7    |      | 58     |
| 14    | David Stumbles     | Rapture          | 3076 | Koonawarra Bay | [DNC] | DNC   | DNC  | DNC  | 8    |      | 59     |
| 15    | Peter Breden       | Such Is Life     | 2179 | Tanilba Bay    | [DNC] | DNC   | DNC  | DNC  | 9    |      | 60     |
| 16    | Billy Breden       | Lost At Sea      | 2317 | Tanilba Bay    | [DNC] | DNC   | DNC  | DNC  | 14   |      | 65     |



'People Eater' looking hungry - States day 2

## THE LONELY TIGER

### YMCA Sailing Club - Canberra ACT

The YMCA Sailing Club in Canberra has a well developed youth program, introducing sailing to young people and their families. There is a clear pathway for young sailors that takes them from raw beginners in Open Bic dinghies and Pacer dinghies to 125s (adding trapeze and spinnaker), finishing with LW Sharpies and their local, state and national competitions.

Those who are looking for single-handed craft tend to move to the CYC, just up the road, where they sail Lasers and Spiral dinghies. The CYC directs people looking for crews in exciting craft like Sharpies to the YMCA. Neither club has a pathway for those interested in catamarans.

I have had discussions with the trainers at the YMCA SC. Of the classes of 4.3 cats that sail at the YMCA SC, they believe that the Paper Tiger offers the best path for sailors wishing to sail multi hulls.

With its light weight, technical rig, excellent performance and well established club, state, national and international competition, who could disagree.

On February 16th I will be making "*Out of Sight*" available for the new sailors to experience PT sailing. Hopefully this will be an on going thing. If it develops as I hope, I will be looking for a good budget Tiger to put into the YMCA SC's training fleet.

In the meantime the YMCA SC is looking forward to hosting the 2014 NSW Paper Tiger State Championship. Maybe one year a National Series?

Well done to all those who have travelled over the past couple of months. I hope you have enjoyed your sailing whatever place you achieved.

Bill Arthur - PT 3098 *Out of Sight* 

(Coincidentally, my sail number reflects my best marathon time of 3h 9m 8s)

Bill flying the flag on Lake Burley Griffin





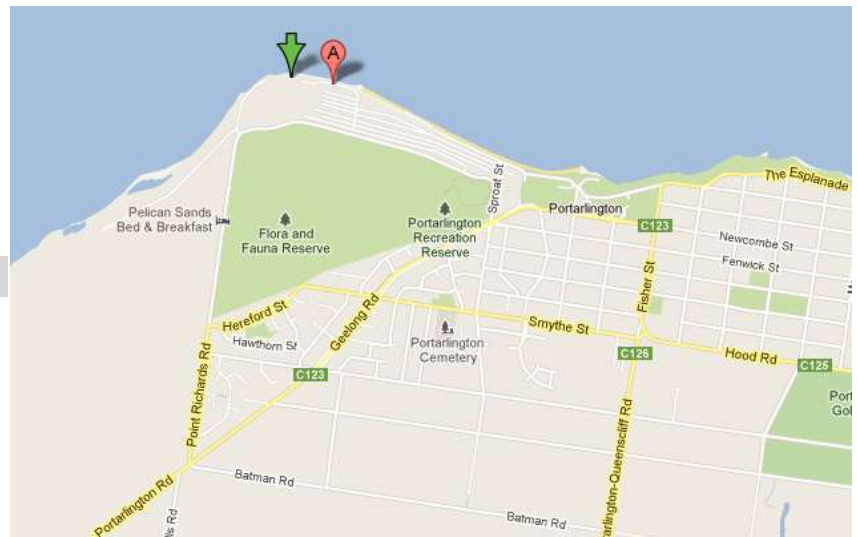
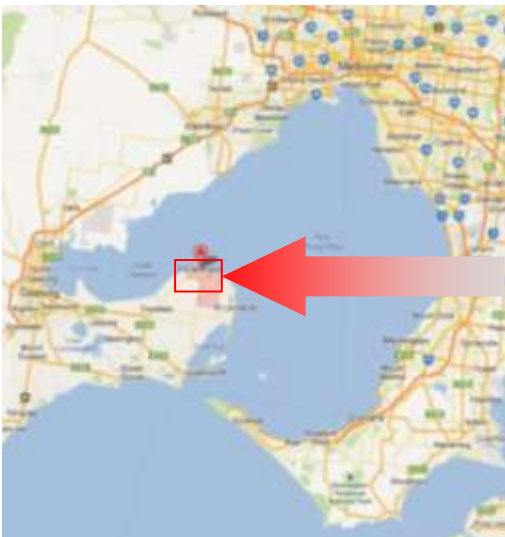
# 2014 NATIONAL CHAMPIONSHIP

28th December 2013 to 3rd January 2014



## Welcome

The VPTCA welcomes all skippers, family and friends to the 44<sup>th</sup> Paper Tiger National Championship at Portarlington, Victoria. Portarlington is located 100km (1.5hrs) south-west of Melbourne and racing will be held on Port Phillip Bay. The sailing club is located at the end of Point Richards Rd (the green arrow on the map)



Venue information from the Club's website:

*"Portarlington Sailing Club have for many years now been hosting and conducting many State and National Championships for various Associations. The Committee and all members are very proud of the reputation the club has built in conducting titles."*

*"The Portarlington Sailing Club provides some fantastic facilities which both large and small Associations find very convenient. Directly in front of the club is ample beach providing rigging area. Beyond that is the racing area giving spectators a fantastic view of the race. Along each side of the club is ample car and trailer parking."*

## Proposed Timeline

Please note that the timing of races and social events may change.

|                       |  |
|-----------------------|--|
| 28 <sup>th</sup> Dec. | ~ Registration<br>~ Measurement<br>~ Invitation race<br>~ Welcome dinner |
| 29 <sup>th</sup> Dec. | ~ Racing   |
| 30 <sup>th</sup> Dec. | ~ Racing   |
| 31 <sup>st</sup> Dec. | ~ Racing<br>~ Social night   |
| 1 <sup>st</sup> Jan.  | ~ Lay day  |
| 2 <sup>nd</sup> Jan.  | ~ Racing   |
| 3 <sup>rd</sup> Jan.  | ~ Morning racing<br>~ Presentation evening                               |

## Accommodation

| Name of Park                   | Location        | Distance to Club | Phone          | Booking Details   |
|--------------------------------|-----------------|------------------|----------------|---|
| Bellarine Bayside Holiday Park | ~ Portarlington | 1kms (2 mins)    | 1800 222 778   | They don't open until 1/6/13 but the club will be working with the park to arrange a booking for Paper Tiger skippers, so stay tuned. |
|                                | ~ Indented Head | 9kms (10 mins)   |                |   |
|                                | ~ St Leonards   | 13kms (16 mins)  |                |   |
| Big 4 Bellarine Holiday Park   | ~ Marcus Hill   | 20kms (20 mins)  | (03) 5251 5744 | Open now. Check in from 26/12/13.<br>5 night minimum.   |
| St Leonards Caravan Park       | ~ St Leonards   | 14kms (17mins)   | (03) 5257 1490 | Open 30/6/13  |

There are other places for accommodation including Fairhaven Family Holiday Park, Dylene Park, and Swan Bay Park, but places are limited. Hiring of houses is an option for those that might like to organise share accommodation amongst a few friends – try [www.stayz.com.au](http://www.stayz.com.au) for more information.





# 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  |
|-----|--|--|-----------------|----------|--|
| FEB |  | 23 <sup>rd</sup> - 24 <sup>th</sup><br>Crown Series Regatta<br>Bellerive Y C |                 |          |  |
| MAR | 16 <sup>th</sup> - 17 <sup>th</sup><br>Bundaberg Regatta   | 9 <sup>th</sup> - 10 <sup>th</sup><br>Tas. State Champ R2<br>TASCAT CHAMPS   |                 |          | 9 <sup>th</sup> - 10 <sup>th</sup><br>SRPS Round 6<br>Wallagoot Lake B C |
|     | 30 <sup>th</sup> Mar. - 1 <sup>st</sup> Apr.<br>International Championship<br>Muritai Y C, Wellington NZ |  |                 |          |  |
| APR |  |  |                 |          |  |
| MAY | 5 <sup>th</sup><br>Lake Samsonvale<br>Labour Day Cup   |  |                 |          |  |
| JUN | 8 <sup>th</sup> - 9 <sup>th</sup><br>Wivenhoe<br>Winter Marathon   |  |                 |          |  |

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

**fast...Faster...FASTEST**

Sailworld

**Aussie 'Vestas Sailrocket 2' tops 65 knots (121km/hr)**

**WORLD RECORD**

Vessel: Vestas Sailrocket 2

Crew / Skipper: Paul Larsen, AUS

Crew: Singlehanded

*This is to verify that on*  
24<sup>th</sup> November 2012 at Wairarapa Bay, New Zealand  
*the above broke the world record for*  
**Outright Sailing Speed**

Duration: 1 hour 15 min Average Speed: 65.42 knots

*(Signatures)*



# International Scene

by DAVID STUMBLES

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

## New Zealand

### 2013 National Championship Report

There was plenty of action off Maraetai Beach over Auckland Anniversary Weekend when the Maraetai Sailing Club hosted the 2013 New Zealand Paper Tiger National Championships from January 24 to 28.

The event saw over 47 boats from all over the country competing in spectacular fashion in the Tamaki Straits with the racing producing some very tight results.

The event was the overall National Title, as well as the B and C Grade titles contested meaning that every competitor throughout the fleet was fighting for every position.

With a wide range of competitors participating, other titles decided during the week long competition included the New Zealand Women's Title, The Junior (Under 21 Years) Title, The Veteran's (50-59 years) Title, The Grand Masters (60-64 years) Title, and the Great Grand Masters (65+ years) Title.

Dave Shaw (Nelson) took the overall National Title following a magnificent and dominant performance during the entire week. Shaw finished with a 21 point lead over 2nd placed Scott Pedersen (Napier), while Ryan "Rowdy" Leatham (New Plymouth/Wellington) rounded out the top three in what was an enthralling battle from Race One

The junior title was a fierce battle between Nathan Percy (Napier), current International Junior Champion Dylan Taylor (New Plymouth), and past International Junior Champion Jamie Hatch (New Plymouth). After eight tight races Taylor came out on top by winning race 7 of the regatta and claiming his second junior national title and finished 15th overall (one point ahead of his father).

The Women's Title saw local New Plymouth sailor Hillary Sutherland taking on her Wellington counter-parts Lynley Manning and Jane Thomassen. Manning (Evans Bay) took out the title to go with the 8 times she has previously won it.

Following a tight tussle at the top of the B Grade, Mike Hood (Worser Bay, Wellington) has taken the title with 7th Place overall. Scott Hodges (New Plymouth) finished a close second in 10th overall and Jamie Hatch (New Plymouth) took 3rd place.

The C Grade title was won by Leo Pritt (New Plymouth), who took the title ahead of Greg Shadolt (Muritai, Wellington) and Matt Phipps (Howick, Auckland).

The Regatta also doubled as the selection trials for the New Zealand Team to compete at the Paper Tiger Internationals at Easter 2013 in Wellington. This added extra spice to the event with competitors eager to finish in the "Top 10" and gain selection into the New Zealand National Team who will attempt to regain the International Team Title, which was lost to Australia by the narrowest of margins in 2012.

A huge thanks to the team at Maraetai Sailing Club for their fantastic hospitality, and thanks to the Race Management Team and all the volunteers from around the country; without the volunteers the regatta would not have happened! The Organising Committee and the New Zealand Paper Tiger Owners Association would also like to thank the sponsors for their contribution to the event:

#### Top 10

|      |                |                            |
|------|----------------|----------------------------|
| 1st  | Dave Shaw      | PT 3084 Feral              |
| 2nd  | Scott Pedersen | PT 3070 Double Vision      |
| 3rd  | Ryan Leatham   | PT 3007 License to Thrill  |
| 4th  | Mark Orams     | PT3010 Animal Print Pants  |
| 5th  | Scott Barker   | PT 3075 Bad Boy            |
| 6th  | Richard Dent   | PT 3025 Ultra High Modulus |
| 7th  | Mike Hood      | PT 3095 The Package        |
| 8th  | Peter Robins   | PT 3088 Runaway Train      |
| 9th  | Hayden Percy   | PT 3073 Aquaholic          |
| 10th | Scott Hodges   | PT 821 Flyer               |

#### Veterans Champion

**Peter Robins** PT 3088 Runaway Train

#### Grandmasters Champion

**Bob Preston** PT 3106 Miss Dynex

#### Great Grandmasters Champion

**Ian MacLennan** PT 2820 Love over Gold

**Ryan (Rowdy) Leatham**

**New Zealand Paper Tiger Owners Association** 

*For video coverage of the event, and an excellent piece of class promotion, check out:*

<http://tvnz.co.nz/sailing-news/resurgence-inexpensive-yacht-video-5327617> [Ed.]



# NEW ZEALAND NATIONAL CHAMPIONSHIP RESULTS

| Pl | Skipper           | Boat               | No.  | Club         | R1   | R2   | R3   | R4   | R5  | R6  | R7   | R8   | Pts   |
|----|-------------------|--------------------|------|--------------|------|------|------|------|-----|-----|------|------|-------|
| 1  | Dave Shaw         | Feral              | 3084 | Nelson       | 2    | 1    | 1    | 1    | 1   | 1   | [9]  | 1    | 8     |
| 2  | Scott Pedersen    | Double Vision      | 3070 | Napier       | 4    | 4    | 4    | 5    | 5   | 3   | 2    | [6]  | 27    |
| 3  | Ryan Leatham      | Licence To Thrill  | 3007 | New Plymouth | 5    | 2    | 7    | 3    | 3   | 8   | [21] | 3    | 31    |
| 4  | Mark Orams        | Play Time          | 3010 | Torbay       | 1    | DNF  | 2    | 2    | 2   | 28  | 3    | 2    | 40    |
| 5  | Scott Barker      | Bad Boy            | 3075 | Muritai      | 6    | [11] | 5    | 10   | 7   | 6   | 4    | 4    | 42    |
| 6  | Richard Dent      | Ultra High Modulus | 3025 | Tauranga     | 9    | 8    | 11   | [17] | 4   | 4   | 6    | 5    | 47    |
| 7  | Mike Hood         | The Package        | 3095 | Evans Bay    | 8    | 3    | 14   | 4    | 6   | 7   | [22] | 13   | 55    |
| 8  | Peter Robins      | Runaway Train      | 3088 | Muritai      | 12   | 6    | 8    | 9    | 9   | 2   | 13   | [23] | 59    |
| 9  | Hayden Percy      | Aquaholic          | 3073 | Napier       | 3    | 7    | 3    | 6    | 10  | DNF | 20   | 12   | 61    |
| 10 | Scott Hodges      | Flyer              | 821  | New Plymouth | 14   | 13   | [18] | 14   | 12  | 9   | 5    | 7    | 74    |
| 11 | Bob Preston       | Miss Dynex         | 3106 | Nelson       | 7    | 12   | 10   | 12   | 11  | DNF | 14   | 16   | 82    |
| 12 | Ian MacLennan     | Love Over Gold     | 2820 | Takapuna     | 10   | 15   | 9    | 24   | 13  | DNF | 17   | 8    | 96    |
| 13 | Mark Bell         | Totally Wired      | 2862 | Torbay       | 11   | 5    | 6    | 13   | 8   | DNF | 8    | DNF  | 99    |
| 14 | Denis Leatham     | Learning To Fly    | 2988 | New Plymouth | [23] | 9    | 20   | 7    | 22  | 12  | 11   | 18   | 99    |
| 15 | Dylan Taylor      | Smugg              | 300  | New Plymouth | 25   | DNF  | 16   | 11   | 19  | 17  | 1    | 11   | 100   |
| 16 | Stuart Taylor     | Gray Power         | 2529 | New Plymouth | 15   | 20   | 15   | [26] | 15  | 15  | 7    | 14   | 101   |
| 17 | Mark Hatch        | Crazy Diamond      | 2811 | New Plymouth | 21   | 17   | 22   | 8    | 14  | 5   | 18   | [29] | 105   |
| 18 | Selwyn Pedersen   | True Blue          | 3105 | Napier       | 18   | 14   | 13   | [22] | 18  | 11  | 16   | 15   | 105   |
| 19 | Jamie Hatch       | Roar Speed         | 2634 | New Plymouth | 13   | 16   | [24] | 20   | 16  | 19  | 12   | 19   | 115   |
| 20 | Nathan Percy      | Captain Morgan     | 2812 | Napier       | 19   | 18   | 19   | 19   | 21  | 16  | [27] | 20   | 132   |
| 21 | Rick Martin       | Butterfly          | 2987 | Evans Bay    | [42] | 10   | 21   | 21   | 17  | 10  | 30   | 27   | 136   |
| 22 | Colin Rankin      | Agent Provocatar   | 3107 | Muritai      | 20   | 21   | 17   | 18   | 25  | 18  | [31] | 21   | 140   |
| 23 | Doug Ferguson     | Yellow Fever       | 3026 | Howick       | 16   | DNF  | 12   | DNF  | 33  | 14  | 10   | 9    | 142   |
| 24 | Les Gallagher     | Arriba             | 3093 | Howick       | 17   | DNF  | 23   | 29   | 20  | DNF | 15   | 10   | 162   |
| 25 | Rodger Wilson     | Soon               | 3028 | Evans Bay    | 33   | 22   | [35] | 23   | 28  | 13  | 35   | 32   | 186   |
| 26 | Leo Pritt         | All That Jazz      | 3008 | New Plymouth | DNF  | DNC  | 25   | 27   | 23  | 27  | 19   | 17   | 186   |
| 27 | John Tattersall   | If Only            | 600  | Muritai      | 30   | 27   | 30   | DNF  | 26  | 20  | 24   | 36   | 193   |
| 28 | Gregory Shadbolt  | Abby Cat           | 822  | Evans Bay    | 26   | 23   | 26   | 32   | 32  | DNF | 28   | 26   | 193   |
| 29 | Patrick Thompson  | Scalded            | 2950 | Howick       | 24   | 31   | [45] | 38   | 34  | 24  | 25   | 22   | 198   |
| 30 | Michael Hatch     | Rumpus Cat         | 828  | New Plymouth | 27   | 34   | 31   | 15   | 24  | DNF | 37   | 33   | 201   |
| 31 | Lynley Manning    | One Fish Two Fish  | 2800 | Evans Bay    | 28   | 30   | 27   | 33   | 27  | 23  | 34   | [42] | 202   |
| 32 | Norm Codd         | Panther            | 2933 | Evans Bay    | 34   | 35   | [39] | 37   | 29  | 26  | 23   | 24   | 208   |
| 33 | Murray McLanghlan | Against The Grain  | 2986 | Evans Bay    | 32   | 26   | 34   | 28   | DNF | 21  | 38   | 34   | 213   |
| 34 | Remi Thomassen    | Double Dutch       | 2740 | Evans Bay    | 29   | 32   | 29   | DNF  | 39  | 22  | 29   | 40   | 220   |
| 35 | Chris Reid        | Blue-Bi            | 3094 | Napier       | 37   | 24   | 28   | 40   | 31  | DNF | 33   | 28   | 221   |
| 36 | Matt Phipps       | Turbo Tone         | 2891 | Howick       | 40   | 25   | [41] | 31   | 35  | 29  | 32   | 37   | 229   |
| 37 | Jane Thomassen    | Pom Puss           | 3045 | Evans Bay    | 43   | DNF  | 36   | 30   | 30  | 25  | 41   | 25   | 230   |
| 38 | Jamie Sutherland  | Deja Vu            | 3071 | New Plymouth | 22   | 19   | 32   | 16   | DNC | DNC | DNC  | DNC  | 233   |
| 39 | Jim Moore         | Hot Gossip         | 2868 | Wanganui     | 39   | 28   | 38   | 35   | 36  | 30  | [40] | 30   | 236   |
| 40 | Bruce Moorman     | Charmed Quirk      | 862  | Muritai      | 35   | 33   | [40] | 34   | 37  | 31  | 36   | 31   | 237   |
| 41 | Phil Henderson    | 2 Elusive          | 776  | Torbay       | 38   | 36   | 43   | 36   | DNF | 34  | 26   | 35   | 248   |
| 42 | Dave Bamford      | Sneakin Kiwi       | 2863 | Muritai      | [44] | 37   | 44   | 39   | 38  | 32  | 39   | 41   | 270   |
| 43 | Carey Johnstone   | Copy Cat           | 3068 | New Plymouth | 31   | DNF  | 33   | 25   | DNF | DNF | DNC  | DNC  | 281   |
| 44 | Greg Bain         | Scarface Claw      | 2368 | Maraetai     | 45   | 38   | 46   | 41   | 40  | DNF | 42   | 38   | 290   |
| 45 | Robert Morrison   | Panther            | 2698 | Napier       | 46   | 39   | 42   | 42.6 | 41  | DNF | 43   | 39   | 292.6 |
| 46 | Robin Connor      | Top Cat            | 2990 | Muritai      | 36   | 29   | DNC  | DNC  | DNC | DNC | DNC  | DNC  | 305   |
| 47 | Hilary Sutherland | Wild Thing         | 2935 | New Plymouth | 41   | DNF  | 37   | DNF  | DNC | DNC | DNC  | DNC  | 318   |

# BOATS and bits

Please note that the items listed may no longer be available

## 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.

Phone: 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.

Phone: (02)4950 4780 or 0410 504 780.

Email: [brucep@exemail.com.au](mailto:brucep@exemail.com.au)

(ad placed Oct 2012)



BEAN

## PT2973 \$4,200

### Victoria

Competitive PT in VGC for sale. Foam sandwich hulls, 2 sails, spare mast, foam battens, reconditioned foils, underweight with lead, measurement certificate, dual tail vang, all accessories, ready to race. \$4200 neg.

Contact: Michael Boswell.

Phone: 0478 639 991

Email: [michael.boswell@gmail.com](mailto:michael.boswell@gmail.com)

(ad placed Dec. 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

Phone: 08 84491239 / 0418 815 623

Email: [rgnewmarch@bigpond.com](mailto:rgnewmarch@bigpond.com)

(ad placed Nov 2012)



QUICKMARCH

## RACE TIMER \$85

### Victoria

Ronstan Clearstart Race Timer RF4030. As new, only used a few times [stopped sailing]. Cost \$169.95, sell for half price.

Contact: Ross

Phone: 0417 881 556

(ad placed Feb 2013)



## WANTED UP TO \$2,500 ONO

### New South Wales

Foam sandwich PT on trailer.

Contact: Tony Batch

Phone: 0407 708 896

Email: [south-west@bigpond.com.au](mailto:south-west@bigpond.com.au)

(ad placed Feb 2013)





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
- Rudder stock
- Tiller crossbar

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](mailto:neil@koonawarrabaysc.org.au)

or look at [shop.papertigercatamaran.org](http://shop.papertigercatamaran.org)

to see what's required.

The site now has SSL security for safe ordering.

**Neil Waterman**

## NEW ITEM



### RUDDER STOCKS & TILLER CROSSBARS

Stocks supplied to suit vertical or 8 degree pintles

All items are anodised

# apt *quarterly*

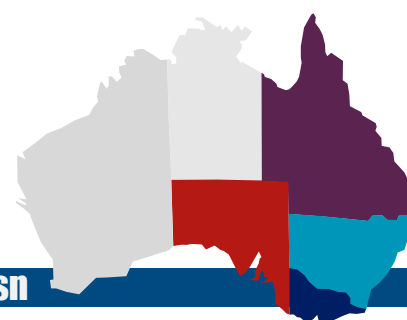
## May ISSUE

Closing date  
for articles,  
reports, results  
and adverts

# 26th April

Please send to: [ptcia@papertigercatamaran.org](mailto:ptcia@papertigercatamaran.org)

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