

MAY 2013

ampt

quarterly

2013 Internationals

Tassie State Championship

Changing Gears & Handling Chop

AUSTRALIAN PAPER TIGER CATAMARAN ASSOCIATION



No.13

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COVER: The Internationals fleet under threatening skies

photo by Phil Bengé

Editorial

Internationals

Aussie customs officials may suspect that we have started a business exporting trophies to New Zealand!

In spite of a valiant effort on the part of the Australian team, the Kiwis have now snaffled all the international titles, and I suspect they will be very reluctant to return them. With two years till the next series, anyone have a plan?

Nationals

With the end-of-season turmoil almost at an end, now is a good time to start considering the 2014 Nationals. It is a big task to organise these events and a big help to the organisers to have some idea well in advance of the numbers they will have to cater for. As accommodation is usually at a premium at that time of year, making sure you have a spot early is also a wise move.

Off-The-Shelf PT

It's great to hear that the Vics hope to have the first off-the-shelf PT on the water this June (see page 27). Lets hope it leads to a surge in class interest within the 'no-time-to-build' fraternity. It is also good to hear that New Zealand is pursuing the same path (see page30).

The Way That You Do It

It is very pleasing to be able to include some more performance enhancing articles in this issue. It is not easy to pry this stuff out of the front-runners (understandable) but it all helps to raise the level of competition. My thanks to the contributors.

Also my thanks to all the other contributors to this issue of APT, including Tony Hastings and Ryan Leatham for their input to the International's report.

The Editor

Publicity Perspective

The Kiwis did a great job getting promotion and coverage of the recent Internationals. Well done to all involved.

In this edition, I would like to draw your attention to the **Paper Tiger Forum**, an on-line discussion facility on the Paper Tiger Catamaran website. Unfortunately, the forum has gone quiet in recent months. Forums are great ways to share knowledge and to learn things. People who have been in the class for a relatively short period will have loads of questions to ask, and this is an easy way to do it.

While we do try to cover many aspects of Paper Tiger sailing in this magazine and on the website, people often have other questions specific to what they are trying to improve at the time, or they might want further clarification or detail about something they have read about. Having access to a whole range of class experts is ideal. And the forum can help achieve that. The other benefit is that people viewing it can learn from the questions other people ask.

An active forum can also attract people to the class, as they know they can easily get help and assistance. This can be from beginners who can't quite work out how the stays are arranged, through to accomplished sailors

trying to squeeze every bit of speed possible out of the boat.

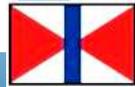
To view the forum, go to www.papertigercatamaran.org and click on "**Forum**" in the menu across the top. You are free to read the forum topics and responses at any time. However, please note that to contribute to the forum (start your own threads or reply to existing threads) you have to be a registered user and you have to be logged in at the time.

In the article in this edition of APT about some of the highlights of the Internationals through the years, there was mention of people winning the Internationals on borrowed boats. This begs the question: How much success is attributed to the boat and how much to the skipper? As such, I have started this discussion on the Paper Tiger Forum. In the forum, select "**Sailing Tips & Tricks**" and then "**General**" to view or contribute to this discussion.

Hopefully, we can get some discussion going but more importantly, get people comfortable with using the forum. So please feel free to start new threads and respond to other threads.

David Stumbles Publicity Officer, APTCA

2013



SWIRE SHIPPING

Paper Tiger Catamaran



INTERNATIONAL CHAMPIONSHIP

A CLEAN SWEEP BY KIWIS



This year's Paper Tiger Catamaran International Championship was hosted by the Muritai Yacht Club, located on the eastern shores of Wellington, New Zealand. A fleet of 50 boats competed for the title of International Champion. In spite of Wellington living up to its reputation as a windy venue, a six race series was completed and the New Zealand team emerged convincing victors.

The teams event was fought out between a New Zealand 'Kiwi' and Australian 'Kangaroo' team, each comprised of ten of the country's top skippers. The balance of the 50 boat fleet consisted of a NZ 'Tui' and an Australian 'Wombat' team, consisting of ten and seven skippers respectively, and thirteen NZ invitees.



The venue

The Australian team spent Wednesday afternoon unloading their boats from the container and assembling them, ready for measuring the following day. Thursday's conditions provided an opportunity for skippers to hit the water and psyche themselves up for the start of serious competition on Friday. Many one-on-one speed checks

took place as well as a general sussing out of the competition.

Unfortunately, when Friday arrived, the racing was not to be. With winds gusting between 25 and 35 knots, and no sign of a let-up, racing was abandoned for the day. Some of the skippers retired to a local go-kart track for relief, as well as to let out their pent up energy. In an ominous sign, the Kiwi team performed best overall.



So it begins...

P. Bengte



Luke Stout tailgating Mike Hood

By Saturday morning the conditions had moderated, although a gale warning was current. Four races were packed into the day while conditions were favourable, thus guaranteeing a valid series. The breeze varied between 10 and 15 knots, with the occasional hole to catch the unwary. The fleet had a great day of racing, though for some this would most likely have been followed by some much appreciated bed time.

Sunday morning started windy with 20 knots of breeze by 9am, steadily increasing to a gusty 30 to 40 knots by the afternoon with showers thrown in for good measure.

Bruce Rose briefly ventured out in the morning to do some sail tuning and attempt to convince the race committee that the conditions were sailable. But the frustrated skippers soon turned to ten-pin bowling and mini-golf to take their minds off another lost day.

The final day of the series presented squally conditions with winds around 20 knots, plus and a confused chop. This proved daunting, even for the front-runners. Only two of the scheduled three races were completed, with most of the fleet suffering breakage or practicing their boat righting skills at some stage during the day.

As can be seen in the results schedule, the Kiwi team performed brilliantly to take the series with all ten members bunched into the top sixteen placings and well deserving of the title.

The contest for individual International Champion came down to a close battle between New Zealand's Dave Shaw and Australia's Bryan Anderson. Dave dominated early in the series with four wins in the first four races on day 1. However, Bryan fought back on the second day of competition, winning both races sailed. Dave scored a ninth in the final race following an impressive cartwheel on the first reach. He now has the honour of being the first Kiwi to ever win back-to-back International PT Champion titles. (see '*An Internationals*

Analysis' page 19)

The battle for third place was also close between New Zealanders, Scott Barker and Ryan Leatham, and Australia's Bruce Rose. Scott and Bruce were eliminated from race 6 due to breakages - Scott destroyed a mast and Bruce a gooseneck. Scott snatched 3rd and was no doubt relieved that the scheduled seventh race was abandoned.

Josh Thorpe drives thru to leeward of Selwyn Pedersen



It is interesting to note that the top three places, as well as fifth place, were the same skippers as at last year's Internationals at McCrae.



Lynley Manning keeps a close cover on Sarah Ashley-Jones

The Women's International Champion title went to New Zealand's Lynley Manning, a Wellington local, who completed all the races and finished with a clear margin to Australia's Sarah Ashley-Jones.

The Junior International Champion title was retained for the second time by New Zealand's Dylan Taylor who sailed consistently to finish an impressive 19th overall, five points ahead of Australia's Joshua Thorpe.

This is the first time in the history of the International Championship that New Zealand has taken out the Team's Trophy, Individual Title and Junior Title in the one event. An impressive achievement and one that Aussies will be striving to redress at the next Internationals in Australia in 2015.

The host club, Muritai Yacht Club, is to be congratulated on a very well run series, especially under very trying conditions.

The organising committee, led by John Tattersall, did a fine job of planning and organising this series, with great attention to all details.

There were also great

reports about the billeting, where the Australian sailors were accommodated with local families. This can be a real highlight of the trip for the visiting sailors, and it helps to build the spirit of friendship and goodwill at the event.

An important thankyou needs to be given to the series sponsors. At the top of the list is Swire Shipping, who very generously provided a container and sea transport for the Australian Team boats. If these costs had to be covered by the sailors, it would be likely that the series would be out of reach for most skippers.

In other words, the Internationals would be unlikely to happen without the support of the shipping company. Our most sincere thanks to all involved at Swire Shipping.

Thanks also to the two companies who transported the container by road in each country. In Australia, we had Butler Freight and in New Zealand we had Grace Removals.

Other sponsors included Pub Charity, Plumbing World, Seaview Sails & Rigging, Tui, Altex Yacht & Boat Paint, Cobar Restaurant and Wellington Provedoring.

Anyone who has organised this type of event will know how crucial good sponsorship is to the success of the event.



Scott Barker lookin Bad

NEW ZEALAND

Back row - left to right

Dave Shaw

Scott Pederson

Scott Barker

Hayden Percy

Ian McLennan

Front row - left to right

Richard Dent

Scott Hodges

Ryan Leatham

Peter Robins

Mike Hood



AUSTRALIA

Back row - left to right

Keith Deed

Dave Godfrey

Alex Craig

Bryan Anderson

Ron Wiggins

Luke Stout

Russell Jolly

Mike Wold

Joshua Thorpe

Trent Godfrey

Peter Darling

Front row - left to right

Bruce Rose

Sarah Ashley-Jones

Tony Hastings

Mark Wiggins

Jacob McDonald

Andrew Barnard



THE TEAMS



P. Bengte

International Champion
Dave Shaw



P. Bengte

2nd Place
Bryan Anderson



P. Bengte

3rd Place
Scott Barker



P. Bengte

Women's Champion
Lynley Manning



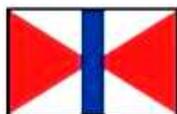
P. Bengte

Junior Champion
Dylan Taylor

INDIVIDUAL WINNERS

EVENT SPONSORS

**BUTLER
FREIGHT
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SWIRE SHIPPING



GRACE
REMOVALS GROUP

**Pub
Charity**



plumbingworld



2013 SWIRE SHIPPING PAPER TIGER CATAMARAN INTERNATIONAL CHAMPIONSHIP

OVERALL RESULTS

Place	Skipper	Boat	No.	Category	Club	R1	R2	R3	R4	R5	R6	Pts
1	Dave Shaw	Feral	3084	Kiwi	Nelson	1	1	1	1	2	[9]	6
2	Bryan Anderson	Fly'n Bry'n	2958	Kangaroo	Lysterfield	3	2	[5]	2	1	1	9
3	Scott Barker	Bad Boy	3075	Kiwi	Muritai	5	3	4	5	3	[51]	20
4	Ryan Leatham	Moneypenny	3007	Kiwi	New Plymouth	2	7	2	3	7	[14]	21
5	Bruce Rose	The Apprentice	3036	Kangaroo	Lauderdale	7	4	3	4	6	[51]	24
6	Mark Wiggins	Firestorm	3104	Kangaroo	Lysterfield	4	[25]	12	11	5	2	34
7	Peter Robins	Runaway Train	3088	Kiwi	Muritai	6	6	11	[12]	4	11	38
8	Mike Hood	The Package	3095	Kiwi	Evans Bay	8	11	9	7	[14]	4	39
9	Alex Craig	Need For Speed	3033	Kangaroo	Yarrowonga	[14]	8	7	8	13	8	44
10	Richard Dent	Ultra High Modulus	3025	Kiwi	Tauranga	11	9	[21]	10	8	12	50
11	Scott Pederson	Double Vision	3070	Kiwi	Napier	[15]	15	13	15	9	3	55
12	Stuart Taylor	Gray Power	2529	Tui	New Plymouth	19	22	6	[25]	10	6	63
13	Hayden Percy	Aquaholic	3073	Kiwi	Napier	18	10	8	6	21	[33]	63
14	Luke Stout	Speed Demon	3031	Kangaroo	McCrae	12	5	10	9	[51]	28	64
15	Ian Maclellan	Love Over Gold	2820	Kiwi	Takapuna	9	12	18	20	11	[51]	70
16	Scott Hodges	Flyer	821	Kiwi	New Plymouth	13	20	19	16	15	[27]	83
17	Mark Hatch	Crazy Diamond	2811	Tui	New Plymouth	28	18	[32]	18	12	10	86
18	Denis Leatham	Learning To Fly	2988	Tui	New Plymouth	10	24	20	21	[31]	13	88
19	Dylan Taylor	Smugg	2351	Tui	New Plymouth	17	[19]	15	19	18	19	88
20	Joshua Thorpe	For Xternal Use Only	2833	Kangaroo	Bendigo	23	23	14	13	[25]	20	93
21	Andrew Barnard	Psyclone	3100	Kangaroo	Lauderdale	21	16	16	[33]	24	17	94
22	Selwyn Pedersen	Tru Blu	3105	Tui	Napier	[27]	21	25	14	27	16	103
23	Les Gallagher	Arriba!	3093	Tui	Howick	24	17	24	23	[29]	15	103
24	Ron Wiggins	Ere Wiggo Again	2993	Wombat	McCrae	20	30	29	[32]	19	7	105
25	Rick Martin	Unplugged	2987	Tui	Evans Bay	33	26	23	17	16	[51]	115
26	Mike Wold	Boy At Heart	3050	Kangaroo	Elwood	22	13	28	29	28	[51]	120
27	Tony Hastings	Tigerdelic	2901	Kangaroo	Wallagoot Lake	29	[36]	17	22	34	25	127
28	Colin Rankin	Agent Provocateur	3107	Tui	Muritai	43	37	[46]	30	17	5	132
29	Nathan Percy	Captain Morgan	2812	Tui	Napier	26	[41]	26	27	36	29	144
30	Russell Jolly	Deja Vu	3071	Wombat	Arno Bay	[44]	29	34	34	30	23	150
31	Patrick Thompson	Scalded	2950	Invitee	Howick	35	14	27	26	[51]	51	153
32	John Tattersall	If Only	600	Invitee	Muritai	30	34	37	[41]	32	21	154
33	Gregory Shadbolt	Abby Cat	822	Invitee	Evans Bay	25	28	[38]	37	38	26	154
34	Trent Godfrey	Wind Breaker	3042	Wombat	Lysterfield	32	39	[43]	31	23	30	155
35	Jacob McDonald	Magic Marine	3052	Kangaroo	Bendigo	40	[47]	30	28	26	34	158
36	Jamie Hatch	Roar Speed	2634	Tui	New Plymouth	16	49	48	24	22	[51]	159
37	Chris Reid	Blue Bi	3094	Invitee	Napier	[47]	31	41	38	35	18	163
38	Remi Thomassen	Double Dutch	2740	Invitee	Evans Bay	37	[43]	40	43	20	24	164
39	Leo Pritt	All That Jazz	3008	Invitee	New Plymouth	36	27	22	35	[51]	51	171
40	Lynley Manning	One Fish Two Fish	Invitee	Invitee	Evans Bay	31	38	36	[44]	40	32	177

Aussie Team
 Kiwi Team
 Aussie Invitees
 Kiwi Invitees

2013 SWIRE SHIPPING PAPER TIGER CATAMARAN INTERNATIONAL CHAMPIONSHIP

OVERALL RESULTS (Cont.)

Place	Skipper	Boat	No.	Category	Club	R1	R2	R3	R4	R5	R6	Pts
41	Peter Darling	Blue Peter	1	Wombat	Arno Bay	45	40	[47]	42	33	22	182
42	Robin Connor	Top cat	2990	Invitee	Muritai	38	33	33	40	41	[51]	185
43	David Godfrey	Windcruiser	3041	Wombat	Lysterfield	41	48	31	45	[51]	31	196
44	Murray McLauchlan	Against The Grain	2986	Invitee	Evans Bay	34	44	42	39	37	[51]	196
45	Keith Deed	Imagine	2911	Wombat	McCrae	39	35	35	36	[51]	51	196
46	Sarah Ashley-Jones	Apache	2827	Wombat	McCrae	42	32	39	46	43	[51]	202
47	Jim Moore	Hot Gossip	2868	Invitee	Wanganui	46	42	44	48	42	[51]	222
48	Jane Thomassen	Pom Puss	3045	Invitee	Evans Bay	[51]	45	45	47	39	51	227
49	Dave Bamford	Sneakin' Kiwi	2863	Invitee	Muritai	[51]	46	49	49	51	51	246
50	Norm Codd	Panther	2933	Invitee	Evans Bay	[51]	51	51	51	51	51	255

SWIRE SHIPPING PAPER TIGER CATAMARAN INTERNATIONAL REGATTA 2013

TEAMS ONLY RESULTS

Place	Skipper	Boat	No.	Category	Club	R1	R2	R3	R4	R5	R6	Pts
1	Dave Shaw	Feral	3084	Kiwi	Nelson	1	1	1	1	2	[6]	6
2	Bryan Anderson	Fly'n Bry'n	2958	Kangaroo	Lysterfield	3	2	[5]	2	1	1	9
3	Scott Barker	Bad Boy	3075	Kiwi	Muritai	5	3	4	5	3	[21]	20
4	Ryan Leatham	Moneypenny	3007	Kiwi	New Plymouth	2	7	2	3	7	[9]	21
5	Bruce Rose	The Apprentice	3036	Kangaroo	Lauderdale	7	4	3	4	6	[21]	24
6	Mark Wiggins	Firestorm	3104	Kangaroo	Lysterfield	4	[18]	11	11	5	2	33
7	Peter Robins	Runaway Train	3088	Kiwi	Muritai	6	6	10	[12]	4	7	33
8	Mike Hood	The Package	3095	Kiwi	Evans Bay	8	11	8	7	[12]	4	38
9	Alex Craig	Need For Speed	3033	Kangaroo	Yarrowonga	[13]	8	6	8	11	5	38
10	Richard Dent	Ultra High Modulus	3025	Kiwi	Tauranga	10	9	[18]	10	8	8	45
11	Luke Stout	Speed Demon	3031	Kangaroo	McCrae	11	5	9	9	[21]	14	48
12	Scott Pederson	Double Vision	3070	Kiwi	Napier	[14]	14	12	14	9	3	52
13	Hayden Percy	Aquaholic	3073	Kiwi	Napier	[15]	10	7	6	14	15	52
14	Ian MacLennan	Love Over Gold	2820	Kiwi	Takapuna	9	12	16	16	10	[21]	63
15	Scott Hodges	Flyer	821	Kiwi	New Plymouth	12	16	[17]	15	13	13	69
16	Andrew Barnard	Psyclone	3100	Kangaroo	Lauderdale	16	15	14	[20]	15	10	70
17	Joshua Thorpe	For Xternal Use Only	2833	Kangaroo	Bendigo	[18]	17	13	13	16	11	70
18	Tony Hastings	Tigerdelic	2901	Kangaroo	Wallagoot Lake	[19]	19	15	17	19	12	82
19	Mike Wold	Boy At Heart	3050	Kangaroo	Elwood	17	13	19	19	18	[21]	86
20	Jacob McDonald	Magic Marine	3052	Kangaroo	Bendigo	[20]	20	20	18	17	16	91

Interview with **Dave Shaw**

by david stumbles

Congratulations Dave on winning this year's Internationals and becoming the first Kiwi to win more than once. Well done. There have only been four other multiple winners in the 29 times the event has been held, so you join an elite group (Peter Anderson, Garry Williams, Ben Deed & Bryan Anderson). How does it feel to now be included in this group?

With Peter, Garry and Ben all having won the Internationals four times I have a long way to go before being considered part of this elite group of Paper Tiger sailors.

You dominated early on, winning the first four races. What do you see as the reasons for this convincing performance?

The breeze was in the range I generally sail well in, and I was able to make the most of the shifty conditions. Arriving at Muritai early and being able to train with The Hoodster, Bad Boy and our fellow Kiwi Bruce was a bonus. Plus lots of preparation and a good dose of luck.

The Kiwis had a very strong showing, convincingly winning the Teams Event. What do you think contributed to this?

The Nationals in Auckland saw races at similar wind speeds and so the Kiwi team heading to windy Wellington were always going to be well placed. Every member of the Kiwi team is a great sailor in their own right, from our class legend Ian MacLennan to our latest recruit Scott Hodges.

How did you prepare for this event? Were there specific things you worked on? Was this any different to your usual event preparation?

I was lucky enough to be able to train in Nelson with six times NZ Nationals champion, Bob Preston, and have a fast sail made for me by John Leydon of Doyle Sails. I thought I should be pretty quick after the NZ Nationals, plus I've sailed a few regattas in the A Class recently, which has kept me race fit.

Bryan Anderson ended up getting within a few points of you. What did you see as his strengths in the event?

Bryan is obviously fast in the breeze and can stay in control of his boat in the gusty conditions. He arrived looking fit and well and looks very comfortable on the boat. Could his latest secret weapon be his new Davie Norris centreboards? It is really enjoyable to sail against someone who sails fast and clean.

You have been performing very consistently at the top level in recent years, including another convincing win at your recent Nationals. What things have helped you to get to the top of the PT class and stay there?

Sailing at our local club with the guru Bob Preston, who not only is a great sailor to train with, but who has always been very encouraging and supportive.

What do you see as the strengths of the Paper Tiger class?

Definitely being able to build your own boat which is relatively cheap, while still being one design, but with plenty of room for people to try out their ideas. The Paper Tiger is a really strong class within New Zealand because of this, but more importantly they are a really friendly bunch of people both on and off the water.

Besides your great performance, what were some of the highlights of the recent Internationals?

It was a really well organised regatta, thanks to John Tattersall and his team, and a great event thanks to all 50 sailors who took part. In terms of sailing, I remember seeing someone looking fast and smooth on starboard in the first beat of race five, wondering who it was, and then having Ian MacLennan drive over me to come in first at the top mark. What an inspiration! For me personally it was living by the sea for a week, a dog friendly beach and wind every day.

Thanks for your time and congratulations on another great win.



P. Bengt

Aussie Team Captain Report



I've been asked as Team Captain to reflect a little on our visit to windy Wellington!

Firstly, I would love to be congratulating the Aussie team for a victory in NZ. Sadly, I can't on this occasion; however, I would like to congratulate each and every one of our team for putting up their best effort in what were quite testing conditions, especially physically! I'm sure most of us would have loved a bit more variety in the wind department and spread out over the 4 days instead of the 2 days but, as they say, we can't control the weather! We also had our fair share of broken boat bits and even bodies....having said that the Kiwis fully deserved to take the trophy from us, out performing us quite convincingly in spite of having breakages of their own. Dave Shaw again sailed brilliantly to take the individual title and was a great example of how to, literally, instantly get into the groove as soon as the start gun went off!

I think it's a much more exciting event now than it's ever been since my time in Tigers because of the Kiwis lifting their standard and depth in more recent times. As a result I personally feel inspired to lift my game and improve in areas I need improving....especially before I get "really old" •

I'd like to make special mention of Bryan Anderson for his outstanding effort, scoring 2 heat wins and coming very close to taking the series individually, an extra triangle in the first 2 races may have seen the end result even closer. Mark Wiggo also deserves a mention for his 2nd place in the final race and the next best heat result from the Aussies after Bryan. A little more

consistency will see Mark right up the front again.

All in all it was a fantastic series and we should all feel very fortunate we are able to participate in such an event. Swire Shipping, along with all the other sponsors, needs to be applauded again for making it all possible, thank you!! Also, on behalf of all the Aussies, I would like to thank everyone at the Australian end who was involved in the organisation of the event. It is very much appreciated!!

There is something very special about sailing as a team for your country in another country and I would encourage anyone who hasn't done it already to make it a goal to be a part of it one day! It is a very big part of the reason why Paper Tigers remain so strong in both countries! The camaraderie felt amongst the Aussie team and contingent alone is reason enough to get involved, and equally the camaraderie between the Aussies and Kiwis is also fantastic! And also, who doesn't want to knock off a Kiwi or two, especially on their own turf? I'm talking sailing, Jake!

Speaking of Kiwis, I would like to thank the Kiwi skippers, their families, organisers of the event and helpers from Muritai Yacht Club, and all the billets for making us feel so welcome and helping make our time in Eastbourne so much fun!! I'm sure all of the Aussies, including me, will have very fond memories of Easter 2013.

See you all in two years when we will do it all again!!

Bruce Rose - PT3036 The Apprentice
Australian Team Captain



Bryan Anderson



We were asked to include an article on sailing through chop. We thought this was a great idea, so we went to the experts!

Here is what they had to say about it. To put you in the picture, I have listed their qualifications:

Garry Williams: Four times International Champion, four times National Champion, 22 times NSW State Champion. Garry had to develop his skills in chop at regattas, as his home club is the Wagga Wagga Sailing Club, that sits on very small Lake Albert, about five hours drive from the coast!

Ian Marcovitch: 2010 International Champion, two times NSW State Champion. Ian does most of his sailing on coastal lakes, so is an expert in handling chop. This intro is longer than his contribution! No one will believe Ian had so little to say on anything!

Alex Craig: A consistent performer and a regular in the top ten at both National and International level over recent years. He placed 3rd in the 2011 Nationals and 2nd in the 2013 Nationals.

Garry Williams

To start the discussion I would suggest that we define small and large chop. Small chop is a wave pattern that is unavoidable, not able to steer through, chop that is less than say 0.2 metres high and generally consistent. This type of chop requires boat balance, trim and a fairly full sail to punch through the waves.

So, sit back further than normal so the bows do not sink under all but the largest waves. Make sure

you are not pointing too high to slow the boat down and, if possible, keep the windward hull just above the waves or just skipping the top of the waves.

The trick is that on one tack you will be punching nearly directly into the waves and on the other tack you will inevitably be sailing across them, so the technique on the other tack is different. Sailing across the waves requires a flatter sail, with the waves pushing you along rather than providing resistance. This will also allow you to point higher without losing speed and the balance of the boat may allow you to move further forward, towards your normal upwind position.

Larger chop is further between the peaks of the waves and will allow you to steer through them as some are higher than others. Some research suggests that there may be a general pattern of one high wave in seven. This would suggest that there is a benefit in steering through them and I find it part of the rhythm of sailing upwind in waves to steer into and away from the wind as part of negotiating the waves. It is important not to steer too high into the wind, especially when going up the wave, as this will slow you down considerably. Your sail does not



R. Leatham

Garry

need to be as full as it does when the chop is small as the boat is not punching through the chop as much, but it is still working to find the energy to move through them so some fullness is required. Trim is still important, as is balance, and these aspects of working a chop are the most important in finding optimum boat speed.

Concentration is paramount and just sitting on the side will not provide the best result.

Sailing through waves is a different thing again and requires a different approach as the wind angle and velocity at the bottom of the wave is different to that at the top.

Garry Williams - PT3085 Characin IV 

Alex Craig

I have quite different styles of sailing for short chop vs. large slop.

Upwind in short chop:

- Tight mainsheet tension.
- Traveller out about 30cm, then further out if windier to prevent windward hull flying too high.
- Tight outhaul to flatten foot of sail (few cm depth).
- Mast rotation about 45 degrees.
- Bear away slightly to build speed to punch through rougher patches and the odd steep wave.
- Hiking/Sitting over the centreboard.

Upwind in large slop (greater than 0.5m high):

- Sail with a loose rig - Less mainsheet tension and more mast rotation (about 75-90 degrees) for a full sail.
- More aggressive steering - bear away at top of wave to build speed, point up only with speed.

- Mainsheet tension is adjusted with steering - ease slightly at top of wave, tighten again as speed increases and gain height.
- Traveller same as above.
- Loose outhaul (around 10cm depth at foot).
- Sit over/slightly back of the centreboard as the wind increases.

Tips for those who usually sail on flat water:

- Look further ahead than usual to spot the steep waves and bear away early .
- Set a fuller sail than usual.

Alex Craig - PT3033 Need For Speed 

Ian Marcovitch



Sit back 300mm behind the side stay, and decide after a few minutes sailing if it is better to point high and slow, or go deep and slow. Either way you just have to keep banging away at it.

Ian Marcovitch - PT3039 Mojo 



BILL ARTHUR'S ANTARCTIC MARATHON

After an aborted start on the 28th Feb. due to the expedition ship being damaged, Diane and Bill headed off for the Antarctica Marathon on the 23rd March.

This expedition was the absolute last trip to Antarctica by the expedition ship Akademik Sergey Vavilov for the Canadian owned One Ocean Expeditions company. After sitting off Maxwell Bay at King George Island in 40 knot winds the day before the race, marathon day dawned with 12 knots of wind and a constant temperature of -5c.

The Marathon was run over a 14 kilometre out and back loop on tracks linking the Chinese, Russian, Chilean and



Crossing the finish line

Uruguayan research bases. Half the course was very rough with a series of steep sharp hills and soil that was frozen over and got progressively icier as the day wore on. You had to watch every step you took.

I'm a five hour marathoner; I took 6 hours 50 minutes to finish the 42.2 kilometres. The winner was a 2 hours 40 minutes runner and took 3 hours 29 minutes to finish. It was a very tough event.

The three days after the Marathon spent cruising the Antarctic peninsular were awe inspiring. We made 5 Zodiac trips ashore amid ice flows, whales, seals, sea lions and Penguins.



The last afternoon we were in sea kayaks when a mother Humpback whale and calf decided that the Zodiacs and kayaks were worth spending some time with. Such gentle giants; they seemed to know exactly what they were doing.

The return trip to Ushuaia started off with 18 hours battling 50 to 60+ knot westerlies and significant seas.

The whole trip made us more aware of how fragile the environment is and of the affects of human activity, and how we can try to redress the damage.

Bill's trip helped raise funds for the Prostate Cancer Foundation of Australia.

Check out more of Bill's adventure at:
www.everydayhero.com.au/william_arthur_5

P.S. This event has occupied my attention for the last 14 months to the detriment of my sailing. Happily my future running will not clash with my sailing as much.



Talkin'bout

the lower forestay

This is the fifth 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 lower forestay.

One of the first things that newcomers to PTs notice is the extra mast rigging compared to cats of similar size. The 'surfcat' classes generally get away with only four wires holding up the mast. If you have ever picked up a mast from one of these boats you will notice that they are rounder than a PT mast, and heavier. This gives a stronger mast that requires less support, but its bend under load is uncontrolled and its weight affects boat performance.

Other small cat classes use lighter mast sections that are strengthened with 'diamonds', i.e. strutted out wires between the upper mast hounds and the mast base.

The PT uses upper stays and shrouds like all cats to support the mast, but uses lower shrouds and an adjustable lower forestay to control mast bend.

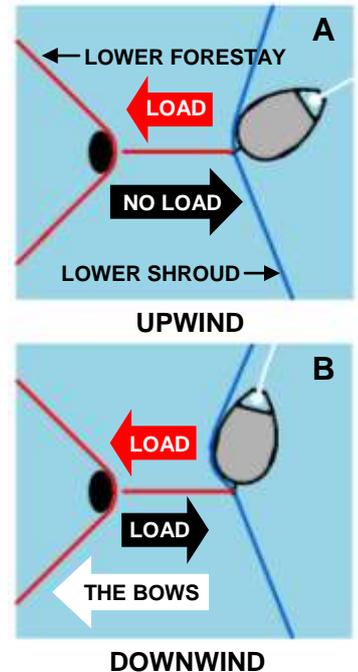
What does it do?

The lower forestay's primary function is to stop uncontrolled backward mast bend below the upper mast hounds. Actually it is sideways bend that it controls....I will explain.

The current PT mast is teardrop shaped for better aerodynamics and is lightly constructed to save weight. Therefore it is stronger front to back than side to side and requires sideways support below the hounds in stronger breezes.

When the centreline of the mast roughly

aligns with the centreline of the boat (e.g. when sailing upwind) it is well supported by its fore and aft strength and the lower shrouds (see diagram A). When the mast is rotated away from the boat's centreline on a broad reach or when running downwind, it will require additional support from the lower forestay to prevent it bending backwards (actually sideways towards the stern of the boat) in the event of a nosedive or during a gybe (see diagram B).



In the early days the lower forestay was non-adjustable on the water under the class rules. This meant that it had to be tied off to suit the conditions anticipated throughout the race(s), i.e. loose for light conditions and firm for heavy conditions. This could leave the mast under-supported if light conditions turned nasty, or leave the sail underpowered if heavy conditions died out.

A subsequent change to the class rules allowed the lower forestay to be adjusted on the water. This immediately presented the opportunity for it to be used as a "gear changer".

The lower forestay can be used to:-

- Bend the mast when beating in light airs and flat water to flatten the sail, open the leach, reduce drag and give the sail a finer entry angle, thus increasing speed.
- Bend the mast when beating in strong breezes to achieve all of the above, but this time to reduce healing moment, especially when maximum downhaul, outhaul and eased traveller just aren't enough to keep the boat flat.
- Maintain the mast curve and sail shape upwind in a moderate breeze when easing sheet in a gust.



- Allow the mast to be curved backwards on a broad reach or a run in light/moderate winds to present a faster sail shape or maintain leeside airflow.
- Keep the mast straight for maximum strength on a broad reach or run in strong winds.

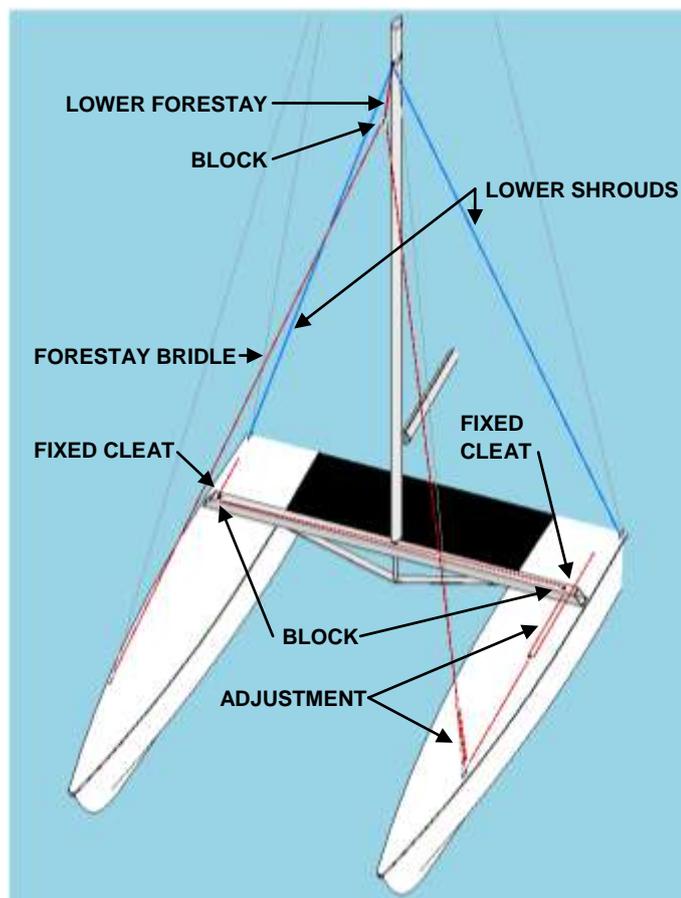
If the system is easy to access and adjust, then it can allow controlled manipulation of the mast in conjunction with the other sail adjustments to achieve maximum power at all times.

The configuration

Class Rule No. 9 - RIGGING states **"The rigging is to be in accordance with the plans except configuration of the lower forestays is optional.....Only the lower forestays may be adjusted while racing."**

Class Rule No. 12 - THE FOLLOWING ARE PROHIBITED states **"Any device for the adjustment of the bend in the mast while racing except for lower forestay, mainsheet system, downhaul and boom vang."**

The forestay system consists of two components - the stay and the stay adjustment system. Generally the stay consist of a single wire attached to the lower mast hound, with a small block fixed to its lower end, and a bridle of wire or rope rigged between the front chainplates which passes through the block on the wire. The length of the upper wire varies from boat to boat



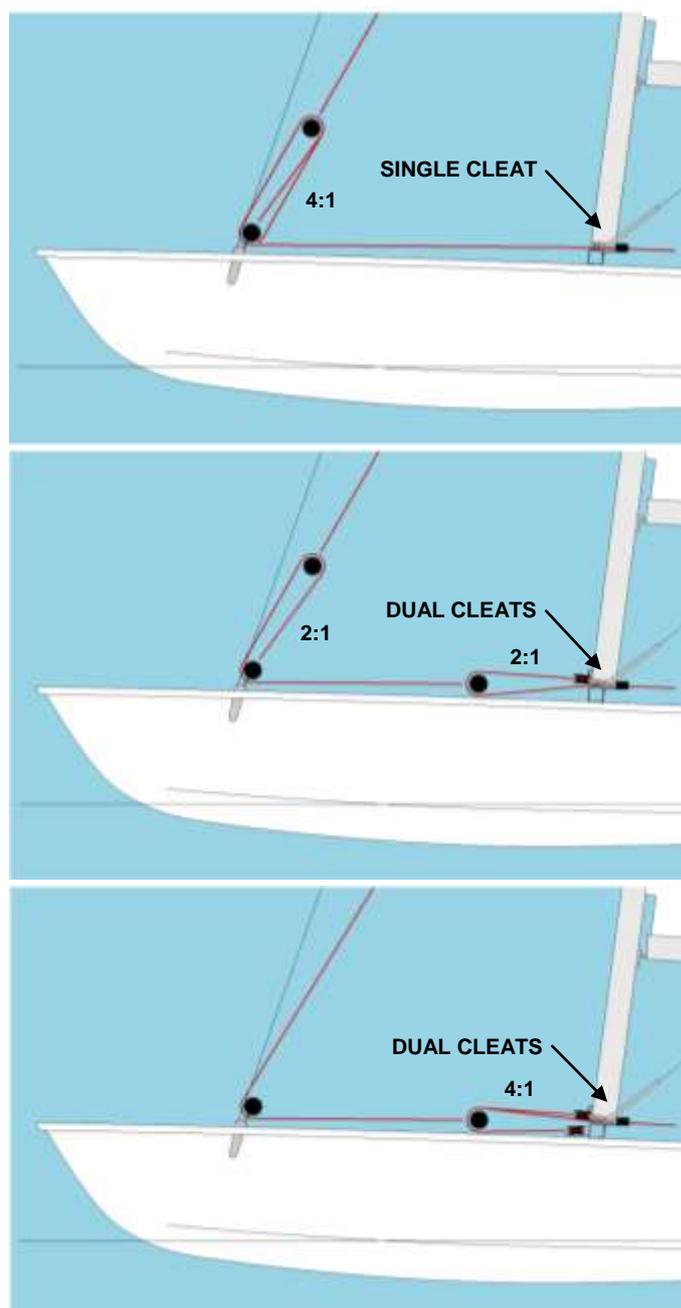
but the shorter it is the greater the power the adjustment component of the system can apply to the mast.

The adjustment component consists of a system of blocks that is usually attached to one end of the bridle with the tail/s of the system lead back to one or two cleats on or near the forebeam.

A number of variations of the block system commonly in use are:-

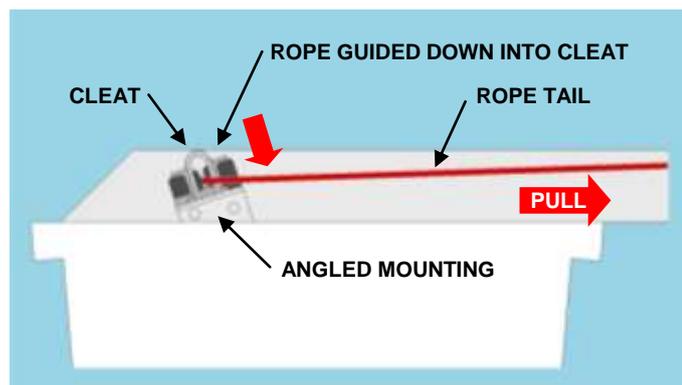
- A 4:1 system connected to one chainplate.
- A 2:1 system connected to one chainplate with a 2:1 system connected to the end of this on the foredeck.
- A 4:1 system on the foredeck.

A system located totally above the chainplate would normally be used with a single centrally mounted cleat.



The rope tail or tails of the tackle system are lead back to the main beam and secured at one or two fixed cleats. When dual cleats are fitted, one of the tails is lead to the opposite side of the boat via blocks mounted either externally or internally to the front beam. The rope tails are either tied off to the rear chainplates or joined together to make a continuous (tailless) system.

If a dual-cleat continuous system is fitted, it is worth angling the cleats down for ease of recleating an uncleated tail from the opposite side of the boat.



The ratio

A 4:1 block and tackle system is powerful enough to allow for significant mast bending. As the system is acting on one end of the forestay bridle, the power applied increases to almost 8-to-1 if the upper forestay wire is short. A longer wire reduces the available power.

If more power is wanted, upgrading to a 5:1 or 6:1 block system will provide more than enough grunt.

The rope

The stay is usually made of stainless wire, the same as the rest of the shrouds and stays. The bridle can be flexible stainless wire or 'spectra' type rope. If rope is used, it is essential that it is a minimum-stretch type of equivalent strength to wire as any give could allow the mast to over-bend in extreme conditions.

The block system only requires 4mm diameter rope, but also of a non stretch 'spectra' type.

Attachment

The forestay system is shackled to the front chainplates. If the boat is fitted with multi-hole chainplates, the lower forestay system can easily be left attached to the boat. If the boat has single-hole chainplates it may be a little more difficult to achieve this set-up if desired.

The blocks

19mm diameter blocks are adequate for the tackle system. The use of wire or rope for the bridle will determine the type of block (plastic or metal sheave) used on the end of the upper stay, but 19mm diameter is still adequate.

If the rope tail from the tackle system is lead inside the front beam, 20mm diameter exit blocks will be required.

The cleats

There are generally two configurations for cleating the system.:-

- Single-tail - The rope tail is lead directly to a single cam cleat (either fixed or swivelling) mounted near the centre of the forebeam. This has the advantage of simplicity (and lower cost). It also avoids the system running out of adjustment, which can happen if a dual-tail system isn't always cleated off. However, it is not reachable when hiking and is therefore not practical for frequent 'gear changing'.
- Dual-tail - The rope is set up with two tails which are lead to cam cleats at the outer ends of the forebeam. The rope may be directed through blocks mounted externally on the beam or internally through exit blocks. The advantage of this system is that it is always in reach when hiking, allowing for ready adjustment in variable conditions. The disadvantage is as mentioned above, unless the tail ends are joined to make a continuous system.



Externally mounted 2:1 plus 2:1 system



Internally mounted 4:1 system

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

http://www.papertigercatamaran.org/images/media/guide_-_front_lowers.pdf

Next time we'll talk about the **rudders**.

Ralph Skea 

1975 - 2013 An Internationals ANALYSIS

by david stumbles

What a fantastic time it is for the Paper Tiger class! A hugely successful International Championship was held in Muritai, near Wellington, New Zealand. A highly competitive fleet of 50 boats raced for the title and 20 of those competed for the teams event.

Congratulations to Dave Shaw, who defended the title he won in McCrae last year. Dave is only the third Kiwi to win the event and is the first Kiwi to win it more than once. He also joins a small group of talented sailors who have won it multiple times: Peter Anderson (4), Garry Williams (4), Ben Deed (4) and Bryan Anderson (2).

Congratulations also to the New Zealand team who have become a serious force in recent years. In the early years of the championship, the home team always won the team event. Given the effort involved in getting to the event for the visitors, it is understandable that the visiting team couldn't always send its top ten. Add to that the fact that the visitors often don't see their boats for six weeks leading up to the event, and that the home team usually has some boats from the host club, and you can understand why the home team would have an advantage.

It is therefore very impressive that between 1983 and 1997 Australia was

undefeated in the team event. Consequently, New Zealand was very happy to win at home in 1998. Australia then won the next three, including one in New Zealand in 2001. Since 2003, it has reverted to the home team always being the victor. The level of competition in New Zealand (they have had 50-boat fleets at their Nationals over the last three years) has meant they have well and truly bridged the gap. Are we heading for New Zealand's first ever "away win" when the series returns to Australia in 2015?

The individual title has seen a much stronger domination by Australian sailors, with only four New Zealand wins in the 29 times the event has been held. Kiwi sailors won in 1979 (Harry Handley), 1981 (Peter Gray) and 2012 and 2013 (Dave Shaw). No doubt there will be several Australian skippers keen to bring an end to the current Kiwi success.

Internationals Highlights

Some of our current sailors have been in the class since the very early years. I've only been involved since about 1986. However, there have been some highlights and interesting stories in the history of the Internationals that I believe are worthy of mention. I have briefly listed some of the stories behind the wins of those who have previously claimed the title of International Champion. *(Please note: any inaccuracies can be attributed to embellishment caused by the passing of time!)*

- A young Trevor Cann won the first event (then known as the "Interdominions") in 1975, held in Torbay, New Zealand, while he was still a Junior.
- Peter Anderson won the next three in a row (1976, 77, 78) and then won his fourth title 19 years later (1997).
- Harry Handley (NZL) broke the Australian dominance with a win in 1979.
- After winning two Nationals in a row, David Hart won the 1980 Internationals.
- Peter Gray regained the Kiwi pride by winning in 1981. This would be the last Kiwi win for 31 years!

Aussie team - 1981 Torbay NZ



- Mark Williamson had a bumper year, winning the Australian Nationals in 1982 and 1983 and, in between, winning the 1982 Internationals.
- Garry Williams then won four titles consecutively (1983, 1985, 1986, 1988), which has not been repeated. The series was changed from "every year" to "two out of every three years" following Garry's first win, so Garry's undefeated period included two "non-championship" years. Could he have won more?
- Greg Cann's win in 1989 was done on a boat he had not sailed before. He ordered a brand new boat from New Zealand, flew over, assembled it (in the usual "not particularly fussy" way he did things) and then sailed it to victory. All sorts of rumours abound about how roughly he assembled the boat, but I wasn't there, so I can't verify!
- Kim Fairhall's win in 1991 didn't thrill him as much as we thought. "Yeah, but I still haven't won the Nationals. THAT'S the big one!" was his comment. A couple of years later, he went on to win the first of his three National Titles.
- Paul Galloway, after surprising many with his third place at the Nationals, went to New Zealand a few months later and won a light air Internationals in 1992 with an old sail that most people would have rejected.
- Paul's best mate, Cam Owen, revelled in his home club's conditions and won the next one in 1994.
- In his giant-killing season, Glenn Ashby swept all before him and won the Victorian States, the Australian Nationals and then the Internationals in 1995 (held in Torbay, NZL), all while he was still a Junior. He left the class shortly afterwards and went on to win an A-Class cat European Championships, then multiple World Championships in the same class as well as in Tornados and F18s. He also attained a Silver Medal in the Tornado at the 2008 Olympics.
- Ben Deed had a run of three consecutive wins (1998, 2000, 2001), two of which were in New Zealand. Ben then made a guest appearance in 2009, on a break from A-Class cats, and took a borrowed boat (one he hadn't sailed before) to victory. This last win was a close one, with only two points separating the top three boats and all coming down to a nail-biting light-wind struggle in the final race.
- Bryan Anderson's domination of the Australian Championships in the mid 2000's (six wins between 2003 and 2010) was added to by winning the Internationals in 2003 and 2004.
- Bryan's good mate, Mark Wiggins, took the victory by just one point at the next Internationals (2006) at Elwood in a torrid series that included several heavy-air races. The competitiveness of the fleet at this event was shown by the fact that there were

only two race wins amongst the top four boats and Mark's best placing was a fourth, although he did do this four times! Other amazing things about this win included the fact that his boat was over 25 years old and only weeks earlier it had been severely damaged after being blown across the car park in a storm at his home club.

- Bruce Rose's win in 2007 was another one achieved on a borrowed boat. He had been a runner-up twice and third once so was very pleased to finally win it.
- Ian Marcovitch was a popular winner in 2010 after missing out by one point in 2009. This was another close series where Ian won by just two points, despite winning five of the eight races.

These are really just highlights of the racing and the winners. There are many, many interesting stories of people further down the fleet and also of some of the on-shore activities. Victoria's Bob Ramsay, a regular attendee over the years, is renowned for sharing embarrassing highlights from the event. One of the ones I recall him telling was the year they went to New Zealand and the Australian Team was accommodated in two cabins. The younger sailors shared one and the older sailors had the other. The younger guys knew how to look after themselves and apparently ate like kings. The older sailors, who were used to being looked after by their wives, had no idea about cooking. After looking blankly at each other for ideas, Garry Williams offered up that he knew how to cook potatoes. Apparently the senior members of the team had a very high-carb diet during that event!

Do you have a favourite Internationals story? Feel free to send them into us at APT. I reckon we could make a whole magazine around Bob Ramsay's stories alone!



Aussie team - 1983 Nelson NZ



bruce rose on

CHANGING GEARS

in variable wind strengths and angles

There are many ways of gaining an advantage over your competition on the water but the ability to "change gears" in variable conditions in particular, but also at different angles of sailing, will arguably be one of the most beneficial to master and apply.

If it's so beneficial, why do so many skippers not change gears when it's so easy?.....because it's also so easy not to! Actually there are probably many reasons, however I believe the main ones are, a lack of knowledge, systems that don't work properly and/or laziness.

How many times after a race have you been told by a helpful skipper that passed you by during the race, your sail looked too flat, too full, hooked, too twisted, your vang was rotated too much, not enough etc?

We participate in a "thinking person's sport". It's easy to sail but, until we learn how, it's hard to sail fast all the time, at all angles, in all conditions. That's why I love sailing. There is always something to learn!

Every wind and sea condition combination requires a slightly different sail shape, which should be achievable during racing via easy-to-access and operate controls. If they are not easy to access and operate then we are less likely to use them, especially when frequent use is required. Most of the following info will be wasted if the systems on your boat do not work really efficiently. For example, if you cannot adjust your outhaul in or out under full mainsheet tension then you need a better, more efficient purchase system.

When is the best time to change gears? Answer: whenever your close competitor has a distinct speed advantage!

Beating

The time to start changing gears is 5-10 minutes before the start. Have a short sail upwind as close to the start gun as possible (preferably alongside of a known fast boat) and make changes so you will be as fast as possible when the gun goes. After settling in for a few minutes, re-evaluate. If you are as fast as everyone,

great. If not, don't wait for half the fleet to go by, change gears now!

Whether it be underpowered or overpowered, change now! I was reminded at the recent Internationals that the first few minutes after a start are critical in terms of keeping in touch with your main competition. The reason we sail around the course close to the same people week in week out is because we generally do similar things in similar conditions, we have similar boat speed, make a similar amount of right and wrong decisions etc. We may start further ahead or further behind at times but generally end up around the same people by the end of the race.

Upwind off the start it is better, in my opinion, to be slightly overpowered than underpowered in hull flying conditions. Just hike harder (while energy levels are high) and spring the mainsheet if necessary during gusts just until you have sailed clear of the boats around you. Then adjust downhaul to the point where it feels like the boat is sharing the work load, and now in clear air you can focus on feeling at one with your boat and focus on the right way to go!

Remember we are discussing changing gears in constantly changing wind strength. The moment, for example, that you feel underpowered because of a sustained wind pressure decrease for even just a few minutes, then power up the sail again to re-fly the hull. We all know how much faster we go when a hull is lifted. Overpowered for a few minutes? Increase downhaul again. And so on and so on. If you can anticipate the changes coming, even better! Remember to also adjust the foot as required to keep an even depth all the way up and down the sail.

Many boat lengths can be gained by working smarter not harder! But if you work smarter AND harder you can win races!

To be able to make these frequent downhaul adjustments without having to let off the vang and mainsheet, it is best to have either a fixed gooseneck or a stopper to restrict the gooseneck, which is what I use. Place the stopper so that the luff is able to wrinkle up slightly with the gooseneck at its lowest, allowing you to power the sail fully even under full mainsheet tension.

Also, some incremented marks on the mast are useful so you can quickly and accurately adjust the Cunningham to the correct position. How do you know the correct position? By doing some training sailing and playing with settings of course, then marking the mast, outhaul ropes etc with a marker pen ☺

Also, some incremented marks on the mast are useful so you can quickly and accurately adjust the Cunningham to the correct position. How do you know the correct settings of course, then marking the mast, outhaul ropes etc with a marker pen ☺

Remember that the focus should be on constantly keeping a hull flying and accelerating forward as opposed to the constant ups and downs from being overpowered!

Running

Running is quite simple. As I did in the windy stuff at the Internationals, I constantly play the front lower stays. When I think I can make a gain and it's safe (debatable) I let them off and fly, if I'm feeling vulnerable or there is no real gain to be made, I sail more conservatively and pull them on to protect my mast and position! Again, if required, I will also constantly adjust downhaul and outhaul to power up or down depending on wind strength. At the Internationals in Wellington, we had breeze fluctuating from 12-18 knots. If you weren't changing gears as the breeze changed, you were missing the big gains to be had!

Reaching

People often ask me "When is the best time on a reach to have the leech line on?" I simply answer, "When it works!" Experiment...that's what I did and still do. I now have it on in a wider range of wind strength than I did years ago. I let it off in very light breeze if it's obvious I'm creating too much drag and going slow. Also, in heavier breezes, I have it on until I know I can't stop the nose from burying. My goal is to fly a hull more often with better speed than anyone else.

Downhaul and outhaul play a vital role again in fluctuating breeze. So don't hesitate or procrastinate, pull everything on or let everything off as soon as a change in wind pressure is obvious and sustained even if it's only for several minutes. Remember your body position too. If we are to be considered truly at one with the boat, then we also are a part of the "gear changing" process. If, after powering up, you still can't lift a hull, move your body forward and to leeward as far as it takes to get the hull out. Then keep it balanced by constantly moving your weight, in and out, forward and back, while simultaneously working the mainsheet and steering, working the apparent wind as required to keep the hull out and driving forwards fast!! Easy ☺

On a very broad reach (bordering on a run angle), along with everything else above, I will also allow the mast to invert/pop backwards and forwards, up to 1/2 or 2/3 the

way (restricted by the front lowers) of its own free will (automatic gear changing ☺). This seems to still allow flow over the sail at a very difficult angle and is especially beneficial when working a great swell, allowing rapid changes of course and reverse surfing of the waves. A great way to sail fast and deep to the mark!

Finally, remember the mast spanner in all of this. As you adjust Cunningham and in turn mainsheet tension, your rotation will also need to be constantly adjusted to compensate.



The **front adjustable lowers** can also play an important role. Make sure, as part of your housekeeping, you get into the habit of taking up the slack of the lowers when sailing upwind so when springing your mainsheet during gusts the mast bend will be retained and will help keep the rig stable with better flow over the sail. The main advantage, however, is on an off the traveler reach, the mast will again retain its pre-bent shape, which will allow for nice flow over the sail. But remember, as mentioned earlier, to allow the mast to do its own thing when the reach becomes very, very broad and is bordering on becoming a run! Also remember, if you ease the Cunningham you will also need to ease the front lowers very slightly to allow the mast to straighten and power up the sail again.

Well I reckon that's enough writing for now. Cup of tea time. I hope this helps improve your position in the fleet and makes sailing your PT more enjoyable. There is nothing quite like sailing a PT constantly in the sweet spot, no matter what the conditions!

Happy sailing

Bruce Rose - PT3036 The Apprentice



tasmania

G'day from Tassie!

What a busy three months it has been since the last newsletter. We have had two rounds of the TPTCA State Titles, the Crown Series at Bellerive, the usual club races, long distance races, and then Bruce and Barney headed off to Wellington for the Internationals.

State Championship

This year we decided to run the States as a staged event with half of the series conducted at Sandy Bay and the second half at Lauderdale. The Sandy Bay event was held in great sea-breeze conditions that built in strength throughout the day. Eleven PT's faced the start line. This was my first sail after recovering from a bout of dengue fever contracted whilst on holiday in Thailand. Having lost 7kg in a week, I was down to 78kg.

The racing was fierce, as the general standard of sailing is still lifting within the Tassie fleet. Bruce won three out of four races. Nick Brown won race three after picking the increase in pressure on the port side of the course. Bruce didn't have it all his own way with Nick, Steve Price, Andrew Barnard, Mick Boyle and myself all snapping at each other's heels. I know that the sailing hierarchy at Sandy Bay SC were impressed with the standard set by our fleet.

Also worth mentioning is the continual improvement of sailors in the middle/rear of the fleet with Patrick Amos and Oliver Bailey lifting their game, worrying some of the more seasoned campaigners with their speed. The biggest improver in the fleet is Brendan Amos who has found the groove in his upwind performance. You have just got to up the ante on the downwind legs Brendan! The ever dangerous and elusive Vice President, Mr Faux, is always lurking to surprise on and off the water. Perry, Martin and Martin continue to improve and they all have their moments of glory.

The second round of the State Titles was held in conjunction with TASCAT on the March long weekend. Lack of breeze meant we only got three heats completed, giving our titles eight heats in total. After

much discussion a one-drop was decided upon, although originally two drops from nine was the case, mirroring the Nationals. Also heavily discussed was Bruce's eligibility in the second round. Bruce's boat was in transit to NZ so he borrowed *Wasabi* from Steve. It was decided he could complete because he was disadvantaged by sailing an unfamiliar boat; and he sucked up to us by writing a soppy letter. Angus Price competed in round two sailing *Depth Charge*. Angus sailed brilliantly to finish in front of quite a few boats – not bad for a 13 y/o youngster. Angus almost knocked off his red-faced dad in heat 6!

Some good close tactical racing was had by all in the light breezes. Steve Price sailed well in heat 7 to win that race ahead of a fuming Bruce. Bruce had tweaked *Wasabi* into a very quick boat by the end of the weekend, winning the other two races.

TPTCA State Title results:

1. The Apprentice/Wasabi - **Bruce Rose**.
2. Romper Stomper – **Steve Price**.
3. Sssmokin Billy – **Sean Keady**.

First junior was Patrick Amos on-board *Go with the Flow*. Well done to all participants on a great series.



2013 Tassie State Champion - Bruce Rose

TASMANIAN STATE CHAMPIONSHIP RESULTS

Place	Skipper	Boat	No.	R1	R2	R3	R4	R5	R6	R7	R8	Pts
1	Bruce Rose	Wasabi	3036	1	[2]	1	1	1	1	2	1	8
2	Steve Price	Romper Stomper	2909	2	[5]	3	2	5	4	1	5	22
3	Sean Keady	Sssmokin Billy	2997	6	3	[DNS]	4	2	2	4	2	23
4	Patrick Amos	Go With The Flow	2679	7	6	6	[DNS]	3	3	3	4	32
5	Brendan Amos	Gulf Buggy	3020	[9]	8	7	6	7	7	7	6	48
6	Andrew Barnard	Mac Attack	3100	3	[DNF]	DNS	DNS	4	5	DSQ	3	51
7	Nick Brown	Flyin High	2907	5	1	2	3	[DNC]	DNC	DNC	DNC	59
8	P. Caulfield	Aquaholic	2849	10	[12]	8	8	12	10	6	8	62
9	Michael Boyle	Mud Shark	2927	4	4	4	5	[DNC]	DNC	DNC	DNC	65
10	Oliver Bailey	Bongo Fury	1100	[DNC]	DNC	DNC	DNC	9	6	5	7	75
11	Davin Faux	Chilli Toes	2932	8	7	5	7	[DNC]	DNC	DNC	DNC	75
12	Martin Sullivan	Possum Power	2707	11	8	[DNC]	DNC	10	12	11	12	77
13	Angus Price	Depth Charge	2773	[DNC]	DNC	DNC	DNC	6	8	8	10	80
14	Bruce Clayton	Barbadian Czar	2773	[DNC]	DNC	DNC	DNC	8	9	9	11	85
15	Ian Bailey	Sir Luffalot	2955	[DNC]	DNC	DNC	DNC	11	11	10	9	89

TASCAT results:

1. Wasabi - **Bruce Rose**.
2. Sssmokin Billy – **Sean Keady**.
3. Go with the Flow – **Patrick Amos**.

Crown Series

The series was sailed in late February in typically strong winds at Bellerive YC. Only seven PTs started, which is down on usual numbers, but not bad considering some helmsmen were either sick, away, had prior commitments, or were simply not allowed out. Steve Price and Barney fought a ding dong battle all weekend with Steve eventually prevailing. Oliver Bailey was 3rd – well done Olly!

This month's interview is with stalwart and clever secretary Michael Boyle. This interview should give us some insight into this truly evil little man. I hope he doesn't offend anyone with this interview (no responsibility taken by TPTCA).

A warm welcome was received by Travis Woods after his purchase of *Wasabi* (see TPTCA Facebook). I think

Travis was starting to wonder what he had got himself into after he was asked to perform some ungodly things at his TPTCA initiation. Welcome Trav! I should also mention that Trav performed admirably in his first two races and will be a force to be reckoned with next season. I now have writer's cramp. See ya next time.

Sean Keady - PT2997 Sssmokin Billy 

Visions of Glory

Well, there we were – last race of the season and everything was primed for a fierce day of racing to end the year. Considerable jostling and slander in the rigging area, evolving into full on sledging once we got to the beach. We were all pumped and all ingredients were set for a spectacular day of PT shenanigans. Well, all except for one vital ingredient – breeze. 5 knots max.

Yep, this occasionally does happen at Lauderdale, and this was one of those days. The race was a pursuit race where the race controller (who was quite open to bribery – nice one Scott!) established a sequence and time that each competitor would leave the start line with the concept being that we would ultimately all cross the finish line together. It would only be speed and pure tactical skill that would separate the field.

The FB Division (100kg+) made up of myself and Ian, were quietly confident that, given we were off an early mark, could seek out what little wind there was and drift away from the back-markers with visions of glory. Good in theory. Anyway, they were off.... By the end of the first triangle most of the fleet had bunched up and the pursuit-styled start soon became irrelevant. Once Bruce, Mick, Barney, Oliver and Patrick had swamped Ian and then myself, I figured it was all over. Then whilst Bruce, Mick, Patrick and Barney were all occupied by a frenzy of frantic gybing (it was like an aquatic version of 'Swan Lake'), myself and Oliver remained focussed and ended up getting ahead of the flock of preoccupied swans (geese). My visions of glory were once again reinstated.



Patrick Amos and brother Brendan - 2012 Nationals

On the next beat Patrick somehow got tangled up with a dolphin (I think) and seemed to disappear away at speed from myself and Bruce who was again snapping at my transoms. After rounding the top mark, Patrick's dolphins abandoned him and it was at this time that Bruce and myself hit the lead. We were that close I could smell the curried lentil burgers that had recently passed through Bruce's digestive system.

Positions stayed much the same for the next two legs, and I was then in survival mode. Bruce had got away from me somewhat but I figured a National Champion had some rights to pull way from me, however I was still ahead of the rest. Rounding the bottom mark and with only a short distance to the finish line..... I'm home!, I'm home!..... Barney went off on some stupid tangent pointing considerably higher than anyone else, and Patrick and Mick were now wallowing in self-pity.

Of course this glory was not to be. For some reason Chilli Toes froze! And what do you do when your boat stops in less than 5 knots - Panic of course. I looked around, checked for seaweed on rudders, adjusted settings, panicked a bit more, and commenced a tirade of abuse directed at anyone within earshot. All to no avail. Barney, Mick, and Patrick all came past me within cooee of the finish line. Choked!

Anyway, that was it for the season. After arriving home and settling in to listen to some comforting words from

my family, a friend by the name of Mr B. Amos (aka *Gulf Buggy*) called to also offer some words of support and encouragement in my time of need. Yeah right!

Davin Faux - PT2932 Chilli Toes 

Interview with Michael Boyle

PT2927 - Mud Shark

by Sean Keady

How did you get into PTs?

I was sailing a Maricat at the time and Sean had a PT. We swapped boats one morning. I sold the Maricat, went out and bought a PT and never looked back.

What do you like about the boat?

Heaps! You can get them single handed from the trailer to the beach, they are very responsive, exciting and can give you a big stupid grin when you get them in the groove. One of the best things though is that the class (especially in Tassie) attracts a good sort of bloke.

What's good about sailing at the Lauderdale Yacht Club?

Blue skies, white sand, open water, cold beer and mermaids. All the club members are good sorts and love a laugh.

What's not good about sailing at the club?

The conditions are so good at Lauderdale it's unfortunately a bit of a disappointment when you sail at a different club. It's very distracting and hard to focus on those clear summer days at Lauderdale with the dolphins splashing between the hulls of your boat. Life is tough

What's your best result in PTs?

I won a state title one year and managed a top 10 at a nationals.

How far do you think you can go in the class?

I had a pretty slack season this year with more time spent surfing than sailing. But you never know...the competition at Lauderdale is now so fierce that it has a way of dragging you along with it.

Who is your biggest influence in sailing?

I would have to say my Dad, Lionel. He has always been very supportive. As a kid sailing Sabots and Moths we would take our holidays on the road travelling to national titles anywhere between Sydney and Perth from Hobart. He still loves his sailing and is racing in the Hamilton Island series this year with my sister.

Who is the biggest goose at the club?

I would have to say Bruce 'The Nose' Rose...nuf said.

What are some of the best sailing tips you have learned?

1. When sailing on starboard, never presume you have right of way if Barney is coming at you on Port.
2. Don't try to pull a jibe in 35+ knots to move into first place, especially if the race has unknowingly been called off and Sean is within laughing distance.

How many PTs do you think we can get sailing at LYC before the Tassie nationals?

There is still a growing interest in the class, which will only increase as the nationals approach. I think 25 boats would be a fair target. Whatever the number I am sure the standard will be very high.

What other sports do you enjoy?

I like my sailing but my favourite sport is surfing. I don't compete but just love being in the water whenever I get the chance. Many of the Tassie PT crew surf, which makes it all the better. I just had to make the choice of buying a new board or a new sail...I love my new board 😊

What makes you tick?

I like to be competitive racing without trying to take things too seriously. The before and after race banter/ piss-taking with your mates is one the best things about sailing.



R. Leatham

Mr Boyle

victoria

2013-14 State Championship

Latrobe Valley

The VPTCA is currently in negotiations to hold the next Vic. State Championship on Hazelwood Pondage (the cooling pondage for the Hazelwood power station). The event will be held towards the start of the season, as we did with Bendigo this year, and will give our sailors a great springboard into the National Titles at Portarlington in December. The Notice of Race will go out during the winter months.



Hazelwood Pondage

Award Presentation 2012-13

Mordialloc

The VPTCA 2012-13 Sailing Presentation will be held at the Mordialloc Sporting Club on Friday 21st June. Bookings are essential for our trophy evening, so please reserve your seat by contacting Mark Wiggins at wiggo45@hotmail.com. The meal will consist of a 3 course set menu at \$48 per head. Please arrive at 7pm for a 7:30pm start.

VPTCA Annual General Meeting

The AGM will be held on Saturday 1st June followed by a round of mini-golf. All are welcome to attend. There are positions available on the committee, so get involved. Our members will receive discounted mini-golf to entice you along. A text message outlining the details will go out to members soon.

"Off The Shelf" PT

Formula Sailcraft are looking to get the first foam sandwich hulls on the water in June for the Sauna Sail Regatta at Latrobe Valley. We are excited to see how the first production boat to come out of a factory in some time goes. Any interested parties are encouraged to contact Formula Sailcraft on 0409 151 121 or sales@formulasailcraft.com.au

2014 National Championship

Portarlington

As mentioned in the last issue, we are currently working with Portarlington to gain access to a number of caravan sites (usually not open for public bookings until June) for our members. Please contact Mark Wiggins at wiggo45@hotmail.com to register your interest in a site (either tent or caravan, and whether you want power) and an indication of the length of time you intend to stay. The regatta is from the 28th December to the 3rd January.

The Notice of Race will be issued in the next few months and much work is being completed behind the scenes to make sure we have a great regatta. Check out some photos of the venue below.

Mark Wiggins - PT3104 Firestorm



new south wales

STATE REGATTA POINTSCORE

Ian Marcovitch is this season's NSW State Regatta Champion with a points win over second placed Garry Williams. Both skippers scored two firsts and a second.

Round six of the series, scheduled for Wallagoot Lake Regatta in March, had no starters. The only local skipper, Tony Hastings, had his boat in transit to New Zealand for the International Championship.

In the next few months the venues for next season's series will be selected. The format is six regattas to comprise the series (one of which is the State Championship), with any four to count in a contestant's result.

Koonawarra Bay will no longer be a venue for the series as their 14ft Cat Regatta will not be held.

STATE CHAMPIONSHIP 2014

As stated in the previous APT, the 2014 NSW Paper Tiger Catamaran State Championship will be held at the YMCA Sailing Club, Canberra ACT on the 25 -27 January 2014. A Notice Of Race should be available by the next issue.

A BOAT FOR ALL AGES



Probably NSW's most senior PT skipper, Attaulf Ihsche (correct me if I'm wrong here) turns 80 this year. Atta started sailing PT's in the early 80s on a foam sandwich boat imported from Victoria and has owned, built and sailed a number PTs since then. Although starting to notice the limitations of age, he still mixes it with the Koonawarra Bay fleet on his current boat 'Xena' - PT3023 whenever conditions are favourable.

Ralph Skea - PT3065 Solitaire



NSW STATE REGATTA POINTSCORE FINAL RESULTS

Place	Skipper	Boat	No.	Club	Rd 1	Rd 2	Rd 3	Rd 4	Rd 5	Rd 6	Points
1	Ian Marcovitch	Mojo	3039	Manning Park	3	1	2	1	[4]	[DNC]	7
2	Garry Williams	Characin IV	3085	Wagga Wagga	2	[DNC]	1	[DNC]	1	DNC	21
3	Ralph Skea	Solitaire	3065	Koonawarra Bay	[DNC]	2	3	2	[DNC]	DNC	24
4	Kerry Spalding	Bobby Dazzler	2983	Wagga Wagga	4	[DNC]	6	[DNC]	12	DNC	39
5	Wayne Eager	Second Wind	3040	Koonawarra Bay	[DNC]	[DNC]	DNC	3	3	DNC	40
6	Martin Gregory	Phantom Tiger II	2577	Wagga Wagga	5	[DNC]	7	[DNC]	13	DNC	42
7	Tony Hastings	Tigerdelic	2901	Wallagoot	[DNC]	[DNC]	4	DNC	6	DNC	44
8	Cameron Fitzgerald	Absolute Power	2984	Wagga Wagga	1	[DNC]	[DNC]	DNC	10	DNC	45
9	Bill Arthur	Out Of Sight	3098	Canberra	6	[DNC]	5	[DNC]	DNC	DNC	45
10	Janica Marcovitch	Mojo 2	3060	Manning Park	[DNC]	[DNC]	DNC	4	11	DNC	49
11	Rohan Nicol	Pussyfoot	2826	Wagga Wagga	[DNC]	[DNC]	DNC	DNC	2	DNC	53
12	Jon Pinkerton	Johnny B Goode	2967	Koonawarra Bay	[DNC]	[DNC]	DNC	DNC	5	DNC	56
13	Neil Waterman	People Eater	3018	Koonawarra Bay	[DNC]	[DNC]	DNC	DNC	7	DNC	58
14	David Stumbles	Rapture	3076	Koonawarra Bay	[DNC]	[DNC]	DNC	DNC	8	DNC	59
15	Peter Breden	Such Is Life	2179	Tanilba Bay	[DNC]	[DNC]	DNC	DNC	9	DNC	60
16	Billy Breden	Lost At Sea	2317	Tanilba Bay	[DNC]	[DNC]	DNC	DNC	14	DNC	65



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
JUN	8 th - 9 th Wivenhoe Winter Marathon				
SEPT	TBA	TBA	TBA	TBA	TBA
OCT	TBA	TBA	TBA	TBA	TBA
NOV	TBA	TBA	TBA	TBA	TBA
DEC	TBA	TBA	TBA	TBA	TBA
	28 th Dec - 3 rd Jan National Championship Portarlington S.C. Victoria				
2014 JAN	TBA	TBA	TBA	TBA	25 th - 27 th State Championship Canberra YMCA S.C.
FEB	TBA	TBA	TBA	TBA	TBA
MAR	TBA	TBA	TBA	TBA	TBA
APR	TBA	TBA	TBA	TBA	TBA
MAY	TBA	TBA	TBA	TBA	TBA
JUN	TBA				

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



International Scene

by DAVID STUMBLES

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

South Africa

Two PTs are about to be built by Gary Hundley in the state of Mpumalanga, near the Mozambican border. Custom parts have been built for the boats including chain plates, goosenecks (sliding type), and hounds, as sourcing parts from overseas is very expensive. Quantum Sails South Africa is busy making sails for these two boats. We look forward to hearing reports and seeing pictures of these boats as they are constructed.

Canada

Development continues on the stitch and glue approach to PT hulls in Canada. Jim Helps is keen to hear from anyone who is interested in tackling the method over here. Let us know if you would like more information.

New Zealand

(an excerpt from the NZPTOA President's report to the PTCIA AGM)

Membership and active fleet numbers are up with increases in new and past sailors joining the class building on the trend in 2011 & 2012. Junior membership continues to rise with five families having two generations on the water at the nationals. Active membership is strong in New Plymouth, Napier, Evans Bay and Muritai and is growing in Auckland. Membership in Christchurch is down a little following the earthquake. We plan to have our next Nationals at Naval Point to help in boosting numbers in Christchurch.

The NZ Boat Show in May provided an opportunity for us to promote the class. "Bad Boy" was put on display. We were one of the few classes to man our stand and it paid dividends for us. We got a lot of interest with plenty of support for building up the Auckland fleet.

The 2013 North Island Freshwater series has continued to be well supported. The series is run over four lake regattas, Wairarapa, Ngaroto, Turangi and Taupo with the best three counting for the series championship. A key feature of the series is the ability to free camp at the venue. This has kept costs down with socialising together building a strong bond within the class.

This season we targeted the Sir Peter Blake Regatta at Torbay to promote the class. 22 Paper Tiger skippers travelled from Nelson, Wellington and New Plymouth to join the Auckland fleet at the regatta.

Sel Pedersen has been kept busy measuring new boats this year. Five new boats have hit the water since last year's Nationals. Les Gallagher built a new boat, Sel built 2 new boats, one for himself and a second for Chris Reid. Dave Norris, an accomplished Christchurch professional boat builder built carbon fibre composite boats for Colin Rankin and Bob Preston. We are keen to work on the development of a NZ production boat this year and will discuss this further with Dave Norris to work out if we can make this work.

Sail development has continued with Linton bringing out a V3 version of its popular cross cut. Doyle has a south island sail developed between John Leydon and Dave Shaw that has become very popular after Dave won with it at last year's internationals and again at this year's nationals. The Auckland Doyle loft is producing a moulded ice fibre composite sail which has been developed in conjunction with Sel Pedersen. Lidgard has developed a new dacron sail in conjunction with Bob Preston.

The class continues to run its own mast section and to hold stock for its members under an arrangement set up by John Thompson. We have added beams and mast bases to the NZPTOA stock.

Communication is a big part of maintaining the class. Mark Bell has completed his third year as editor for the Tiger Rag. He has continued the great tradition of preparing a very enjoyable and entertaining publication. Ryan Leatham is our publicity officer and has done a great job getting the results and images of our regattas on to the web on Sail World this year and this has raised the profile of the class in NZ. Ryan got a 2 minute coverage on TVNZ's One Sport segment covering this year's nationals and has recently had a 2 page article published in NZ's Seaspray Magazine. We are planning to upgrade to the NZPTOA website software platform to allow the addition of a blog.

**Mark Hatch - PT2811 Crazy Diamond
President NZPTOA**



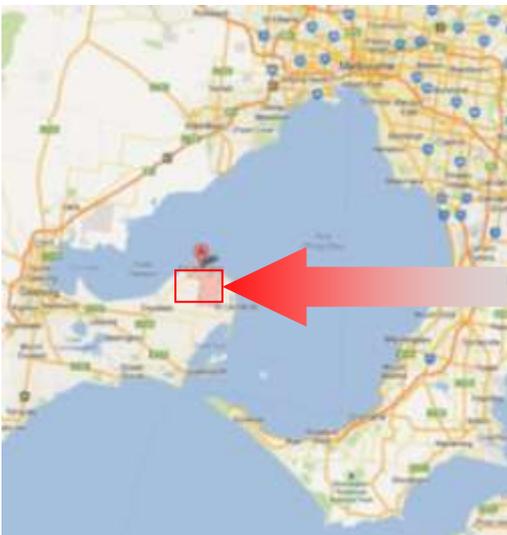
2014 NATIONAL CHAMPIONSHIP

28th December 2013 to 3rd January 2014



Welcome

The VPTCA welcomes all skippers, family and friends to the 44th 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 th Dec.	~ Registration ~ Measurement ~ Invitation race ~ Welcome dinner
29 th Dec.	~ Racing
30 th Dec.	~ Racing
31 st Dec.	~ Racing ~ Social night
1 st Jan.	~ Lay day
2 nd Jan.	~ Racing
3 rd Jan.	~ Morning racing ~ Presentation evening

Accommodation

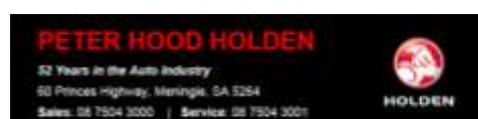
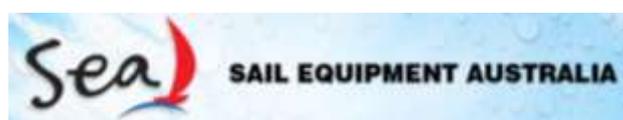
Name of Park	Location	Distance to Club	Phone	Booking Details
Bellarine Bayside Holiday Park	~ Portarlington	1kms (2 mins)	1800 222 778	They don't open until 1/6/13 but the club will be working with the park to arrange a booking for Paper Tiger skippers, so stay tuned.
	~ Indented Head	9kms (10 mins)		
	~ 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. 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 for more information.



OUR 2012 NATIONALS SPONSORS

Please support them when you can



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
[Ad placed Oct 2012]



PT2852 "Virtual Reality" \$4,850

Victoria

Minimum weight (50kg) fibreglass-foam sandwich construction, Hooper sail, Fay carbon rudders. Light weight cedar-core glass foils. Good race record – ranked 10th Victorian PT 2010. Last sailed 2012 Paper Tiger International Championships, McCrae. Always stored in garage.

Included in price: beach trolley, spare mast and spare sail, spare foam battens, registered road trailer with sail and equipment box. Set up to easily unload and load and launch PT by yourself.

In very good condition, ready to race single handed, or cruise with family
Contact Mike Wold mikewold@optusnet.com.au, 0404 724 502
[Ad placed May 2013]

VIRTUAL REALITY



PT2415 "Curlew" \$3,000

Victoria

Light and competitive boat. Larry Fay foam sandwich hulls and centreboards. Modern rudders. US mast in good condition (about four seasons old but has had limited use). 'Bags' full canvas cover plus beach trolley but no trailer.

Stored with cover over sailing season and garaged over winter. An excellent starters boat

Contact Julie Davey on 03 5982 0086 or 03 5982 0086 or julie@aforattitude.com.au
[Ad placed May 2013]

PT2848 "Water Melon" \$4,200

Victoria

NZ built Kevlar hulls in good condition. Redhead sail in excellent condition, plus spare Hooper sail. Grey Redhead trampoline, Fay carbon centreboards, Boyer rudders with Mal Willis rudder stocks. Excellent fittings throughout, including ball bearing traveller. Beach trolley and trailer.

Contact - Garry Craig on (03) 5727 3429 or sabre1284@bigpond.com.au
[Ad placed May 2013]

PT2973 "Gator Boat" \$3,500 ONO

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, stainless beach wheels.

Contact: Michael Boswell.
Phone: 0478 639 991
Email: michael.boswell@gmail.com
(ad placed Dec. 2012)

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
(ad placed Feb 2013)



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

- Boom lengths (anodised PT Star).
- Centreboards and Rudders (by Larry Fay).
- Combination dolphin striker and mast step (SS).
- Goosenecks (carbon fibre mast slug).
- Halyard lock (SS)
- Mast base to suit PT Star (by Keith Deed).
- Mast lengths (American and anodised PT Star).
- Outhaul car (SS).
- Rudder pintle block-out (carbon fibre).
- Rudder stocks - 8 degree or vertical (anodised).
- Sail numbers.
- Stay wire.
- Tiller crossbar (anodised)
- Trampoline support centre beam (raw).
- Vang tackle plate (SS).

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

If you manufacture Paper Tiger Catamaran parts and would like to have them included on the website, please contact Neil on 0413 006 760 or email neil@koonawarrabaysc.org.au or look at shop.papertigercatamaran.org to see what's required.

The site now has SSL security for safe ordering.

Neil Waterman

NEW ITEMS



OUTHHAUL CAR & HALYARD LOCK

The outhaul car and halyard lock shown in the *New Items* are now available from **South Coast Stainless** for \$120 each. The outhaul car comes with a toggle pin and the halyard lock with a ring/shackle sail attachment.

Custom made goosenecks, spanners, hounds and chainplates are also available.

Items can be ordered through the PT Online Store or direct from Tim Whitford on (03) 5981 9402.

apt
quarterly

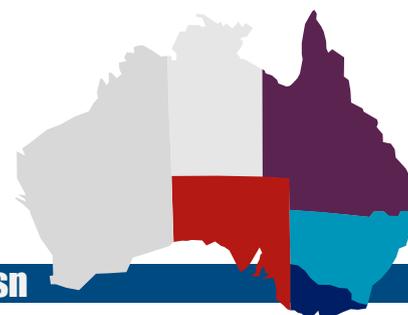
AUGUST ISSUE

Closing date for
articles, reports,
results and adverts

26th
July

Please send to: ptcia@papertigercatamaran.org

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