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appt *quarterly*

PT RESURRECTION
ABOUT RUDDERS
VIC STATE CHAMPIONSHIPS • NOV!

AUSTRALIAN PAPER TIGER CATAMARAN ASSOCIATION



No.14

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COVER: Big boy's toy - Victoria's Ron Wiggins at the 2013 Internationals

photo by Emma Hatch

Editorial

Pre season

The sailing season is almost upon us again. Hopefully all the repairs and up-dates that were planned for the off-season are done, or nearing completion. If not, the check list on page 7 may jog the memory before it's too late.

While you are at it, a check of the trailer may also be in order to avoid unpleasant incidents on your travels. See page 14 for potential issues.

Passion and Pleasure

Resurrecting something which has been discarded by others can be immensely satisfying to some of us. This is especially so if once restored the item brings ongoing

pleasure. "Resurrecting a Bushranger" (next page) is just such a case.

There must be many older PTs sitting neglected in yards which could be introducing newbies to the pleasures of PT sailing, if only.... Unfortunately we live in a world where the DIY boat building trend seems to be fading fast. It is, however, satisfying to see that a number of these older boats have reappeared in the hands of junior skippers on Lake Macquarie (NSW) in recent years. Two 30+ year old foam PT's have also been recently restored at Koonawarra Bay S.C. for use by novice members.

2014 Nationals

Don't put off arranging accommodation if you are attending the Nationals at Portarlington in December/January. Wouldn't want you sleeping under your boat now, would we?

My thanks to the contributors to this issue of APT.

The Editor

Publicity Perspective

Great to see the Victorian PTCA updating their website. And it looks great!

For those of us involved in publicity, whether at club or class level (either state, national or international), it can be a constant job to keep websites up to date and relevant. I struggle with this myself. I have found it ideal to keep the vast majority of the site "evergreen" (or not date-specific) and confine the content that changes occasionally to as few pages/areas as possible. Those pages can then be easily reviewed to ensure they remain up to date without trawling through the entire site.

A sure-fire way to turn people off is allowing them to find info that is well out of date on your site.

To help your site be the best it can be, consider having more than one person involved, whether adding or just reviewing the content. This is especially helpful when initially structuring the site and creating menus, as it helps to ensure it all makes sense.

While I am not a "Facebooker" myself, I would strongly encourage associations and clubs to explore this opportunity for publicity. It is blatantly obvious that this is a prime way to connect people to our class. Again, though, it needs to be kept relevant and up to date.

It pays to be creative when trying to publicise anything, so seek the input of the creative people in your club or association to assist you to maximise the potential. There are many ways to approach publicity.

There are also many ways to keep club or association members informed of the latest news or information.

While newsletters such as APT are a proven method, consider the following to promote events that you want your members to attend:

- E-mailing to members is also commonly used. Keep them fresh and brief and not TOO regular, otherwise you enter the realms of "spam". Respect the privacy of your members by placing all the e-mail addresses into the blind copy address box (Bcc) so that other recipients are not able to access them.
- Allow people to have an "opt-out" option, and advise them what this is (e.g. "If you don't want to receive these e-mails, reply with "Don't Send"). But make sure you honour any of these opt-out requests.
- Facebook, as mentioned above. But understand that if this is the only communication option used, some people will miss out.
- Mass sms/texting. This can be done by groups on your phone, or by readily available software. It can be very helpful for last-minute communications but is also a great way to prompt people to check websites or to advise them of changes/updates. Again though, they need to be kept brief, not too regular, and have an opt-out process.

The great thing is that these methods are all far cheaper, more convenient and faster than the old "mail out" by post. Yes, I am old enough to remember when that was the only way to inform members!

So, congratulations to the Victorians on their new website. Hopefully it will inspire others to do the same.

David Stumbles Publicity Officer, APTCA

Resurrecting a **BUSHRANGER**

PT 1304

Having been a dedicated monohull sailor for many years, I was pleasantly surprised when my son, Mark, told me he had found a pair of Paper Tiger hulls in fairly good condition at a home front yard in Port Noarlunga, South Australia, which were offered to him at a “make an offer” price. We made a silly offer and were shocked to have the owner agree. The hulls were transported to my home and thus began a project of almost two years to bring the boat back to life. This work began during 2011 and the first test sail was made at Christies Beach in April 2012.

The hulls turned out to be from a fibreglass boat called BUSHRANGER that apparently had been sailed at the Glenelg Sailing Club in its early days, probably the 1980's, as there were the remnants of a GSC transfer on the bow of one hull. The fibreglass was in reasonably good condition, except for some wear scratching on the red decks and on further inspection it was found that the bottom of both hulls looked rather thin from beach abrasion. Testing of the centreboard cases revealed a small leak around that area in the port hull. With just these minor problems we thought that we could bring it back to life, although at this stage it was just two hulls and nothing else. We needed some help and information from Paper Tiger sailors to steer us in the correct direction with this challenge.

I was happy to find the National Paper Tiger website that directed me to South Australian clubs where this boat class was sailed. I made contact with members of the SAPT association at the Somerton Yacht Club and their assistance and expertise helped make the job easier.

After advice from the PT members of the SYC we purchased the aluminium tubing for cross beams, centre beam, dolphin striker and sections for mounting brackets which, after cutting, shaping and drilling, were anodised ready for assembly.



The aluminium beams after anodising and ready for assembly

While the aluminium was being treated, the hulls were brought into my small garage and were lightly sanded with 1200 grit wet and dry paper, then machine cut and polished. The result was good on the white hulls but this process didn't remove the deck scratches that, until now, we had chosen to ignore. The decks may be re-painted for the coming season to cheer them up a little more. The centreboard leak and the bottom thinning were reinforced with resin putty and glass cloth to ensure they did not become a problem in the future.

The next issue was to have a new trampoline made, and it was manufactured by Ken O'Brian Sails in Adelaide (unfortunately now out of business). We opted to have an over-deck wire stretched trampoline rather than try to fit up boltrope track all round as this method looked much simpler to install and remove if necessary. We are happy with the end result and think it enhances the boats looks.



The trampoline arrangement showing tensioning wires

The next part of the project was to build a trailer before the hull platform was assembled, and this work was also carried out in my small garage where welding, grinding and assembly took about a week to complete. We opted to have the hull sit in cradles, rather than hang the boat off the cross beams, and have so far found it to be a satisfactory arrangement. We also wanted the trailer to be as wide as legally possible for stability when towing. It is fitted with 4 stud hubs, alloy wheels and low profile tyres and tows nicely.



The trailer layout following hull assembly

At this stage I was assisted by International Secretary, David Stumbles, in identifying the boat and finding its sail number. He also provided a CD with lots of information to give more help with the job. This also gave the opportunity to have it registered again on the National and South Australian registers. David found

the number from earlier information to be 1604 and, after receiving that number, the boat seemed to have a "new life" and personality.

We needed new centreboards and rudders, together with rudder boxes. The boxes were fabricated from aluminium to suit rudder design we found on the PT information disc. Rudders and centreboards were built from the ultra-lightweight timber, Jelutong, had aluminium pivot tubes inserted, then were coated with fibreglass. The result seems to work OK and we are pleased with these units.



Jelutong rudders and centreboards after glassing

We now needed new rigging, mast, boom and sail, and the challenge here was whether to dive in with all new gear, but in the end we opted to make new standing rigging and fittings.

After talking again to members of the Somerton PT group we were able to buy a second hand mast in good condition and then made a new boom, again to

information provided on the PT disc. Mast and boom fittings, where possible, were made in-house from stainless steel after checking the setups on other boats.

Again the end result was pleasing and seems to work quite well. We obtained a second hand sail in fair condition and decided to utilise it for the first season while learning to handle this type of craft. After the 2012/13 season it is obvious that the sail needs to be replaced with a newer and, hopefully, more powerful sail to make the boat competitive.

The whole unit has made the restorers very happy and we think the project has given new life to what must have been a nice boat in its early days.

The end result of this work is rather pleasing, although BUSHRANGER is currently far from being competitive, and from sailing the last season at Somerton Yacht Club, the boat and the skipper have a lot of work ahead tuning and learning. The boat was weighed at the start of the year and the platform was found to be 60kg, so it will always be heavier than the more modern hulls but it is still a joy to sail.

I would like to thank all the members of the SAPT association for their input and on-going help in getting BUSHRANGER on the water.

I would also like to express my thanks to our International Secretary, David Stumbles, for his assistance in identifying the boat and in providing excellent technical information via CD and email.

Dave Behrens
PT1604 Bushranger 

First test sail at Christies Beach, SA.
A pretty cool day!!



The boat ready for trial sailing



pre-season CHECKLIST



With the 2013-14 sailing season just around the corner, now is a good time to ensure that your pride and joy won't let you down at a critical mid-race moment. The following is a brief checklist of things to look for.

DOLPHIN STRIKER

- Correct main beam pre-bend.
- Deformation of strap at attachment bolts or centre strut.
- Deformation of main beam at strap attachment bolts.
- Bent centre strut.

BEAM BOLTS

- Loose bolts.
- Deformation of beam at bolts (beam won't sit flat on deck)

TRANSOM AND PINTLES

- Loose pintles
- Bent pintles.
- Cracking or flexing of transoms around pintles.

CENTREBOARD CASE

- Cracks at base of centrecase.
- Wear at lower back of centrecase.

TRAMPOLINE AND CENTREBEAM

- Worn stitching.
- Damaged or loose attachment points.
- Bent or cracked centrebeam (especially at mainsheet block)
- Tension.

HIKING STRAPS

- Correct and even strap tension.
- Broken stitching.
- Damage to strap at attachment points.
- Bent attachment fittings.

TRAVELLER TRACK

- Damaged end stops.
- Loose track fastenings.
- Smooth operation of traveller car.

HULL SURFACES

- Surface penetrating damage.
- Cracks, or blisters on foam hulls.

RUDDER STOCKS

- Loose or bent bolts and rivets.
- Cracked frames.
- Worn and loose-fitting gudgeons.
- Splits in plastic universal joints.
- Worn blade pull-down ropes

FOILS

- Cracking at high stress areas.
- Surface damage and chipped edges

SAIL HALYARD

- Broken wire strands or frayed rope (slug type)
- Cracks in halyard locking-ring (beak type)
- Smooth operation of halyard sheave.

MAST HOUNDS

- Cracks or deformation of stay attachment hole.

MAST BASE

- Cracking or deformation of mast.
- Cracks in mast spanner attachment point.

MAST SPANNER

- Cracking or deformation.
- Bent or cracked attachment bolt.

GOOSENECK

- Condition of sail track slug.
- Deformation of mast at gooseneck position.

STAYS AND THIMBLES

- Broken or corroded wire strands.
- Cracked or distorted thimbles.

SHACKLES

- Cracks or distortion.

BLOCKS

- Damaged sheaves.
- Smooth operation of sheaves.
- Effective operation of ratchet block.

CLEATS

- Worn cam teeth.
- Smooth operation of cams.
- Cracked fairleads.

ROPES AND WIRES

- Broken or corroded wire strands.
- Frayed ropes, especially where cleated.
- Swollen mainsheet.

SAIL

- Worn stitching.
- Shroud damage to sail batten pockets.
- Batten condition.
- Batten tension.
- Frayed or missing sail telltales.

CORROSION

- Anywhere stainless steel and aluminium are in contact .

Check out the "FAIL SAFE" articles in APT issues 2 and 3 for a more detailed coverage

Talkin'bout

the rudders

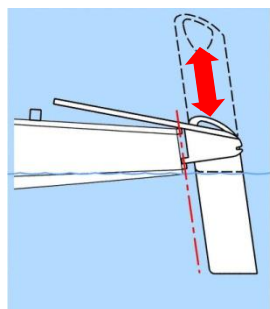
This is the sixth in the series on Paper Tiger control systems for newcomers to the class, or for those who are isolated from the main fleets. The aim is to describe the variations in the way PTs are set up and the possible advantages and disadvantages of the different systems used. It is intended as a guide only. This time we'll examine the rudders.

What Do They Do?

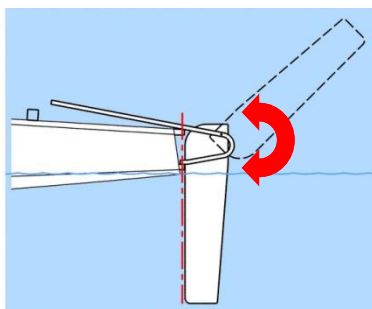
Well, I guess this one should be fairly obvious - they steer the boat. Some skippers also try to generate lift from the rudders when sailing into the breeze (like the centreboards do) but this can create issues which I will cover later.

Configuration

The construction plans show the rudder blades as relatively short and wide (217mm) dagger type blades (i.e. they are raised up and down like the centreboards are) with elastic to hold them down and allow them to tilt backwards if they strike anything. The rudder stocks are made of plywood. The rudders are angled backwards, parallel to the transoms, with the leading edge of the blade set a long way back behind the centreline of the rudder pintles. They are also shown with straight tiller arms. Times have moved on.



By the plans



Current style

Commonly used rudder blades are now longer and narrower; they are usually pivoted with a control system that makes raising and lowering them easier; they are usually mounted vertically; the leading edge of the rudder blade is usually close to being in line with the centreline of the pintles; the rudder stocks are usually made of aluminium or carbon fibre; the tillers are usually bent in towards the centreline of the boat to improve steering and keep them out of the way when hiking behind the rear beam. We will now look in detail at these changes.

Rudder Blades

Generally, a long narrow foil of correctly proportioned thickness is more efficient at steering the boat than a short wide one. A look around the fleets will show a variety of rudder blade profiles of various lengths and widths, but on the "gun" boats they will generally extend around 600mm below the keel. They will be around 200mm wide at the top and often tapered down to a "square cut" bottom.

So what is an "ideal" shape? I guess if that could be answered, "better" shapes wouldn't keep appearing. What matters is that the set-up you have works. If it is similar to what the "guns" are using, it shouldn't be costing you races.

A good test of an effective rudder shape can occur on a broad reach in strong, gusty winds. As the boat tries to accelerate in a gust, it also tries to turn into the wind. If the rudders have to be turned too far to counteract this (possibly due to the blades being too small or of an inefficient cross section) they will cavitate and steering control will be lost. The heavy rudder loads experienced at this time are also sufficient to expose any weakness in the construction of the blades and rudder stocks, and breakage may occur.

Rudder blades are generally constructed from lightweight materials such as balsa, cedar or plastic foam sheathed in fibreglass or carbon fibre. Blades can be home built or there are a few professionally built "off the shelf" versions available. If DIY blades are your choice, pay special attention to the strength of the area around the bottom of the rudder stock, as this is where failure usually occurs.

Rudder Stocks

Rudder stocks are commonly made from square aluminium tube, a combination of aluminium tube and aluminium plate, or moulded carbon fibre.

The tube versions are usually bent to shape and a

special bender is required to do this if a "professional" finish is desired.



The tube and plate versions are a simpler cut-and-rivet exercise to build.



Carbon fibre versions need a mould to be constructed and special care taken in the laying up to ensure that weak spots don't occur.



Tillers

The tillers are usually made of aluminium or carbon fibre tube, or may be integrally moulded as part of a carbon fibre rudder stock.

As mentioned earlier, it is common for tillers to be angled in towards the boat's centreline. There are two advantages in doing this:

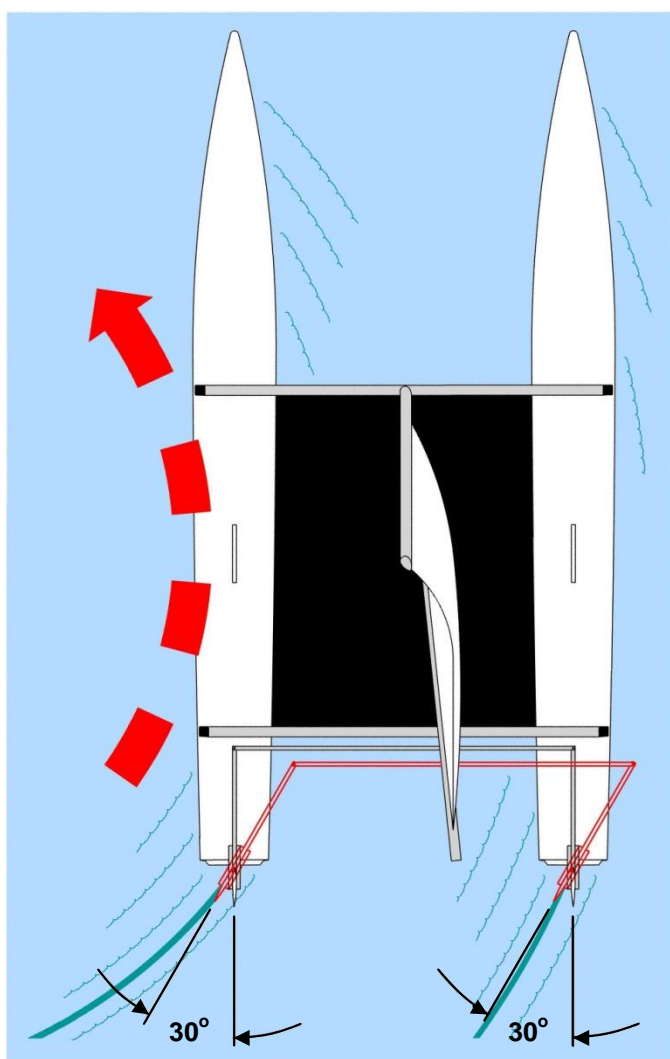
a. When on a broad reach in stronger breezes, it can be advantageous for average weight skippers to sit behind the rear beam to keep the bows from burying. Under these conditions the tillers may need to be pulled significantly to windward during gusts to keep the boat on course. Bending the tillers inwards allows the rudders to be turned more without coming into conflict with the skippers leg.

b. When the boat turns, the hull on the inside of the turn does so on a smaller radius than the hull on the outside of the turn. Therefore, if both rudders are to be operating at their optimum angle (maximum lift / minimum drag), the inner rudder should be turned at a slightly greater angle than the outer rudder. The difference in this angle increases as the radius of the turn undertaken decreases. If the tillers are parallel, this won't occur, whereas if the tillers are turned inwards, this occurs automatically.

So what is the optimum angle? This is not so easy to determine, as a boat doesn't operate on a hard surface like a car does. The "centre" point around which the boat turns, and the amount of side slip during a turn, may vary from boat to boat and in different wind and wave conditions. Therefore, ensuring that there is sufficient space on the rear deck to sit, and that the rudders are able to turn far enough to steer the boat as sharply as the skipper desires, are probably more critical in determining the "right" angle.

The angle adopted is commonly anywhere between half-way between the hull centreline and the inner gunwale, to in-line with the inner gunwale. The more the tillers are bent, the greater the difference between the angle of the two rudders when turned, but the greater the chance of the inner tiller lining up with the tiller cross arm and locking up the rudders when fully turned. A cord attached to the rear beam to stop the rudders being turned too far is required in this instance.

The following diagrams show the effect of various tiller toe-in angles on rudder angle when tacking.



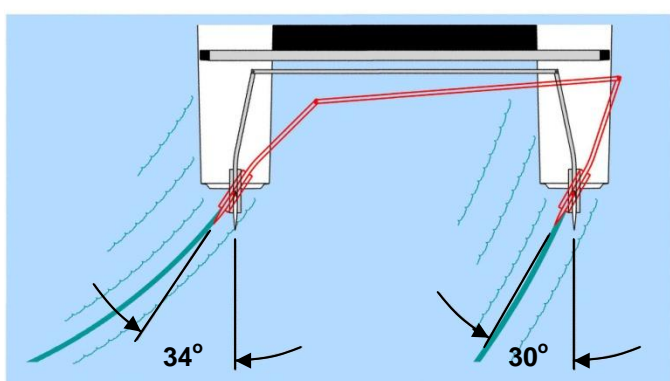
Tiller Crossbar

The crossbar is usually made of aluminium or carbon fibre square or round tube. If the rudder assembly is left on the boat, the crossbar can be attached to the tillers with bolts or stainless pins. If the rudders are usually removed from the boat, the crossbar can be attached with detachable plastic universal joints.

Tiller Extension

Tiller extensions come in all shapes and sizes. In the past, "rabbit ear" types were common (i.e. two extensions rigidly joined and pivoted at the centre). The advantage of this system was that the extension could be pushed aft during a tack or gybe and the other end would be waiting for the skipper when he reached the other gunwale. The disadvantages were the tendency for the tiller to drift away from the skipper if released; the risk of a rule infringement if the leeward end of the tiller hit a leeward boat and the extra weight.

Single extensions are now the norm. They vary from commercially available fixed or extendable versions to home-built carbon fibre, aluminium or PVC tube versions. The advantages of a bendy PVC version are that it can be pulled through under the boom rather than risk having a hand amputated during a gybe in strong winds while passing it astern of the mainsheet traveller, and it is less likely to get bent if snagged, sat on or held onto whilst falling overboard.



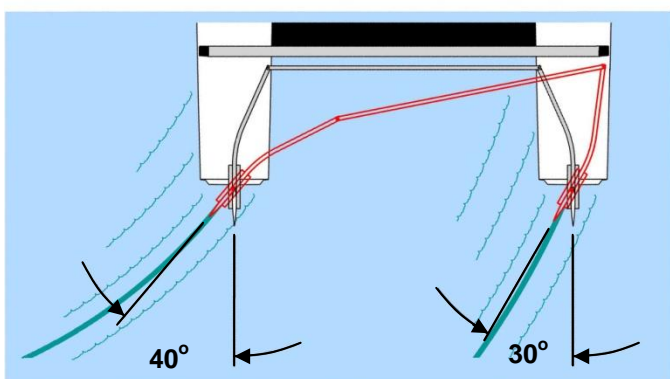
The correct length for the extension is a matter of personal choice depending on what is comfortable when hiking to windward and reachable when sitting against the main beam in light weather. Generally it should be long enough to reach the rear chainplates when the rudders are centred, if not a bit longer.

It is important that the extension is comfortable to hold whilst hiking, reaching or sitting inboard and is easily gripped when wet. When selecting the materials to make an extension it is also worth considering the potential for damaging the trailing edge of a raised rudder blade when swinging the extension aft during a tack or gybe.

Rudder Attachment

There are numerous configurations for the pintles and gudgeons that attach the rudder stocks to the hull, consisting of commercial or home-built components. The method chosen will usually be determined by the construction of the stocks (see article photos).

What really matters is that they are strong enough to



withstand the considerable loads they may be subjected to at times. Generally 4.8mm (3/16") diameter pintle pins are not strong enough and may bend, especially if the rudder stock is allowed to lift at all on the pintle.

Lifting And Lowering

The original rudder blades were lifted and lowered by leaning over the transom and pulling or pushing on the top of the blade. The disadvantages of this were: concentration on racing was lost during the process; the stern of the boat was depressed into the water by the skipper's weight moving aft; the sail may have to be eased in order to reach a leeward rudder, especially in stronger breezes. Generally, lifting rudders killed boat speed but could not always be avoided if floating weed or jelly fish were present.

Over time, pivoting rudders began to appear with controls mounted on the tillers to pull the blades up and down. This was an improvement but still required the skipper to lose concentration and move aft to operate the system. Operating the leeward blade could be especially difficult in windy conditions, with a risk of capsize.

The next step was the installation of a control system that was mounted on the boat, rather than the tillers, and allowed both rudders to be operated from either gunwale with little impact on sailing concentration.

A rudder downhaul rope, attached to the front edge of the blade is guided over the transom through a block and then passes through the rear beam where it is cleated off. The tail end of the rope passes forward to a point where it can be conveniently reached by the skipper, then goes back through an identical system to connect to the other rudder. Each rudder is raised by elastic once the downhaul rope is uncleated.



Tilting cleats outwards helps cleating from other hull



A variation on this system passes the downhaul rope through a tube leading from the transom to the main beam where it is cleated off ahead of the skipper.

Rudder Blade Configuration

Class Rule No. 7 - CENTREBOARDS AND RUDDERS, Part 2 states **"The centreplane of each hull, its centreboard case and its rudderstocks (in the fore and aft position) shall coincide."**



Highfield lever



Push-pull rod

Part 3 states **"The maximum athwartships dimensions of the rudder or rudderstock shall be 80mm within 100mm of the waterline projected from the transom."**

Part 4 states **"The maximum distance from the transom to the centreline of the rudder pintle points shall be 70mm"**

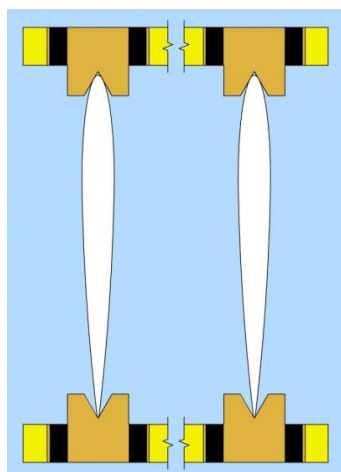
As mentioned earlier, rudders are now commonly mounted vertically rather than attached directly to the transom. This is achieved by making different length pintle fittings or by installing some form of block between the transom and the fitting.

The advantage of doing this is to minimise drag when steering the boat. When a blade pivots vertically in the water flow, all of the thrust generated is sideways. When the blade pivot is angled in line with the transom, some of the thrust generated when it is turned is downwards, effectively trying to lift the stern of the boat out of the water, and this creates drag.

Some skippers notch out the rudder blade so that the leading edge is in line with the centreline of the pintles rather than trailing behind it. This keeps the leading edge of the blade stationary in the water flow as the blade is turned rather than sweeping from side to side, thereby reducing the risk of cavitation when steering sharply (e.g. when tacking). It also increases the leverage of the tiller by increasing the ratio of tiller length ahead of the pintle to blade length behind it.

Rudder alignment

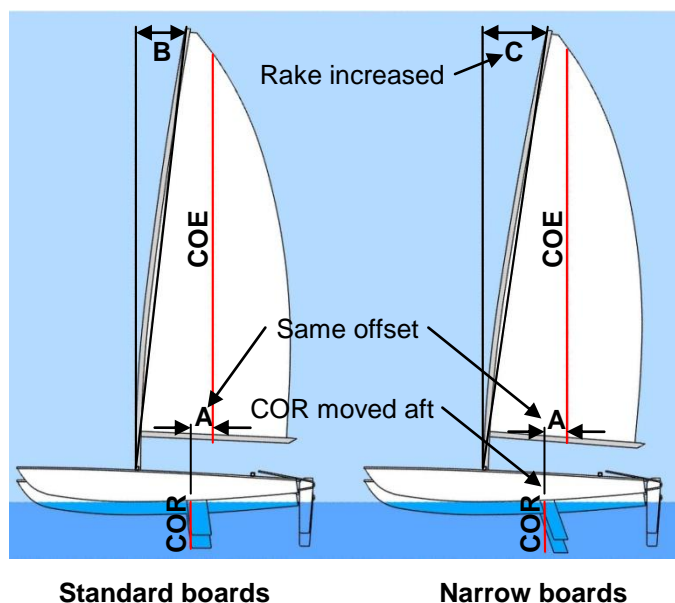
It is important that the rudder blades are parallel when centred to reduce drag. To achieve this on your own, set one of the blades square to the transoms with a builder's or set square. Attach notched pieces of cardboard to a long stick or sail batten, which fit snugly around the leading edge of the rudder blades just below the transoms. Now check if the notches fit snugly over the trailing edge of the blades at the same height. If they don't, the length of the tiller cross-bar will have to be adjusted. Repeat the process, checking front to back until they match.



Rudder Balance

The centreboards are designed to resist the sideways forces imposed on the boat by the sail. To get an idea of these forces, try pulling a board up when on a beat in a decent breeze. These forces also generate lift to windward on the centreboards. Unlike the centreboards, the rudders are hinged on their leading edge. Therefore, if any of this sideways force is applied to the rudder blades, they will turn. This turning force (windward helm) then has to be counteracted by the skipper hauling continuously on the tiller, a somewhat tiring exercise.

The aim then is to create a "balanced" boat with little pull on the tiller. This is achieved by raking the mast/sail until the centre of the sideways forces generated by it (centre of effort - COE) is slightly behind the centre of the hull/centreboard lateral resistance to those forces (COR). This results in a tendency for the boat to turn slowly into the wind on a beat when the tiller is released and generates a very slight pull on the tiller to give the skipper a "feel" for the boat. The boat should barely change course if the tiller is released briefly.



If the mast isn't raked enough, the COE could be at or ahead of the COR causing the tiller to feel vague and the boat to turn away from the wind (leeward helm) when the tiller is released or the bows are hit by waves. This can be very unnerving (and potentially disastrous) in waves and gusty winds.

A few points to note here:

- The centres of effort and resistance can move about

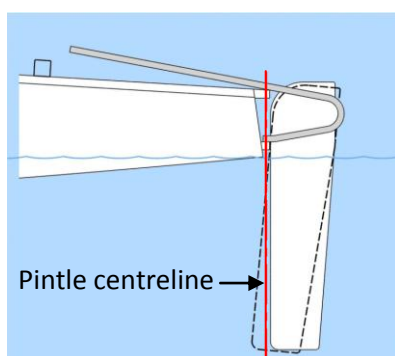
in gusting winds and rough water.

- The size and rake of the centreboards will affect the location of the COR. Switching to narrow boards can actually move the COR forward, compared to standard boards, when the boat is sitting flat.
- The COR moves aft when the windward hull lifts clear of the water but both centreboards are still submerged.
- It is harder to judge balance in light airs as tiller load is minimal, even if the boat isn't well balanced.

Therefore it is best to determine the right mast rake for balance whilst sailing on flat water in a steady breeze with the windward hull just skimming the surface.

Generally, boats with narrow, raked centreboards can carry greater mast rake than boats with wide conventional boards.

Some skippers over-rake their masts, increasing windward helm, to improve downwind performance and try to generate extra lift upwind from the resultant COR loads transferred to the rudders. They compensate for the increased helm load on the tiller by pivoting the rudder blades forward of the pintle centreline to balance the resultant windward and leeward forces acting on the blade. This can be a fine point of balance with this arrangement and the boat can suddenly switch to leeward helm in rough water.



Operation

Some points worth considering:

- Operating the rudders when the blades are not rotated fully down can greatly increase the pressure on the rudder blade and stock, and on the skippers arm. It also increases drag.
- Steering in reverse is the quickest way out of a stall (in irons). Attaching a cord from the rear beam to the tiller cross arm will prevent the rudder stocks burying themselves in the transoms when reversing.
- The rudder pull-down system should have a buffer built into it to reduce damage to the rudder blade, stock or transom if impacting a floating object or the bottom. Some skippers add a thick rubber gasket to the downhaul rope (see photo on page 9)
- Jelly fish can be present at regatta venues and will severely test any rudder pull-down system when impacted at speed. Races can be lost if a blade releases unintentionally.
- If rudder blades (and centreboards) are light coloured, it is easier to see weed building up.
- If an easily accessible system for raising and lowering the rudder blades is installed, it may be beneficial to raise the windward blade to reduce drag. However, this will increase the load on one rudder in strong winds, and also increases the boat length when overlaps whilst racing are an issue.
- To prevent corrosion of powder coated aluminium rudder components, use a sealer when installing rivets and bolts, and flush all components with fresh water after use in salt water.

For further information on PT rudders, refer to the Paper Tiger Catamaran website:

http://www.papertigercatamaran.org/index.php?option=com_content&view=article&id=72&Itemid=87#cboardrudder

Ralph Skea 



Neil Schneider

SAILOR TRAILER



If the plan is to travel to PT events around the country this coming season, it may be a good idea to spend a little time making sure the trusty transporter will get your pride and joy there and back in one piece.

Things to check:-

- The condition of the frame for rust or cracks.
- The condition of the springs.
- The shackles holding the springs for wear and loose bolts.
- The U bolts holding the axle for damage and loose nuts.
- Tyre deterioration from standing idle.
- Tyre pressures, including the spare.
- Loose wheel nuts. Rust runs are an indicator.
- Wheel bearings for slop or dry running. They should be serviced annually if not used regularly.
- Trailer coupling for smooth operation and tightness of fit on the tow ball.
- Safety chain attachment and shackle for cracks.
- Lights operating correctly. Keep a spare of each globe type in the car.
- Brakes (if fitted) for correct operation.
- Condition of support padding
- Condition of boat tie-down straps and anchor points.
- Condition of mast supports.

Of course having everything in top condition won't matter much if the trailer isn't correctly coupled to the vehicle, the safety chain attached and the lights plugged in.



2013 INTERNATIONALS SPONSORS

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tasmania

G'day Trendsetters!

President Keady here with a report originating from the map of Tassie. There has been much activity around the Lauderdale Yacht club this winter with a few hardy souls sailing more often than not. Steve, Bruce, Perry, Travis, and yours truly have been sighted dodging ice bergs in Frederick Henry Bay.

Seriously, this winter has been relatively warm and we have been blessed with cold water (not frozen) and good breezes.

On the new boat front, Nick, 'go the' Browne has purchased another boat, PT3066, and has renamed it THE MONSTER (apparently after himself). Anyone who witnessed Nick's disgraceful performance at a certain 50th last year will know the reason why. Nick's other boat FLYING HIGH is for sale and is looking for a good (Tasmanian) home. It is a fast proven performer and anyone who buys it will be stoked. Tony Ryan's boat (formerly WASABI, now MARVIN) has been sold and I am told will sail at Lauderdale in the near future. This will bring our fleet up to 18 Paper Tigers. Our "Target 20" campaign has almost reached its preliminary milestone. This is all looking great for when the Nationals come our way again.

Big Dav was looking very trim for a bloke of his Neanderthal size. When asked what the secret was regarding his weight loss, he just gave a sly smile. Brendan Amos was seen at the gym recently (looking eight months pregnant), which might mean that he will be real fast in the stronger breezes. Mick "the Garden Gnome" Boyle has been lurking around Clifton Beach scoring a few hollow ones. Mind you he is a bit of a menace on his new board. His new board is looking a little 2nd hand after a run of stacks, wipe-outs and drop-ins. Get a new sail for MUD SHARK Mick, it is much safer! Patrick and Oliver were seen skulking around the

East Coast with a car load of Chinese exchange students. The lucky girls were grinning from ear to ear. These two lads must surely be the pin-up-boys of LYC. Remember if you get tired, Martin's POSSUM POWER is always willing to help. Oliver is sporting a new Goodall sail for the coming season and should be a lot quicker.

As for the Portarlington Nationals, it looks like we have a certain six entrants representing Tassie.

Steve and myself have been busy fitting Davie Norris (Christchurch NZ) 4" boards. After our first test sail in a stiff 12-18 knot northerly last Sunday we were both unanimous in declaring the new boards a success. Bruce may say otherwise.



Speaking of Bruce (the other Bruce), Mr Clayton is our interviewee of the month. Bruce is a seasoned campaigner and his interview is an entertaining read.

Steve and myself invented and patented a method for installing the new 4" boards. See below.

1. Wrap boards in cling wrap.
2. Then wrap boards in marine carpet and sew along trailing edge with a 1" hem. Ensure that the carpet is slightly longer than the depth of the hull.
3. Sit board with carpet sock inside case and chock to required rake/alignment.
4. Apply cling wrap to deck around the centreboard case and fill case with expandable foam.
5. Leave to set.
6. The following day remove the boards from carpet, and then remove the cling wrap.
7. You now have a luscious fur lined slot.
8. Remove excess foam to 10mm below decks and then fill with flow-coat mixed with micro-balloons and chopped matting.
9. It is important to reinforce boards at this stage taking care to mask the boards.
10. Then turn the boat over and do the underside. Voila! Enjoy your new slot.

That's all you get, seeya!

Sean Keady - PT2997 Sssmokin Billy 

TPTCA AGM

The TPTCA AGM was held this month with a solid representation from the Tasmanian members. It is good to see significantly more people now involved with the association.

The minutes of the previous meeting were accepted and we moved on to determining the office bearers. We have had some slight changes within the ranks and a new face coming to the table. We also see an 'old face' leaving the role of TPTCA Secretary... All at the TPTCA would like to thank Mr Mick Boyle for all of his efforts as TPTCA Secretary. Mick has filled the role since he accepted it in the lead up to the Nationals held in Lauderdale a few years ago now, and has done a great job in many areas including maintaining 'relative control' of the TPTCA President Sean Keady. Thanks Mick.

Planning for the 2015 Nationals (Lauderdale Yacht Club) has commenced and discussions with major sponsors have begun well. The general committee has also discussed the forthcoming 2013-2014 sailing calendar with a number of TPTCA promotional days planned within Tasmania.

Election of TPTCA Office Bearers 2013

President	Sean Keady
Vice President	Nick Browne
Treasurer	Brendan Amos
Secretary	Davin Faux

Davin Faux - PT2932 Chilli Toes 

Interview with Bruce Clayton

PT2773 - Barbadian Czar by Sean Keady

How did you get into PTs?

I was taking my daughter Lucy to a learn-to-sail program at the Lauderdale yacht Club. Sean and Mick saw me there and convinced me to buy 'Barney's boat'. There was only about four or five boats sailing at that time.

What do you like about the boat?

I guess they are like any boat – easy to sail well but hard to sail really well. They are fairly light, so rigging the boat yourself is not a drama. Likewise moving your boat around on land. What has kept me going is the atmosphere around the Lauderdale Yacht Club. It's a bit like sharing a beach shack with a bunch of other like-minded people. We have a good chat and a bit of BS in the morning, lunch, a yacht race, and then a beer or two after the racing is complete. It's gotta be the perfect Sunday!

What other boats have you sailed?

Started like most juniors in Hobart – Sabots, then progressed into a heron, and then in turn to a Hobie 16. I stopped sailing off-the-beach boats for about 30 years when I went sailboarding and keel boat cruising. There are a number of people at Lauderdale that have been 'reintroduced' to sailing via their kids.

What's your best result in PTs?

One race earlier this season I picked up a massive lift on the first leg. Everyone else went inshore and ended up pinned to the beach. First to the top mark! It did not last long though. Generally speaking I am at the middle to the back of the fleet.

What are your favourite conditions?

Blue skies and 25 degrees C. I am weighing in at 115kg right now so for me to be competitive I need a 15-20 knot breeze and an entirely upwind-only race!. Surprisingly I seem to do alright when it is very light with no chop 0-5 knots.

What are your ambitions in PTs?

I'll never reach the top end of the fleet as I don't spend anywhere near the right amount of time sailing. With the fleet now nudging 20 boats we still have very competitive racing wherever you are in the fleet so it is still lots of fun where I am. I am going to commit more and have a real crack at the nationals when next held in Tassie.

What are your highlights of sailing?

I sailed a Sydney to Hobart one year, which consisted of an hour of excitement at the start, four days of hard slog of upwind in 40 knots, and then a big party at the end! I cruised a little trimaran to Tahiti once. It was nice sailing in just a pair of shorts, and when it got cold you put a t-shirt on. I sailed two legs at the last nationals at Lauderdale with a pod of dolphins jumping between the hulls of my boat.

The best thing is the life-long friendships that you form through sailing that I cherish.



Bruce Clayton

BOATS FOR SALE

FLYING HIGH - PT2907 is for sale! Contact TPTCA or see advertisement on Gumtree.

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>

Visit us on Facebook at

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



victoria

VPTCA WEBSITE

A sample of the soon to be published new and improved Victorian Paper Tiger Website! We have spent some time listening to our members and will endeavour to keep

this site updated with new and interesting content. The website address will still be www.vicpapertiger.org.au



Victorian Paper Tiger Catamaran Association

HOME News ABOUT SCHEDULE RESULTS GALLERY PT SUPPLIERS JOIN US

Get set for season 2013/14!

FOCUSED
Our President and past International Champion, Mark Wiggins, sailing Firestorm 3104 at McCrae Internationals 2012.

2014 NATIONALS

Portarlington

Hopefully you have booked your accommodation for the National Titles for this Christmas period! If not, the details are listed below. The VPTCA managed to book

sites in June at the Portarlington Bayside Holiday Park so hopefully you are in there too.

<i>Name of Park</i>	<i>Site Location</i>	<i>Distance from Club</i>	<i>Phone Number</i>
Bellarine <u>Bayside</u> Holiday Park	– Portarlington – St Leonards – Indented Head	1km, 2mins 13km, 16mins 9km, 10mins	1800 222 778
Big 4 Bellarine Holiday Park	Marcus Hill	20km, 20mins	(03) 5251 5744
St Leonards Caravan Park	St Leonards	14km, 17mins	(03) 5257 1490

The NOR will be available in the next fortnight and will be displayed on the National and Victorian websites and sent to all members via email. The schedule of events is listed in the table below.

Entries will be conducted online and the VPTCA website will be constantly updated with the skippers attending so you can see who you will be competing against this Xmas.

We also have a few novelties in store (none that we have seen ever in the PT class!) so come along and find out what they are.

With recent success stories in the Mt Martha Nationals and McCrae Internationals, we hope you will all make the trip to a beautiful holiday destination.

2014 NATIONAL CHAMPIONSHIP PROGRAM

Friday 27 th December	Early Bird Measurement	1500hrs
Saturday 28 th December	Registration & Measurement	0830hrs - 1130hrs
	Information Session	1200hrs
	Racing – Invitation Race	1300hrs
	Welcome Night (PSC)	1830hrs
Sunday 29 th December	Racing – 2 heats	1300hrs
	AGM	1930hrs
Monday 30 th December	Racing – 2 heats	1300hrs
Tuesday 31 st December	Racing – 2 heats	1030hrs
Wednesday 1 st January	Lay Day	
Thursday 2 nd January	Racing – 2 heats	1300hrs
Friday 3 rd January	Racing – 1 heat	1030hrs
	Presentation Dinner (Venue – Bayside Bistro, Clifton Springs)	1900hrs

2013 - 14 TRAVELLER SERIES

Program

Six events make up the 2013-14 traveller series. We have a mixture of lake and bay events to allow as many skippers as possible to attend a VPTCA traveller's event.

We are interested in resurrecting the interstate challenge

at Yarrawonga this year at Easter. **NSW and SA skippers (and anyone else who can get there) the VICS CHALLENGE YOU!!! Are you willing to accept the invitation??**

With the opportunity to mix with fellow skippers, seek advice, discuss tuning tips and have a good time, we recommend you put these dates into your calendar.

Victorian members will receive the final dates in the renewal notices to be sent out in the next 2 weeks. If you have any questions please let the committee know – e.g. we are more than happy to help get your boat to the events.

2013/14 Program

1. Bendigo Ice Breaker Regatta	21-22nd Sept 2013
2. Somers Opening	26th Oct 2013
3. McCrae Catamaran Championship	16-17th Nov 2013
4. State Championship Hazelwood	23-24th Nov 2013
5. Elwood Training Day	TBA
6. National Championship Portarlington	28th Dec to 3rd Jan
7. Mt Martha Visit	TBA
8. Yararawonga Easter Regatta - State Challenge	TBA

2013 - 14 STATE TITLES

Latrobe Valley Yacht Club

The 2013-2014 Victorian State Titles will be held on the 23rd-24th November at the Latrobe Valley Yacht Club on the waters of Hazelwood Pondage. The event will provide a great opportunity to tune-up before the Nationals, with a five races held over the weekend. As usual, there will be a friendly off water atmosphere with top skippers happy to share sailing tips and tricks.

Camping is available at the Hazelwood Pondage

Caravan and Camping Ground. Both powered and non-powered sites are available. For availability and bookings, please contact the park caretaker on (03) 5163 1566.

Entry and payment for the event shall be submitted online at the following address:

<http://www.trybooking.com/Booking/BookingEventSummary.aspx?eid=57673>

For further event details contact Bryan Anderson, VPTCA Secretary on 0402 156 926 or

flyn_bryn_2958@hotmail.com

SURVEY

The VPTCA has conducted an online survey of our members in the offseason to help us deliver outcomes for our skippers. The survey only takes 5 minutes and if anyone is still interested in completing the survey it can be accessed here:

<http://www.surveymonkey.com/s/8FKNCQX>

Mark Wiggins - PT3104 Firestorm



Keith Deed - 2013 Internationals NZ

2013-2014

Victorian Paper Tiger Catamaran

State Championships

23rd / 24th
November 2013

Hazelwood
Pondage, Latrobe
Valley Yacht Club



Schedule

- Registration at 1030 hrs on Saturday 23rd November
- 2 Races from 1330 hrs on Saturday 23rd November
- 3 Races from 1000 hrs on Sunday 24th November

Entry

- Senior \$80
- Youth (under 21) \$60
- Late fee (after 8/11/13) \$25

Enter Online

<http://www.trybooking.com/Booking/BookingEventSummary.aspx?eid=57673>

Contact

Bryan Anderson, VPTCA Secretary
Phone: 0402 156 923
E-mail: flyn_bryn_2958@hotmail.com
Website: www.vicpapertiger.org.au



new south wales

WAGGA SAILING CLUB

This year we are running a winter season starting on 17th August 2013 and finishing prior to the long weekend in October. We are also having an opening regatta on the October long weekend, starting at lunch time on the first day and finishing at lunch time on the last day.

Although quite usable, the lake level has fallen. We are anticipating an injection of water, which normally occurs late winter.

Council is becoming more pro-active at this corner of the lake and planning is well under way for a revamped and extended toilet / shower block where the current public block now stands.

Rohan Nichol was going to build a new set of hulls this winter but time has beaten him.

Cheers for now,

Garry Williams - PT3085 Characin IV 

"KEEPIT COOL" REGATTA

As a final gasp for the 2013 sailing season, I travelled from Wagga Wagga to Gunnedah to compete in the



"Keepit Cool" regatta over the June long weekend. Unfortunately the regatta was struck with light winds. But lack of wind aside, the lake is beautiful, the locals friendly and the racing very enjoyable and close.

Note the redhead sail on the Maricat, I think Marco has something to answer for here as I failed to catch Lachlan White on his Maricat and he beat me for 3rd overall. Also note the glassy reflection of our sails indicating how much chatting we were doing whilst waiting for some breeze.

The regatta consisted of 7 races over the weekend, with some 30+ boats taking part in the various categories. There were representatives of many craft types, everything from large sports boats to a whole "pack" of Lasers – including Greg Williams, who also travelled from Wagga. Most are aware Greg is trying his hand in the Laser class. There is a rumour we could see him at the PT Nationals – but you did not read it here. Greg recorded a second overall for the monohull class and was a mile in front of every other Laser, but what else would we expect from a Williams.

With so many craft of various breeds, racing was exciting and some turns at buoys *very* exciting – we had to navigate several buoys with boats coming in from all directions, which gave us all something to discuss over a beer later.

Overall the event was very well prepared and delivered by the Lake Keepit Sailing Club members, it was well attended and a great way to end the season. I could, however, use some help next year from other PT's to take the trophy away from the Nacra 5.8, A-class and Maricat that beat me, so if you're looking for a good place to sail over the June long weekend, please join me in Gunnedah. www.lakekeepitsailingclub.org.au for details.

Martin Gregory - PT2577 Phantom Tiger 

STATE REGATTA POINTSCORE

Revamped

The State Regatta Point Score (SRPS) is a series of Club Regattas throughout NSW that the NSWPTCA believes will be attended by association members over a sailing season. Results are collated for the five or six regattas that are selected each season. At the end of the season the results are published and a winner declared.

There are a number of very good reasons to encourage NSW PT sailors to attend these selected regattas. Some are....

- To expand their experience beyond Club racing.
- To meet and compete with other PT sailors.
- To improve skills and see what others are doing in the class.
- To build confidence to compete at State, National and International levels.
- To train for upcoming National, State and International events. The average SRPS regatta will have at least a month's worth of club racing in one weekend. Time on the water is one of the best ways any sailor can improve his or her skills.

Some years ago the SRPS was changed from running from one State Title to the next to running from the beginning of one season to the end of that season. Some problems with this have arisen. There has been no opportunity to present the perpetual trophy for the SRPS at the end of the season, thereby limiting the recognition due to those who make the effort to travel to these events. In fact the SRPS trophy went missing for a season or two.

The SRPS trophy has been found and brought up to date. This year's SRPS competition will be used to return the competition to a State title to state title event. There will be a presentation to the Winner of the 2013 - 2014 SRPS at the State Championship presentation at the YMCA Sailing Club in Canberra. This will improve the recognition of those who finish on the podium of the SRPS.

Competing in the SRPS requires a big commitment of time and money in travelling to the various venues. This commitment needs to be acknowledged and encouraged. Good numbers of PT's travelling to SRPS events do a lot to show case the Paper Tiger Catamaran.

For this year there will be a choice of two regattas to attend for the first round of the SRPS. Wagga Wagga, a stronghold of PT's, will be one of the regattas and Jervis Bay, with a small new fleet, will be the other. Wagga, being a good five hour drive from Sydney and Wollongong, did not see a big number of out of town entries last season. Jervis Bay is in close proximity of Sydney and Wollongong and may encourage early season travelling from those centres.

The programme for the 2013 - 14 SRPS is.....

- **Heat 1 - Opening Regatta.**
Wagga Wagga Sailing Club, October 5th - 7th **OR**
Jervis Bay Sailing Club, October 5th - 6th.
- **Heat 2 - 14ft Catamaran Regatta.**
Mannering Park Sailing Club, October 12th - 13th.
- **Heat 3 - Multi-hull Championships.**
YMCA Sailing Club, October 19th - 20th.
- **Heat 4 - Kembla Klassic.**
Port Kembla Sailing Club, November 30th - December 1st.
- **Heat 5 - NSW State Championships**
YMCA Sailing Club, 25th - 27th January 2014.

My thanks to Tony Hastings for forgoing the opportunity to host the final heat of the 2013-14 SRPS at Wallagoot Boat Club to allow the NSWPTCA to conclude the series at the State Championships and have an appropriate presentation at the conclusion of that event. Wallagoot, I am sure, will be one of the first venues for the 2014-15 SRPS series.

The success, or otherwise, of this format will be discussed at the AGM of the NSWPTCA at the State titles in January.

As a post script, the YMCA SC is offering online entry to the Multi-hull Championships with the Register Now function. Entries for the event are open NOW and the NOR is available from the Website. For more information see the flyer elsewhere in APT.

**Bill Arthur - PT3098 *Out Of Sight*
President NSWPTCA.**



2013 Opening Regatta

When : October 5th to 7th 2013

Where : Lake Albert Wagga Wagga NSW

Who : All otb and trailer classes welcome



Info : A seven race series plenty of trophies, food and drinks available at the club.

The Plug : Come and take on the locals in the friendly waters of Lake Albert great sailing for juniors or that early season shake down.

More Info : Notice of race and other information can be found at www.waggawaggasailingclub.com.au



ACT Multi-Hull Championships

2013 - 2014

19 - 20 October 2013



ACT Multi-Hull Championships 2013-2014

Open to all "Off-the-Beach" Multi-hull boats. All entrants shall be a member of a sailing club affiliated with Yachting Australia Inc.

- Up to 5 Races over two days
- Newly refurbished Club House
- Canteen Facilities
- Sailors' Barbeque - Saturday Evening

Notice of Race and Entry Forms available at:
<http://www.canberra.ymca.org.au/sailing/events/Pages/default.aspx>

For further information please contact:

Alan Perry on 02 6253 9721 /ma.alperry@three.com.au

Chris Ablett on 0413 989 352/ablexpl@inet.net.au









www.canberra.ymca.org.au/sailing



NATIONAL REGATTAS

	Queensland	Tasmania	South Australia	Victoria	New South Wales
SEP				21st - 22nd Round 1 Bendigo Ice Breaker	
OCT	TBA	TBA	TBA	26th Round 2 Somers Opening	5th - 7th SRPS Round 1 Wagga Wagga S.C.
					5th - 6th Alt SRPS Round 1 Jervis Bay S.C.
					12th - 13th SRPS Round 2 Manning Park A.S.C.
					19th - 20th SRPS Round 3 Canberra YMCA S.C.
NOV	TBA	TBA	TBA	16th - 17th Round 3 McCrae Cat Champs	30th Nov - 1st Dec SRPS Round 4 Port Kembla S.C.
				23rd - 24th Round 4 & State Championship Hazelwood	
DEC	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 SRPS 5 & State Championship Canberra YMCA S.C.
FEB	TBA	TBA	TBA	TBA	
MAR	TBA	TBA	TBA	TBA	8th - 9th SRPS Round 1 (14/15) Wallagoot Lake B.C.
APR	TBA	TBA	TBA	TBA	

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

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.

Check out past issues at

<http://aptca.papertigercatamaran.org>

'newsletters'



Reports

Results

Interviews

Boats To Buy

Regatta Dates

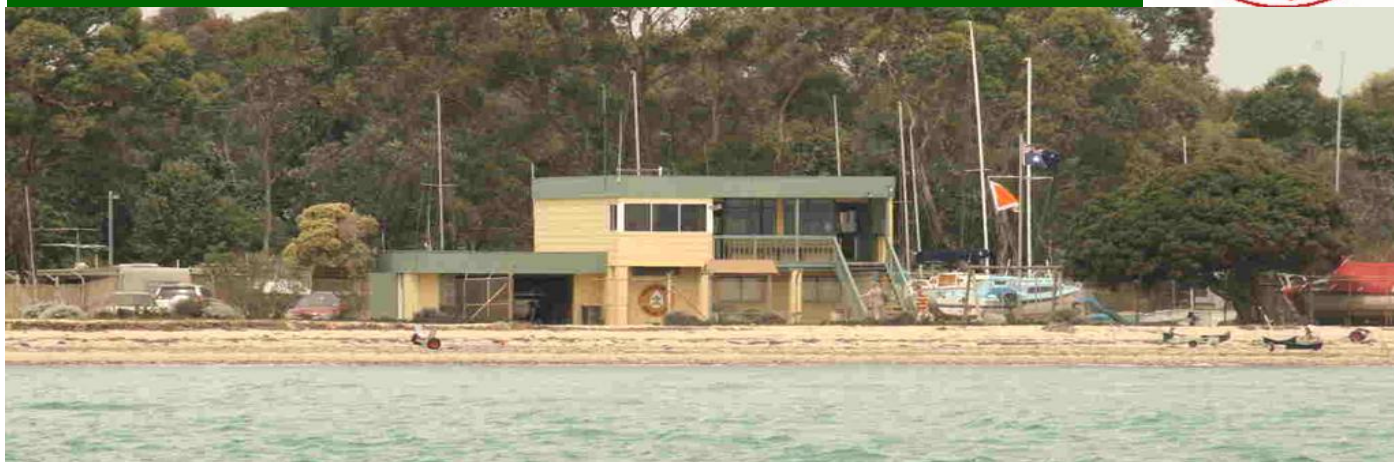
Technical Articles



First photo of a foiling PT

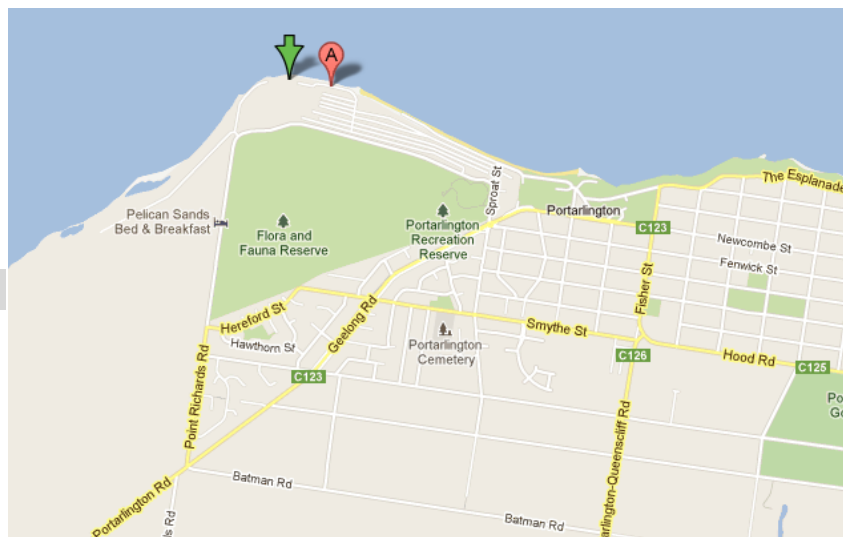
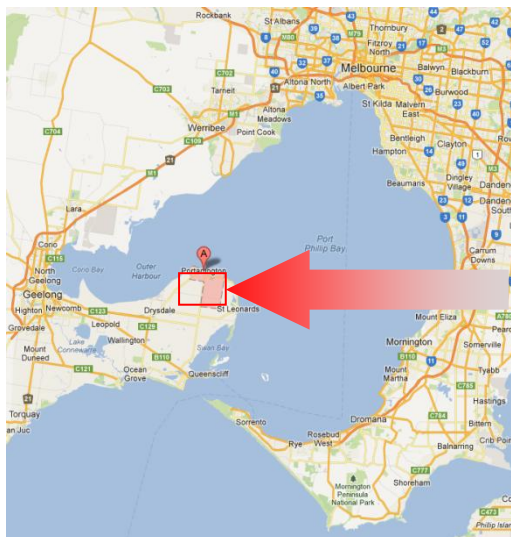
2014 NATIONAL CHAMPIONSHIP

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.



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BOATS and bits

Please note that the items listed may no longer be available

PT2727 "Tenacious" \$5,000 ONO

Victoria

Boyer hulls of Kevlar-glass-foam construction. With Hooper sail and two fully fitted masts. On good road trailer, with box and beach trolley. Maintained in very good race condition by Vic Scholes (current PT International Measurer).

Contact Vic on (03) 5169 6295 vic@vic.australis.com.au
[Ad placed Aug 2013]

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

No new items this issue

Yes

The foiling PT is a fake
...FOR NOW!!!
 Stay tuned...

apt

quarterly

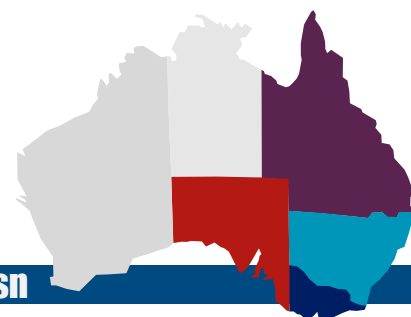
NOVEMBER ISSUE

Closing date for
 articles, reports,
 results and adverts

26TH OCTOBER

Please send to: ptcia@papertigercatamaran.org

Contacts



australian paper tiger catamaran assn

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

queensland paper tiger catamaran assn

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

tasmanian paper tiger catamaran assn

President	Sean Keady	Mob. 0410 487 762	E. skeady@internode.on.net
Secretary	Davin Faux	Mob. 0419 724 077	E. davin.faux@klinge.com.au

south australian paper tiger catamaran assn

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

victorian paper tiger catamaran assn

President	Mark Wiggins	Mob. 0401 928 192	E. wiggo45@hotmail.com
Secretary	Mark Wiggins	Mob. 0401 928 192	E. wiggo45@hotmail.com

new south wales paper tiger catamaran assn

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

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