

NOV 2013

paper tiger quarterly



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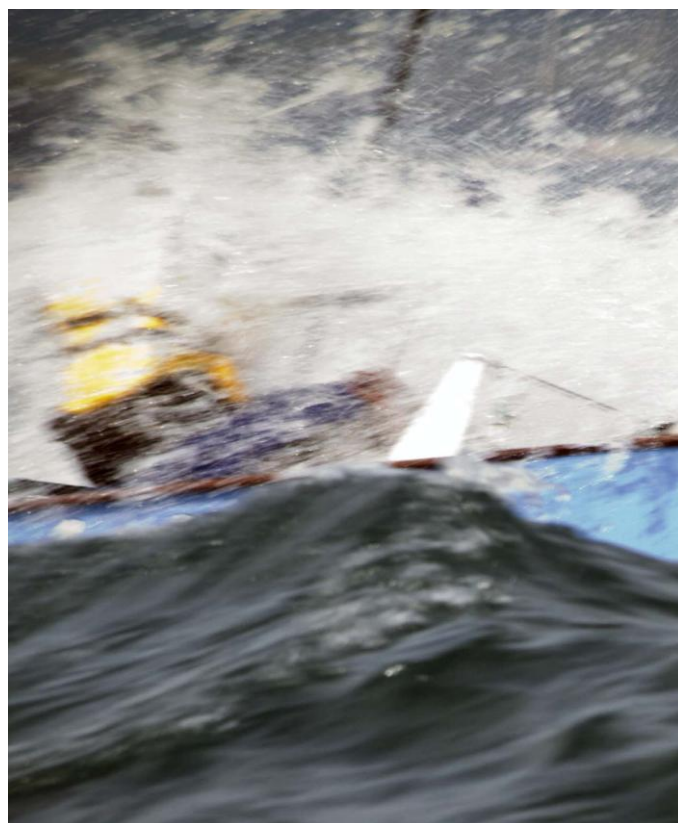
AUSTRALIAN PAPER TIGER CATAMARAN ASSOCIATION



No.15

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COVER: NSW skippers jockey for position across the start line on Lake Illawarra - States 2012-13

Editorial

A Perennial Problem

The Tasmanian fleet continues to go from strength to strength. However, in doing so, they are coming up against that perennial issue of finding enough suitable PTs to meet the demand that their promotional efforts are generating. Efforts are also under way to promote the class at a number of clubs in NSW, but the same problem arises.

Considering the number of PTs that have been built over the years and the number sailing regularly at clubs, there must be quite a few sitting idly in garages or under tarps across the country, even allowing for the number that would have gone to the great boatyard in the sky.

The recent relaunch of *Phenomenon* at Koonawarra Bay S.C., after extensive renovation, shows the potential of older boats. Some interesting match races in 10-15 knots

between the 30-plus year old foam/glass *Phenomenon* and the much newer ply *People Eater*, both in the hands of similar weight, experienced skippers, showed them to be evenly matched. *Phenomenon* will be available for new starters at the club.

Renovating sound, older boats can certainly be a low cost way of getting new recruits on the water and can be very rewarding for the enthusiast. (Also see last APT's article on the rebirth of *Bushranger*).

With this in mind, a call goes out to anyone who may be aware of a PT sitting idle in a yard or garage to let us know of its location. If we can compile a list, this info could be passed on to those promoting the class and/or looking for a boat.

A new series on old boat refurbishment starts in this issue (See page 10).



The Editor

Publicity Perspective

In some great news for the class, the owner of the class rights, Tiger Boats International, has reached agreement with the Paper Tiger Catamaran International Association (PTCIA) that "grants the PTCIA the right to be the sole issuer of all plans and sail numbers for Paper Tiger Catamarans."

In effect, this means that all follow-up of people who enquire into purchasing plans for the class is now completely in the hands of the class itself (via the association). So the "experience" that enquirers have of our class will depend entirely on us.

At last, we have the ability to completely influence this experience!

This "experience" includes:

- The speed of response to enquiries.
- The level of information supplied in those responses.
- Whether or not the questions raised in the enquiry are answered adequately.
- The feeling of welcome and encouragement that is communicated in the response.
- The ease with which the enquirer can go about ordering the plans.

These points largely apply to any follow-up questions the enquirer has as well. And all except the last point are also applicable to any enquiry about the class, whether it is to do with plans, boats for sale, rigging, building, restoration, fleets, clubs, championships, techniques or any other topic about our class. And they apply whether or not the enquiry is to an association (international, national or state), a club, a class official or any Paper Tiger sailor.

The quality of the response and follow-up will often have a large bearing on whether the person continues their initial interest in the class.

In regard to the plans, we are in the last stages of finalising the process, but they are likely to be available in the PT online shop on the Paper Tiger Catamaran website (www.papertigercatamaran.org). We are waiting on the first batch of plans to be delivered. Once we have them, the website will then reflect that the PTCIA Secretary is the contact and the on-line shop will have them available for purchase.

**David Stumbles Publicity Officer, APTCA
Secretary, PTCIA**





This article has been written as background understanding of the stresses applied to this part of the boat and options to consider in setting up and adjusting your rig for different sailing conditions.

Background

A PT Mast is required to fit the following rules.

- Minimum width: 50mm. Maximum width: 62mm.
- Minimum length: 64mm. Maximum length: 80mm.
- Minimum weight: 0.95kg per lineal meter
- Must be made of Aluminium
- Must be a straight section

It is also desirable that the mast is able to be:-

- Flexible enough to absorb a strong gust of wind without producing an excessive tipping moment.
- Strong enough to control the leech of the sail.
- As light as possible (to reduce overall weight of the Paper Tiger).
- As light as possible to reduce the tipping moment.
- As aerodynamic as possible within the class rules.
- Reliable under racing conditions.

Stresses on the mast

A mast is normally stressed more as the wind strength increases. These stresses can be maximised or minimised by the rig set up and by on-board adjustments made by the skipper whilst sailing.

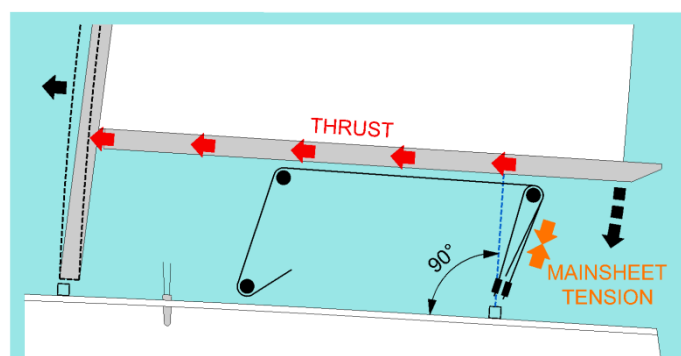
Different sails require different settings / adjustments

At this point I have to acknowledge that there are many ways to set up a PT and much of the set-up is a product of the sail you are using:

- Sails with more luff round will require looser rear lowers, while sails with less luff round will require tighter rear lowers.
- Sails with less seam shape in the luff area of the sail will require less downhaul and sails with more seam shaping in this area will require more downhaul.

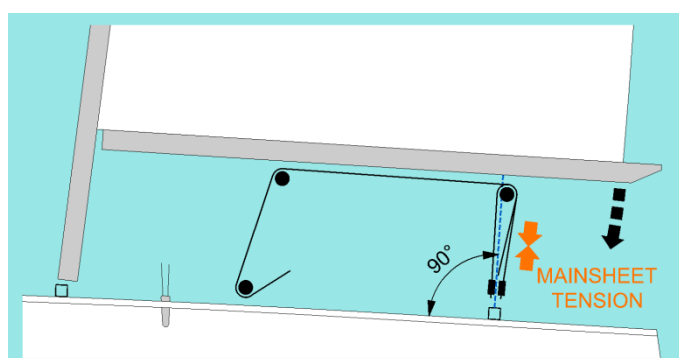
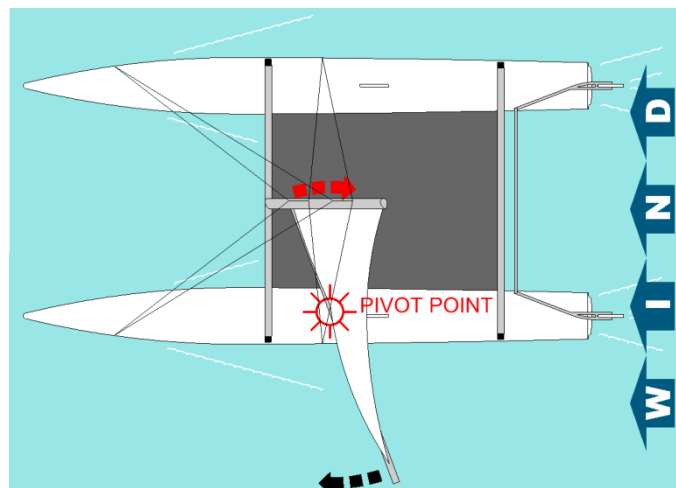
The Boom

Prior to the rules allowing an adjustable foot control, sail makers added additional luff round in the bottom of the luff for reaching. This extra luff round needed to be removed for efficient upwind sailing. This was achieved by driving the boom into the mast, bending it at the gooseneck. To achieve this, the boom hangers were attached to the boom in a position that was well behind the rear beam and traveller track.



This produced both forward force and downward force when the mainsheet was pulled on, pulling the leech down and forcing the boom forward. This obviously put a great deal of stress on the mast and in some cases caused the mast to have a permanent bend around the gooseneck. In severe cases it tore the track open at the gooseneck.

As the foot control is now permissible, sail makers have removed this additional luff curve and there is no need to over stress this area of the mast. The boom hangers are now positioned about 50 mm behind the traveller track when the boom is in the central position. This means that when on a work, the mainsheet pulls almost straight down to the track, removing possible damage to this area of the mast.



The Downhaul

The downhaul is required to either take out the wrinkles in the luff of the sail or, in some cases, flatten out the extra shape in the luff of the sail.

Obviously, when there is less tension applied to the downhaul, there is less compression stress on the mast. If the downhaul is being used just to bend the mast, remember that the lower forestay adjustment is also able to bend the section, without applying additional compression stress to the mast.

Mainsheet Adjustment

In heavy weather, letting the boom touch (pivot) on the side stay while sailing down wind, puts undue stress on the mast through the gooseneck. This stress can be the final straw on an already stressed mast, breaking it at the gooseneck.

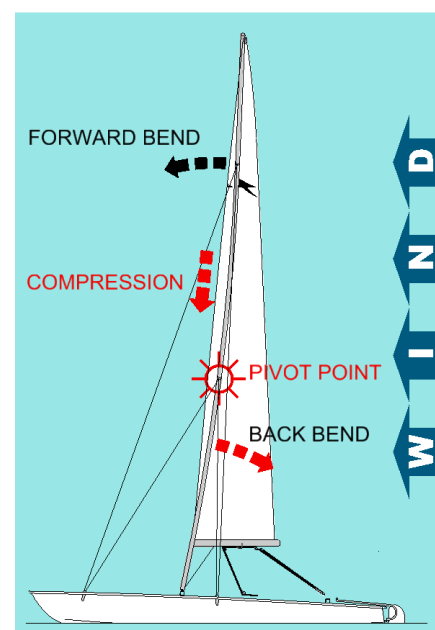
A simple fix to this problem is to tie a knot in the mainsheet at the last pulley, stopping the mainsheet from allowing the boom to touch the side stay in heavy weather.

Intermediate stay set up and adjustment

There is a correlation between the apex of the lower stays (hound position) and the apex of the upper stays.

For sails with a small luff round, this is more critical as the apex of the lower stays while running downwind should be in front of the apex of the upper stays. When this is not the case, there is a real chance of a breakage at the lower hounds.

If the mast is not secured at the intermediate hound (by front lower forestay adjustment), in a position that is forward enough to keep the mast straight from top to bottom, the rig is in danger of failure in high winds. What occurs is that the combination of the tight lower side stays and stretch or movement in the upper stays, and any movement in the boat's construction, allows the upper hound to move forward while the intermediate stays hold the lower hound position in place, bending the mast forward at the top. If this continues, the mast breaks at the intermediate stays area. The

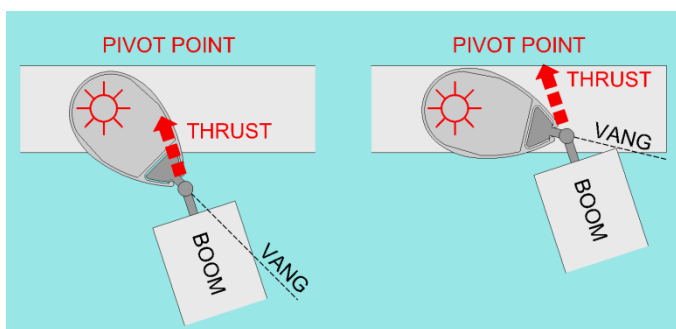


lower hound position is adjusted by the sailor through the front lower forestay adjustment. Failure to adjust this (pull it on sufficiently, downwind) in heavy weather can cause mast failure.

Boom Vang

As the mast is stronger in the fore and aft plane, allowing the boom vang to be very loose while in heavy weather with mainsheet blocks too far back, will place undue side stress on the track around the gooseneck. Also having a loose boom vang on a strong wind square run may place a mast under additional stress if a gybe is required. In this case, it is best to apply some tension to the boom vang prior to the gybe.

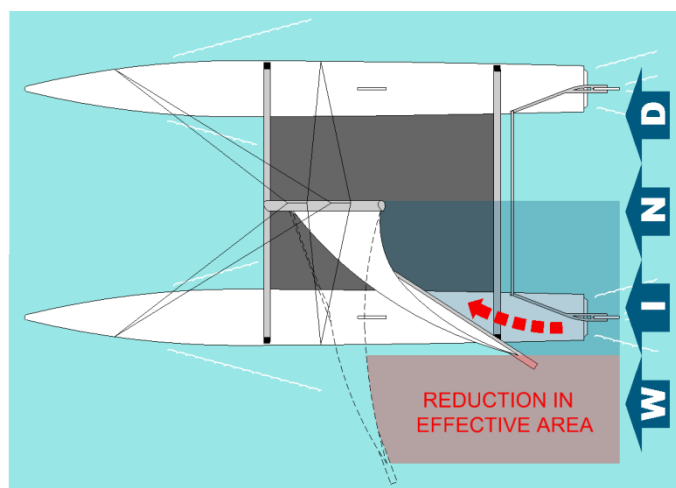
The boom vang normally restricts the mast from rotating past about 45 degrees from the boom.



Excessive Wind

If the boat is caught in excessive wind and the skipper still decides to sail downwind under full sail, there are two main options to achieve this (neither being fool proof).

The first is to reduce the amount of sail facing the wind by sheeting on hard with the traveller out to the end of the beam. This reduces the apparent sail area facing the wind, and the wind is hitting the sail, leach first.



The second danger is that at the bottom of the leg you have to turn upwind. This is a precise movement requiring you to let the mainsheet out and turn very sharply into the wind at the same time. If you let the sheet out too quickly before you turn you may bend the mast and letting the sheet out too slowly may turn you over. The other method, and one I have not fully tried, is to let the boom vang off, allowing the sail to curl forward at the top, spilling wind and reducing your effective sail area. Not sure what it does to the battens but it may be an easier turn at the bottom of the run.

Mast Options

While most sailors understand the stresses on their mast and are capable / willing to manage these stresses, some have taken the opportunity to bulletproof their mast.


One such boat is "Solitaire", built and sailed by Ralph Skea. He has installed an internal stiffener that weighs around 1 kg. It stiffens the mast from just below the gooseneck to a point about 500mm above the intermediate hound.

Ralph has concluded that there appears to be no speed advantage using the stiffener, but it has taken some "speed wrinkles" out of the sail at middle and higher wind ranges. He is happy with the end result and will retain the stiffener as part of his boat.



Note: Stiffeners may be an option for those that see no way of reducing the excessive loads identified in this article.

PS: There was an article on stiffeners in the November 2012 issue of APT.

Garry Williams (PT Star masts) - PT3085 Characin IV 

Shopping ONLINE



The Paper Tiger Catamaran International Association's (PTCIA) website has an abundance of information about the class where anyone from beginners to experienced PT sailors can find useful material ranging from the class rules to helpful advice on building and modifying a boat. It also has historical information about the International Championships, and all about the PTCIA and the member associations. All information on the website is easily accessible and users do not need to register to look at the information. If you do register on the site, it makes it easier for you to receive news about the class and, with over 300 registered users, it must be a good thing.

The most useful sections people are using are the **Forum** and **Marketplace**. These sections are the only area on the website where users need to register to input/order/submit information. Registering is simply done by filling in and submitting a short form, confirming your email address and waiting for approval. The approval is to stop SPAM. The main area this article is

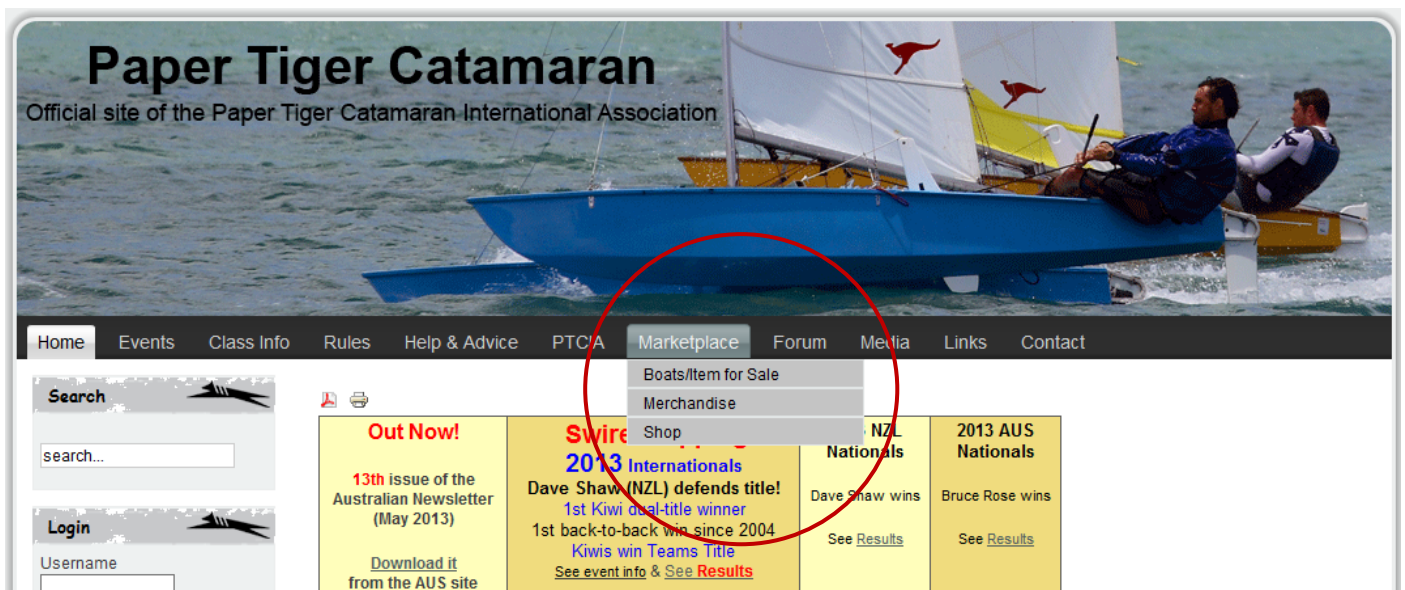
going to concentrate on is the Marketplace.

The **Marketplace** is split into three areas: **Boats/Items For Sale**; **Merchandise**; and **Shop** (see below).

Merchandise is a simple page that shows what the PTCIA has to offer (If anyone has some suggestions about what merchandise the PTCIA could sell, let us know).

Boats/Items For Sale is a classifieds where people can post complete boats, or parts of boats, or trailers/trolleys with a description about the item, location, price and contact details. The seller can also post up to 5 photos. As well as the **For Sales**, there is also a **Wanted** section for people to post items they are after. Ads stay live for 60 days, when you will receive an email to renew. If the item has not sold, you just need to click a link in the email and the ad is then re-activated for another 60 days.

Lastly is the **PT Shop**. Currently stocking around 40 items and growing, it is the easiest way to purchase those items that are hard to get or have to make yourself. The easiest way to get to the shop is to type in <http://shop.papertigercatamaran.org>. Currently the most popular items are the Outhaul Car and the Halyard Lock. Both sell for \$80 each.



The latest items are sail numbers. To comply with the ISAF Rules, the sail number must match that of the hulls. Most people who purchase or acquire a second hand sail rarely change over the sail numbers. Numbers are easily removed by wetting the other side of the sail with methylated spirits where the numbers are to release the glue, and they peel straight off (might need to use a bit of methylated spirits on a rag to remove any excess glue). A very inexpensive way to stay within the rules. Also refer to "Buy The Numbers" - Issue 2 of APT - p32.

Jon Pinkerton has taken over from Mal Willis with making the rudder stocks. Jon is using the same tools and process as Mal, but with the addition of anodising the finished product. They cost a little more than what Mal was selling them for due to the cost of anodising, but is well worth it as they will not corrode and tarnish over time. Jon is making them to suit boats that have their pintles mounted directly on to the transom (sloped pintles), as well as those that block the pintles out to make them vertical.

Other good sellers are the goosenecks. They can come with either shackles or no shackles, depending on how you set up your sail and boom. They consist of a Riley gooseneck modified with a resin and carbon slide that fits snugly into the sail track. The slide needs to be snug as there is a lot of load in this area, and you do not want the track opening up due to load acting in the wrong place. The good thing about these goosenecks is that if the resin wears down or breaks, just send it back so the resin can be re-cast (this is rare as only one has required repair).

All these items have been placed into categories for easy navigation, and any items placed in the cart will show on the left hand side (see below).

All items can be shipped to anywhere in Australia, and

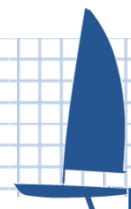
the smaller items to anywhere in the world. The Mast and Boom Sections, and Beams are the costly items due to their length, but everything else can be sent through Australia Post for around \$11.90. All Australia Post parcels have tracking so you can see where your item(s) are and when they are on board with the driver ready to deliver. Most items are located in Wollongong, NSW, but masts are located in the states that sail PT's as well as NZ. If you enquire about a mast, I will put you in contact with the person in charge of them close to you, otherwise I can organise a quote for freight to get a mast to you. Most of the time it is more economical to send more than one mast.

Your credit card details are safe as well, as there is Secure Socket Layer (SSL) – the same security you find on all bank websites, as well as other sites where you are entering personal information. You should always check to make sure that the website is secure and safe before entering in any information by looking for a picture of a padlock near the address bar in your favourite web browser (all browsers are different so it could be in a different location). We will be changing over to PayPal early in 2014 for all credit card transactions as I will no longer have access to an EFTPOS machine. Other payment methods include cash on pickup, cheque and bank transfer.

On the shop's main page you will find a link to two images. These images show the typical off-the-shelf products you can use on your PT that are readily available at most yacht shops or boating places. It only shows Ronstan and Riley fittings, but is not limited to these brands. If there are other brands you use on your boat, please let me know so I can add them to the images.

Neil Waterman - PT3018 People Eater 





The previous 14 issues of APT contained a range of articles covering aspects of building, maintaining and racing Paper Tigers. The following is a list of those articles.

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November 2011		August 2013	
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"Goodal" crosscut sail set-up	12	Trailer maintenance	14
Sailing fluky conditions	17	Fitting narrow centreboards	16
		For more information to help you get the most out of your PT sailing, visit the Help And Advice section of the Paper Tiger website:	
		http://www.papertigercatamaran.org/	



As highlighted in last edition's article on resurrecting *Bushranger*, there can be a lot of satisfaction to be had from bringing an old Paper Tiger back to life.

A successful outcome, however, will depend on starting with a boat that is in a salvageable condition. The following article will attempt to guide the prospective new owner through evaluating their find and avoiding the disappointment (and cost) that could result if the wrong choice is made.

Firstly there should be a clear notion of what will be expected of the finished product. Will it be used as a fun boat for family (or singles) holidays; will it be a learn-to-sail boat with prospects of eventually getting it on a racecourse; or is the plan to get amongst the action from day one? Finally, is it expected to last until long after all the hard work is completed?

The above will help answer the question - "Is this the right boat for me to put my time, money and effort into restoring?"

Clearly the best option for restoration will be a boat that was well put together and has had an easy life. The suitability of anything else will depend on the skill and determination of the restorer. Of course there will be the occasional "bargain" that should really be walked away from.

The Hulls

The hulls are the most significant part of the boat. They will require the most effort to fix and will be a constant source of problems if they are unsound.

Basically there are three types of hull construction that will be encountered when looking at older PTs; plywood, basic fibreglass, and foam sandwich/fibreglass.

Plywood hulls can be long lasting (30+ years, if well built, properly treated against water absorption and decay, well maintained and stored out of the weather).

If not, they will deteriorate to a non-salvageable state. Hull weight depends on how light the materials used in

construction were and whether the boat has been kept dry during its life.

Basic fibreglass hulls are robust and are likely to be sound if professionally built, unless they have been seriously abused during their life. They do, however, tend to be significantly heavier than other construction types.

Foam sandwich hulls are a compromise between the other two. Initial construction quality is more predictable than plywood and they better withstand neglect, such as being stored out in the weather. However, they can suffer from surface cracking, dents, leaks and failure of the foam in high load areas, especially if they have been raced intensely. They can be as light as plywood, but may increase in weight over time if moisture penetrates the foam.

Horses for Courses

So which hull type should the prospective owner be looking at?

If the boat is going to be for non-competitive use, basic glass may be the preferable option because:-

- It won't matter as much if it is relatively heavy.
- It can handle being stored outside.
- It can better withstand the bumps and grinds of being dragged on and off a trailer or the shore.
- It should better handle the extra load of a bunch of friends or ankle-biters piling on for a ride.
- It should be relatively easy to repair.

Plywood and foam sandwich hulls are not unsuitable, but they may require more effort to restore and maintain and will need to be more carefully looked after if they are to be kept in good condition.

If the intention is to eventually race the boat, then weight starts to play a role, although how much of a role depends on how competitive the owner is. If there is an expectation to get amongst the front runners of a light-weight PT fleet, basic glass hulls are probably not the

preferred choice (unless maybe the skipper is a lightweight) as they can be around 15kg heavier than minimum weight and there is nothing that can be done to significantly lighten them. If the boat doesn't perform, the weight will likely become a psychological handicap, if not a physical one.

Having decided that the boat will be competitively raced, the choice would desirably be between foam sandwich and plywood. Assuming that price is not the determinant and that the quality of the two options is similar, points to consider might be:-

- A personal preference for working with either timber or fibreglass.
- The ability to store the finished boat under cover.

Storing timber boats under boat covers is not really a satisfactory option, so fibreglass would be the preferred choice if undercover storage is an issue.

Buyer Beware

OK, having decided on a preference, what now to look out for when boat hunting?

There may be obvious repaired damage. This may be cause for concern as, if properly repaired, it shouldn't really be obvious. However, it is a boat, not lounge-room furniture and the owner may have been into performance rather than appearance. The nature of the damage is more of a concern.

There are a number of areas on PTs that take a lot of load and if the damage is in these areas it may indicate poor construction or significant deterioration. They are:-

- The deck between the centrecase and the rear beam.
- The deck at the main and rear beam attachment points (inner and outer gunwale).
- The transom around the rudder fittings.
- The hull around the chainplates.
- The keel, chines and gunwales.
- The bottom hull panels, especially towards the stern.
- The lower-rear end of the centrecase slot.

We will go through what to look for point by point.

A. The Deck

This area of the deck takes the most loading as it is where the skipper spends most of the time and where he/she can land with some force when tacking. To test for damage, push down firmly on the deck. It should have minimal flex if in sound condition. If there is significant give, the deck structure has probably failed. Surface cracking on a timber boat indicates that the top

layer of ply has failed. Flexing can indicate failure of the sub-framing and perhaps the lower layers of ply. Surface cracking and flexing on a glass boat likely means that all layers of the deck structure have failed.

Lasting repairs to this area will probably require replacement of part of the deck, or surface repairs and installation of internal reinforcement. Both are substantial exercises.

B. Beam attachment

The beams are bolted through a reinforced pad under the deck. One way to check the condition of this structure is to lift the bow of one hull (assuming the boat is assembled). If the bow can be lifted significantly before the other bow starts to lift, the whole boat is twisting. This may be due to the individual hulls twisting (not good, but not a big handicap either), the fastening bolts being loose (they can loosen over time as the pads compress), or significant failure of the reinforcing pad structure. Determining the cause of the twist may not be straightforward, but there are a couple of things that can be readily checked:-

- With a bow lifted, see if it is possible to slip something thin between the beam and the deck at the inner and outer gunwale...there should be no gaps. Try again whilst lifting the opposite bow.
- Look for cracks along the gunwales at the beams.
- Look for cracks along the beam at the attachment points

If the bolts are loose, tightening may be all that is required, although larger washers under the deck will help reduce compression. Foam hulls may become soft around the bolts if water is penetrating the core material. This should be readily repairable.

A crack along the gunwale indicates a probable failure of the reinforced connection between the deck and hull side (more likely in timber boats). This will only get worse and may require significant surgery to remedy.

A cracked beam is rare but will require replacement of the beam as the beams are tempered, so don't like being welded. Beams can also split around the bolt head. This may show up as a gap between the deck and beam even though the bolt is tight. After pressing the beam back into shape, a large aluminium washer inside the beam can extend its life.

C. Transom

The rudders can apply significant loading to the transoms, especially if the rudders are subject to jelly fish strikes at speed or have been run aground. Things

to look for are:-

- Loose rudder fittings.
- Surface roughness around the fittings.
- Cracks around the fittings.
- Cracks around the edge of the transom.

If the fittings become loose, they may allow water into whatever the transom is made of. If this stays wet it will deteriorate over time leading to possible failure under load. Surface roughness of the surrounding paint or blisters in the fibreglass may indicate water penetration.

Cracks around the fittings (more likely around the lower one) indicate that the transom is failing under load. This can be reinforced internally.

Cracks around the edge of the transom most likely indicate a problem with the original construction or deterioration of the joint due to weather exposure. Whilst fixable, this may require more involved surgery to ensure a sound long term outcome.

D. Chainplates

Chainplate issues would most likely arise from fittings becoming loose and allowing water penetration to damage the surrounding material. Generally this should not be difficult to remedy.

E. Panel Joints

The panel joints can fail due to poor construction, exposure to the weather or hard use (more likely in timber hulls). These are fixable but may require invasive surgery to gain access inside the hull. Surface-only repair will likely fail again.

The keel may show damage due to being dragged along the ground/sand or being rolled on and off a trailer. If the wear has gone through the fibreglass (both hull types) it can, and must, be repaired.

The bottom of the hull may have become distorted as a result of being supported on rollers on a trailer, especially if it was tightly strapped down or transported on rough roads. Actual damage is possible at the support points, though not inevitable. Look along the keel to see if the curve is fair and check for cracks. Cracks are fixable, distortion isn't really.

F. Bottom Panels

The bottom panels can be damaged in a number of ways such as:-

- Impact with solid objects
- Dropping back onto the water from a near capsize.
- Sitting on poorly designed supports on the trailer.

Damage from rocks etc. will probably be superficial.

Dropping from height when sailing places significant load on the more horizontal rear hull panels, which can cause splitting of the inner surfaces, weakening the panels and allowing water absorption (more likely in plywood). Pushing firmly on these panels will indicate soft spots. This is more likely to occur if the outer plywood grain runs lengthwise.

The over-flexing of damaged panels could lead to chine failure, so should be fixed.

G. Centrecase

The centre case is often a source of leaks. This may be due to poor construction, subsequent wear or damage from running aground. Unfortunately this is hard to check as the source of the leak may be near invisible.

On foam boats, look for wear in the back of the centre case and cracks at the rear lower corner. Unfortunately effectively fixing centre case leaks is not easy, usually requiring invasive surgery.

Decisions...Decisions

As well as the items covered above, another thing to consider is the condition of the hull surfaces. Painting can be a tedious exercise, so rapid failure of the newly finished surface is not a desirable option.

Look for fine splits on plywood surfaces. These will reappear unless stabilised with epoxy. Look for blisters on fibreglass. These are a sign of poorly cured resin reacting with water. They will have to be removed and the surface rebuilt. Significant cracks in the gel coat may indicate failure of the underlying glass fibres. Stabilising this surface may be difficult, if possible.

Finally, have a look at the general build of the hulls. The gunwales, chines and keel should be fair curves and the hulls should not be twisted. Foam hulls are generally OK as they are usually from professional builders, although some do have twist at the stern. The quality of ply hulls depends on the skill of the individual builder.

Look along the hull edges from the bow to check the symmetry of the hull and fairness of the curves. Obvious wonkiness should cause suspicion. To check for twist, sit the boat on level ground and sight from the main beam to the rear beam, looking from midway between the bows. The top surfaces of the beams should be parallel. If they're not, twist in the hulls is causing twist in the whole hull assembly. This will cause issues with setting up the mast and may well affect sailing performance.

In Closing

Hopefully, after working through the above, the buyer should have a better appreciation of what to look for in their potential purchase. However, it can only be a guide. The quality of materials used in construction is an unknown.

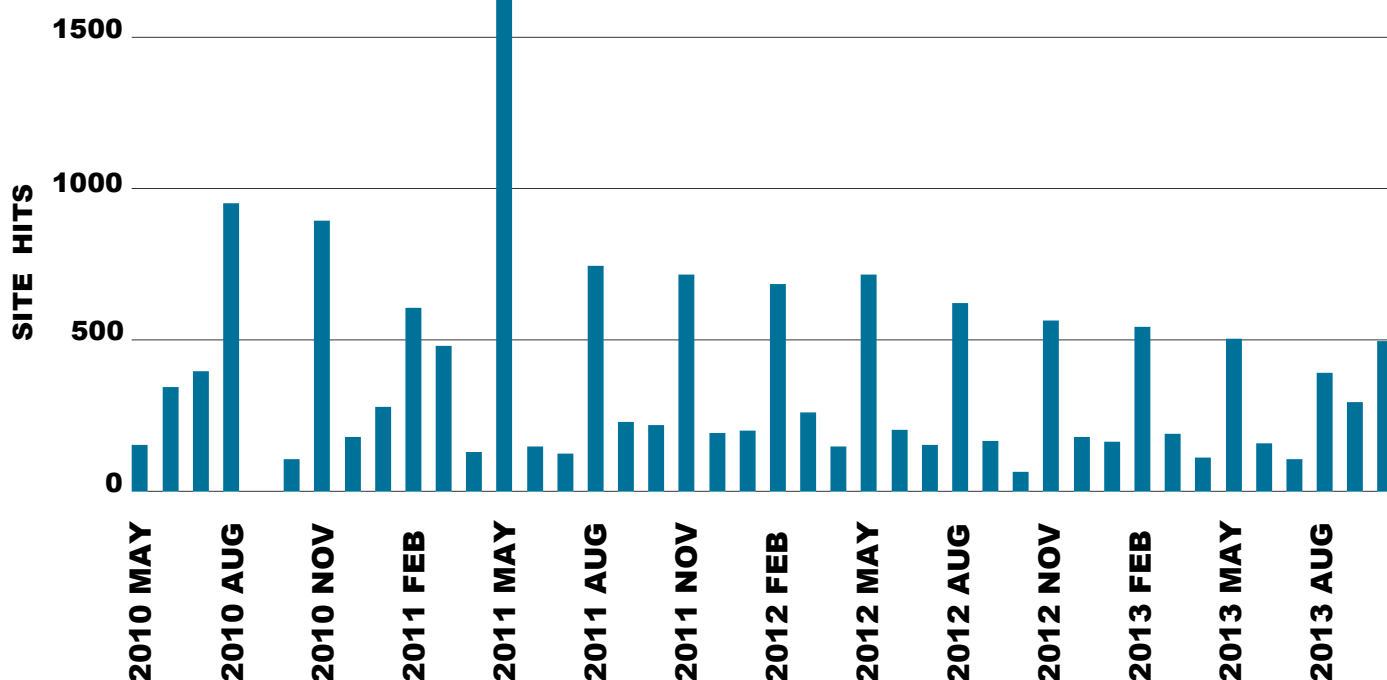
A closing comment on bargains to be avoided. Once the hull panelwork is obviously, seriously perished, the best of restoration efforts may all be in vain. If water has

been lying long term in the hulls, this will likely have penetrated the panels, increasing their weight and permanently damaging them.

Next time we will consider all the other bits that come with the hulls.

Ralph Skea - *PT3065 Solitaire* 

FLYING THE FLAG - apt HIT RATE SINCE ISSUE 1



2013 INTERNATIONALS SPONSORS

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tasmania

G'day from the Land of the Two-Headed Monsters.

Well, history was made recently at the Lauderdale Yacht Club with the 20th Paper Tiger Catamaran joining the club. This is fantastic news for the club itself and for the TPTCA. Looks like we will have to set the bar a bit higher in the lead-up to the 2015 Nationals that will be held here next year. Maybe 25 entrants from the one club!?

So far this season the racing has been VERY competitive. Whilst the top three spots require significant ferocity to secure, positions four through eight could be anyone's. Whilst the large fleet size is great, we have a broad spectrum of skill level which means that every sailor has at least one other skipper he will directly compete against throughout a complete race. This is particularly

good for those sailors who currently sit outside of the top ½ of the fleet. Every club race is now like sailing a state title race. Mick Boyle commented last week " ... if you get in the top 5 you are doing well".

Steve Price has been the big improver as well as Travis Woods, both demonstrating that the pre-season training is paying off. Of course the ever-green Bruce Rose is still at the front of the pack, however he is now not getting it all his own way. Barney (*Mac Attack*) & Mick Boyle (*Mud Shark*) are sailing well. Patrick Amos (*Go with the Flow*) just keeps getting faster, and then Davin (*Chilli Toes*), Nick (*The Monster*), and myself are helping to create a congested fleet. Bruce is still the yardstick but we are all striving to knock him off his perch. Makes for great racing.

The rest of the guys are doing well – with special mention going to Brendan 'first beat' Amos who has his boat flying up-wind, and now he just has to get it going downhill!



Opening day - rigging area at Lauderdale

LYC OPENING DAY RESULTS

Place	Skipper	Boat	No.	R1
1	Steve Price	Romper Stomper	2909	1
2	Bruce Rose	The Apprentice	3036	2
3	Travis Woods	Wasabi	1504	3
4	Davin Faux	Chilli Toes	2932	4
5	Patrick Amos	Go With The Flow	2679	5
6	Michael Boyle	Mud Shark	2927	6
7	Andrew Barnard	Mac Attack	3100	7
8	Brendan Amos	Gulf Buggy	3020	8
9	Perry Caulfield	Aquaholic	2849	9
10	Oliver Bailey	Bongo Fury	2912	10
11	Ian Bailey	Sir Luffalot	2955	11

.....nice one Steve!

We warmly welcome our new guys..... Mick Phibbs who recently purchased *Flying High*; Henry Sheerwater who purchased *Tenacious* from Victoria; Darren Eggins who is transforming *Depth Charge* (soon to be *Fine Line*), which will undoubtedly bring a tear to SA Mitch's eye; and Matt Hannon who took the reins of *Pan Galactic Gargle Blaster* (now *Hanuman*) – a bit of a play on words hey Matt!



Hanuman



The Monster and Tenacious

A special thanks goes out to Martin Sullivan (*Possum Power*) who developed an article that was published recently in the *Eastern Shore Sun* (below). This was done off the back of another spiel in the *Hobart Mercury* newspaper a week or two prior (lower). This is all great exposure for the class that has already resulted in a couple of genuine enquiries about the Paper Tiger class.

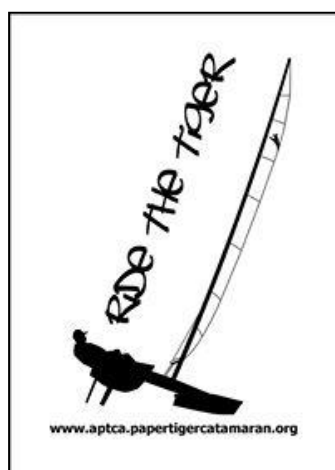


This weekend we have the annual "Showdown Regatta" held on the Derwent River. The PT class is now an expected class at these big events and we certainly get high exposure when we get skippers to travel relatively short distances (20 minutes away).

This is also another successful mechanism for attracting new people to the class. Even some of our newer members have entered this regatta, so it is shaping up for a great event and it will certainly help the new guys given that the format involves multiple races back to back. Don't forget to pack a muesli bar or two!



Now for a sneak peak at new PT apparel to hit the beaches soon....



Hmmm what's this... Ya gotta wonder when this guy sleeps – Mr Steve Price is at it again – what is he up to now? This could become a regular column in the APTCA Newsletter.



2014 Nationals

A record contingent of Tasmanian sailors are heading to the Nationals, to be held at Portarlington Victoria, with the following sailors now locked in: Bruce Rose, Sean Keady, Steve Price, Mick Boyle, Andrew Barnard, Perry Caulfield, and Nick Browne. Bruce is looking to defend his title, and the rest are all certainly targeting top 10! Let's see what happens.

Well that's it from "The Map" – see you all at the Nationals.

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



WHERE'S WALLY
 BARNEY..? IF ANYONE
 HAS SEEN BARNEY
 BARNARD (PT3100),
 PLEASE CLEAN HIM UP,
 PAT HIM ON THE HEAD,
 POINT HIM SOUTH, AND
 SEND HIM BACK TO
 TASMANIA.



BOATS FOR SALE

Nothing right now, they have all been snapped up. If anyone from other states has a good PT for sale, please contact Davin on 0419 724 077 or Sean on 0410 487 762 as we have a very keen buyer.

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

Visit us on Facebook at

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

victoria

COMING EVENTS

McCrae Cat Classic

Port Phillip Bay

The Victorian Catamaran Championships will be held at McCrae Yacht Club on the **9th and 10th of November**. This event is always well represented by the Paper Tigers, usually making up one of the larger fleets at the event. The short course racing will provide an excellent opportunity to refine those boat handling skills before the upcoming State Titles.

Victorian State Titles

Latrobe Valley

The State titles are coming up soon and will be held at Hazelwood Pondage on the weekend of the **23-24th of November**. Entry for this year's event is online and can be done on the website www.vicpapertiger.org.au. As always, the State Titles is a fun event with great on and off water atmosphere. Camping is available at the Hazelwood Pondage Caravan Park and Camping ground. For availability and booking of sites please contact the caravan park caretaker on (03) 5163 1566.

Elwood Training Day

Port Phillip Bay

Elwood Training day date was wrongly advertised as being on the 17th of October. It is actually being held on the **15th of December**.

The training day will be aimed towards the beginner skipper but all are welcome. There will be Tigers available to sail for potential new members and or rookies wanting to have a go on Championship winning boats. In addition to this there will be experienced skippers on hand to give sailing tips.

2014 National Championship

Port Phillip Bay

The National Titles are at Portarlington Sailing Club this year on the Bellarine Peninsula in Victoria from the **28th**

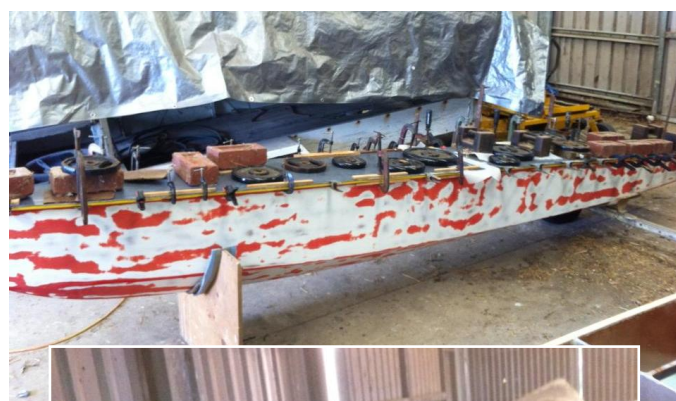
of December to the 3rd of January. If you are planning on coming, and we hope you all are, make sure you book your accommodation **ASAP** as this can be a popular holiday location and time is running out quickly.

Entry for this year is online and can be done on the website www.vicpapertiger.org.au

Check out tunnel and bridge closures before heading to the Nationals. The Domain and Burnley Tunnels will be closed at separate times from Dec 27th to Jan 7th, the West Gate Bridge inbound Dec 27th to 29th, and outbound Jan 2nd to Jan 4th.

STATE NEWS

Several boats have been seeing some TLC over the winter months. In particular, Mark has been busy re-decking *Firestorm* in carbon fibre/foam sandwich. A massive job, but the end result should be well worth the effort.



Ron has also been busy repainting *Ere Wiggo Again*, which should see the notorious red hulls restored to their former glory.



Several boats are now sporting new foils, with *Unknown Zone* and *Imagine* now joining the skinny centreboard club. Also, *Speed Demon* and *Need for Speed* have both invested in new rudder sets after returning from the Internationals with slightly shorter rudders.

Get Well Soon Jacob!

The Victorian Paper Tiger Association wishes Jacob McDonald a speedy recovery following a recent workplace accident. After a major operation and long stay in hospital Jacob is on the road to recovery and we all hope to see the party liaison back on the water soon!

Alex Craig - PT3033 *Need For Speed* 

Paper Tiger Catamaran Nationals 2014

The 44th Paper Tiger Catamaran National Championship will be hosted by Portarlington Sailing Club and the Victorian Paper Tiger Catamaran association on the Bellarine Peninsula. All Paper Tiger sailors and their families are invited to attend. For details regarding entry, event details and accommodation options visit www.vicpapertiger.org.au

Portarlington Sailing Club

28th December 2013—3rd January 2014

www.vicpapertiger.org.au

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 Wagga Regatta

The October Labour Day long weekend heralded the start of the NSW traveller's series. Five Wagga skippers attended, plus Bill Arthur travelling from Canberra. The regatta was open to any craft and saw twenty two sailors present, making spirited sailing in all classes.

Rohan Nicol showcased his worth as a skipper by winning races 1 and 2, then leaving to travel to Adelaide, where he was attending the opening of an exhibition of his work. He kindly left his PT for yours truly to sail for the rest of the regatta (brave man) and just to prove it was not the boat but his awesome skippering that won

the first two races. I came last, second last, last, last then pulled a third.

Congratulations has to go to Garry Williams who won four races and came second in the other. Well done Garry, another master class. Kerry Spalding came a very respectable second, winning race 7 and coming no worse than third all weekend. Rounding out the top three was Bill Arthur, all three gents showing us you don't have to be a teenager to be competitive in a sport – there's hope for me yet.

Martin Gregory - PT2577 Phantom Tiger II 



NOTE Results with blue background include only the competitors who are NSWPTCA members.
Results with grey background include all the PTs competing in the regatta.

WAGGA WAGGA REGATTA - SRPS ROUND 1

Place	Skipper	Boat	No.	Club	R 1	R 2	R 3	R 4	R 5	R 6	R 7	Points
1	Garry Williams	Characin IV	3085	Wagga Wagga	[2]	2	1	1	1	1	2	8
2	Kerry Spalding	Bobby Dazzler	2983	Wagga Wagga	[3]	3	2	3	2	3	1	14
3	Bill Arthur	Out Of Sight	3098	Canberra	4	4	3	2	[DNC]	2	4	19
4	Martin Gregory	Phantom Tiger II	2577	Wagga Wagga	[DNC]	DNC	4	4	3	4	3	24
5	Rohan Nicol	Pussyfoot	2826	Wagga Wagga	1	1	[DNC]	DNC	DNC	DNC	DNC	26
4	Johan Zoutendyk	Need For Speed	1796	Wagga Wagga	[5]	4	4	5	3	4	5	25

JERVIS BAY REGATTA - SRPS ROUND 1 (alt)

Place	Skipper	Boat	No.	Club	R 1	R 2	R 3	R 4	R 5	R 6	Points
1	Ian Marcovitch	Mojo	3039	Mannering Park	2	2	1	2	1	1	9
2	Tony Hastings	Tigerdelic	2901	Wallagoot Lake	1	1	2	1	2	2	9

MANNERING PARK REGATTA - SRPS ROUND 2

Place	Peter Breaden	Boat	No.	Club	R 1	R 2	R 3	R 4	Points
1	Peter Breaden	Black Pearl	2179		1	1	1	1	4
2	Billy Breaden	Lost At Sea	2317		2	2	2	2	8
2	Kimberley Russell	Racing Stripes	1741		2	2	4	2	10
3	Cormac Lamb	The Giant Yobbo	111		4	3	3	3	13

Canberra Regatta

Five Paper Tigers made their way to the National Capital over the weekend of 19th and 20th October for the third round of the State Regatta Point Score (SRPS). The twenty two boat fleet was made up of nineteen 14 footers and three sub 83 VYC boats. Despite there being only five Tigers, (Ian and Jarny Marcovich, Tony Hastings, Johan Zoutendyk and Bill Arthur) there were only six Maricats and the rest of the fleet was an assortment of Windrushes, Hobie 14 Turbos, an Alpha Omega and a Nacra 14².

As can be seen from the results, the Tigers acquitted themselves well in generally light conditions, all five finishing within the top ten of the fleet. Tony Hastings sailed his boat, *Tigerdelic*, really well, continuing his form from Jervis Bay to win four of the five heats of the Tiger Class. Ian Marcovich took out second placing with a swag of 2nds. Bill Arthur won a hard fought third place from Jani M. Johan Zoutendyk was fifth in his first outing on "Charcin II". In a couple of the races, dad had trouble getting ahead of daughter as Jani sailed really well. Bill Arthur proved his boat was really "Out of Sight" by completely missing the windward mark in heat one and

taking a short cut to the wing mark.

At the presentation, Tony thanked Ian for building him a great sail and Johan for building a great boat.... that is 21 years old!!!! Who says ply boats don't last!!!!

The January State Championships, being held on the same waters from the YMCA SC, are shaping up to be a very open series. With both Ian Marcovich and Garry Williams being beaten in recent light air regattas, the series will not be a "Gift" for the inland light air experts. Oh yes, the conditions were generally light. The Race Officer, Hamish Balfour, set small courses that had races being finished just on the hour. Back-to-back races on Saturday and Sunday kept the action coming for the sailors on the water.

A pleasing aspect was the good interaction between the varied classes sailing at the event. The top sailors in all classes have learnt how the other classes "work" on the water.

The next SRPS event will be the Kembla Klassic at Port Kembla SC, Lake Illawarra, over the first weekend in December.

Bill Arthur - PT3098 Out of Sight



CANBERRA REGATTA - SRPS ROUND 3

Plac	Skipper	Boat	No.	Club	R 1	R 2	R 3	R 4	R 5	Poin
1	Tony Hastings	Tigerdelic	2901	Wallagoot	1	1	[2]	1	1	4
2	Ian Marcovitch	Mojo	3039	Mannering	[2]	2	1	2	2	7
3	Bill Arthur	Out Of Sight	3098	Canberra	[DNF	3	3	3	3	12
4	Janica Marcovitch	Ms Redhead	3060	Mannering	3	4	[4]	4	4	15
5	Sean Zoutendyk	Characin II	2985	Mannering	4	[5]	4	5	5	18

SRPS PROGRESSIVE RESULTS

Place	Skipper	Boat	No.	Club	Rd 1	Rd 2	Rd 3	Rd 4	Rd 5	Points
1	Tony Hastings	Tigerdelic	2901	Wallagoot Lake	2	DNC	1			14
2	Ian Marcovitch	Mojo	3039	Mannering Park	1	DNC	2			14
3	Bill Arthur	Out Of Sight	3098	Canberra	3	DNC	3			17
4	Peter Breaden	Black Pearl	2179		DNC	1	DNC			23
5	Garry Williams	Characin IV	3085	Wagga Wagga	1	DNC	DNC			23
6	Billy Breaden	Lost At Sea	2317		DNC	2	DNC			24
7	Kerry Spalding	Bobby Dazzler	2983	Wagga Wagga	2	DNC	DNC			24
8	Janica Marcovitch	Ms Redhead	3060	Mannering Park	DNC	DNC	4			26
9	Martin Gregory	Phantom Tiger II	2577	Wagga Wagga	4	DNC	DNC			26
10	Rohan Nicol	Pussyfoot	2826	Wagga Wagga	5	DNC	DNC			27

2014 NEW SOUTH WALES PAPER TIGER CATAMARAN STATE CHAMPIONSHIP

25th – 27th January 2014
Lake Burley Griffin, Canberra



NOTICE OF RACE

The Organising Authority (OA) is the YMCA Sailing Club - Canberra (YMCASC) in conjunction with the New South Wales Paper Tiger Catamaran Association Inc. (NSWPTCA)

1. Rules

- 1.1 The regatta shall be governed by the rules as defined in ISAF 2013-2016 *The Racing Rules of Sailing* (RRS).
- 1.2 The Prescriptions and Special Regulations Part 2 Off the Beach Boats of Yachting Australia Inc. (YA) shall apply.
- 1.3 The rules of the Paper Tiger Catamaran Class shall apply.
- 1.4 Racing rules shall be changed as follows:
RRS 35 (see SI 14.3); RRS 44.1 (see NOR 10 & SI 13); RRS 60.1(a) (see SI 15.5); RRS 62.2 (see SI 15.7); RRS 66 (see SI 15.6); RRS A4 & A5 (see SI 10.3 and 14.3).

2. Advertising

- 2.1 The organising authority may require competing boats to carry event sponsor advertising on the hull, sail or boom.

3. Eligibility and Entry

- 3.1 The regatta is open to boats of the Paper Tiger Catamaran class.
- 3.2 Interstate skippers are welcome to compete, however they are ineligible for the overall prizes and trophies. An interstate prize may be awarded if three (3) or more interstate entries are received.
- 3.3 Competitors must be financial members of their respective state Paper Tiger class association.
- 3.4 Boats shall retain the same skipper for all races in the series.
- 3.5 Eligible boats may enter by completing the attached Entry Form and sending it, together with the required fee (see below), to Ralph Skea, 313 Farmborough Road, Farmborough Heights, NSW, 2526. The required fee may also be submitted electronically (see Entry Form for details).
- 3.6 Beach entries will be accepted.

4. Fees

Required fees are as follows:

Entry Fee for Seniors	(18 or over on 25/01/2014):	\$100
Entry Fee for Juniors	(under 18 on 25/01/2014):	\$70
EARLY ENTRY DISCOUNT	(If entry received by 17/01/14)	\$20

5. Schedule

5.1 Registration:

Saturday, 25th January, 2014 09:00 – 10:00 hrs YMCASC

5.2 Briefing:

Saturday, 25th January, 2014 09:45 hrs YMCASC

5.3 Racing Schedule:

- Seven races are scheduled for the regatta, of which a minimum of three shall be set as Course 1.
- Four races are planned on the first day, two races are planned on the second day and one race is planned on the third day, however additional races may be sailed on any day.
- The scheduled time of the Warning Signal for the first race on Saturday 25/01/2014 is 10:55hrs.
- The scheduled time of the Warning Signal for the first race on Sunday 26/01/14 and Monday 27/01/14 is 09:55hrs. Changes to the scheduled start time of racing on these days shall be posted no later than 18:30hrs on the previous day.
- The Organising Authority and/or the Race Committee reserve the right to modify the schedule according to prevailing weather conditions, weather forecasts, or unforeseen circumstances.
- No race shall start after 12:30hrs on Monday, 27th January 2014.

6. Measurements

Competitors shall hold a valid measurement certificate, to be submitted upon request.

7. Sailing Instructions

The sailing instructions shall be available at registration.

8. Venue

The races shall be held on Lake Burley Griffin, in the vicinity of YMCA Sailing Club, as described in the sailing instructions.

9. The Courses

The diagrams in Attachment 1 show the courses, the order in which marks are to be passed, and the side on which each mark is to be left. The length of the course legs may be varied to suit the prevailing weather conditions.

10. Penalty System

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

11. Scoring

11.1 Three races shall be completed to constitute a series.

11.2 Races to be counted towards series score:

- When fewer than five races have been completed, a boat's series score will be the total of her race scores.
- When five or more races have been completed, a boat's series score shall be the total of her race scores excluding her worst score.

12. Radio Communication

Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.

13. Prizes

Trophies and/or prizes may be awarded in the following divisions, depending on the number of entries in each (others may be awarded at the discretion of the Organising Authority):

- Overall Championship
- Junior Championship (under 18 as at 25/01/2014)
- 'B' Grade Championship
- Interstate winner (if three [3] or more interstate entries received)

14. Disclaimer of Liability

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

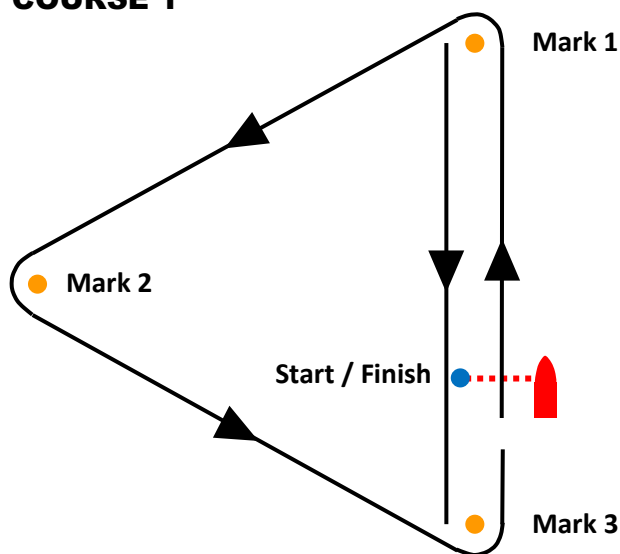
15. Insurance

Each participating boat shall be insured with valid third-party public liability insurance with a minimum cover of AU\$10 million per event or the equivalent.

16. Further Information

For further information contact Ralph Skea (NSWPTCA Secretary) on (02) 4271 2932 or ralphskea@bigpond.com

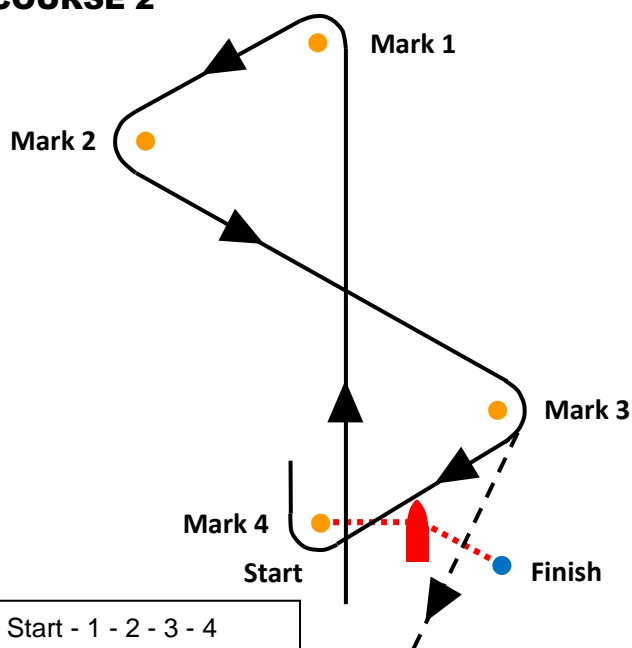
COURSE 1



Start - 1 - 2 - 3 1 - 3 1 - 2 - 3 - Finish
--

Mark 2 may be set for port or starboard hand course, depending on the prevailing wind.

COURSE 2



Start - 1 - 2 - 3 - 4 1 - 2 - 3 - Finish

NATIONAL REGATTAS

	Queensland	Tasmania	South Australia	Victoria	New South Wales
NOV		2nd - 3rd Showdown Regatta R.Y.C.T.		16th - 17th Round 3 McCrae Cat Champs	30th Nov - 1st Dec SRPS Round 4 Port Kembla S.C.
		16th - 17th Cat & Trapeze Regatta Deviot		23rd - 24th Round 4 & State Championship Hazelwood	
DEC		7th - 8th Tascat Regatta Leven			
	28 th Dec - 3 rd Jan National Championship Portarlington S.C. Victoria				
2014 JAN					25 th - 27 th SRPS 5 & State Championship Canberra YMCA S.C.
FEB					
MAR		1st - 2nd Crown Series Regatta B.Y.C.			8th - 9th SRPS Round 1 (14/15) Wallagoot Lake B.C.
		8th - 9th State Championship Lauderdale Y.C.			
APR					

- 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.

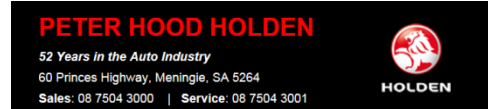


OUR 2013 NATIONALS SPONSORS

Please support them when you can



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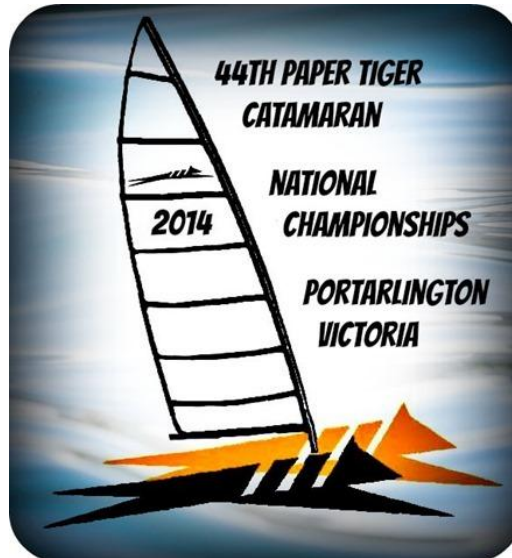


NOTICE OF RACE

44th Paper Tiger National Championship



28th Dec 2013 – 3rd Jan 2014



The Organising Authority is the Victorian Paper Tiger Catamaran Association Inc in conjunction with the Portarlington Sailing Club Inc. The regatta will be conducted at Portarlington Sailing Club on the Bellarine Peninsula.

1. RULES

Races will be governed by the rules as defined in the Racing Rules of Sailing (RRS) and the Special Regulations of Yachting Australia (YA), Part 2 for Off The Beach Boats (OTB).

2. ADVERTISING

2.1 The regatta is designated in accordance with ISAF Advertising Code, Regulation 20.3.

2.2 The organising authority may require competing boats to carry event sponsor advertising on the hull, sail or boom.

3. ELIGIBILITY AND ENTRY

3.1 The regatta is open to all registered boats of the Paper Tiger Class that have met the qualification requirements of the event and have received an invitation from their National Association.

3.2 All boats shall be entered and skippered by a current financial member of of their respective national or state class association.

3.3 Eligibility for age divisions shall be the competitor's age at 25th December 2013.

3.4 Eligible boats may **enter online** by visiting www.vicpapertiger.org.au and filling out regatta form together with the entry fee, no later than **Friday 6th December 2013**.

3.5 While all entrants must submit a completed entry form by the closing date.

3.6 Late entries, together with a additional late entry fee of \$25 will be accepted at registration.

4. CLASSIFICATION

The ISAF Sailor Classification Code will apply.

5. ENTRY FEE

The entry fees are as follows:

Entry Fee for Seniors (21 or over on 25/12/13):	AU\$220
Entry Fee for Youth (under 21 on 25/12/13):	AU\$180
Late Entry Fee:	AU\$25

6. SCHEDULE

- 6.1 All competitors shall complete registration at Portarlington Sailing Club between 0830hrs and 1130hrs on the Saturday 28th December 2013.
- 6.2 Seven races are scheduled.
- 6.3

Friday 27 th December	Early Bird Measurement	1500hrs
Saturday 28 th December	Registration & Measurement	0830hrs -> 1130hrs
	Information Session	1145hrs
	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

- 6.4 No warning signal will be made later than 1300hrs on Friday 3rd January.

7. MEASUREMENT

- 7.1 Competitors shall submit a copy of their valid measurement certificate with their entry and, in addition, shall present their boat during the prescribed measurement period where the following measurement checks will be taken: boat weight, mast dimensions, and sail dimensions.
- 7.2 The Measurer may spot check boats at any time during the Regatta. A boat notified of inspection shall follow the instructions of the Race Committee. The penalty for boats failing to measure in accordance of the rules will be to be scored DSQ in all race heats prior to the decision. This changes Rule 64.1(a).

8. SAILING INSTRUCTIONS

Sailing Instructions will be available at registration.

9. VENUE

The Racing Area will be the waters of Port Phillip in the vicinity of Portarlington Sailing Club.

10. THE COURSES

Two variations of the triangular course will be sailed as detailed in the Sailing Instructions.

11. PENALTY SYSTEM

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

12. SCORING SYSTEM

- 12.1 A minimum of three races are required to be completed to constitute the regatta.
- 12.2 When fewer than five races have been completed, a boat's series score will be the total of all her race scores.
- 12.3 When five or more races have been completed, a boat's series score will be the total of all her race scores excluding her worst score.

13. SUPPORT BOATS/COACHES

Team Managers, Coaches and other support personnel shall keep 100m clear of the course area during racing, except when asked to assist by the Race Committee.

14. RADIO COMMUNICATIONS

Except in an emergency, a boat shall neither make radio transmission whilst racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.

15. PRIZES

Prizes will be given as follows:

- Overall Championship
- B Grade
- C Grade
- Youth, Women's, Veteran, Super Veteran, Masters champions
- Race Winners
- Top 10

Other prizes may be awarded at the discretion of the Organising Committee

16. RIGHTS TO USE NAME AND LIKENESS

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

17. DISCLAIMER OF LIABILITY

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

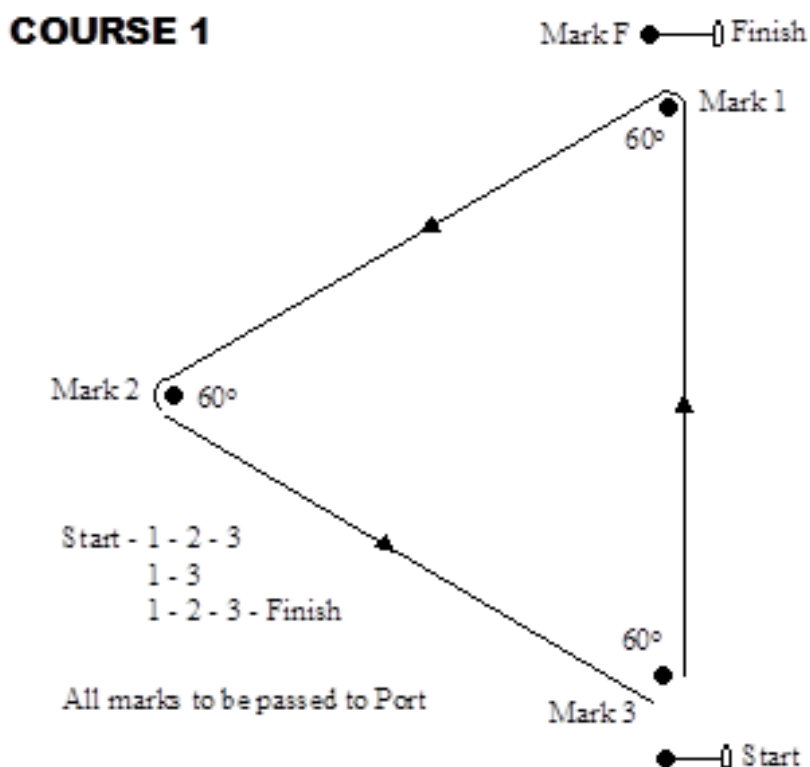
18. INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$10,000,000 AUD per event or the equivalent. Competitors who sign the Entry Form are deemed to have declared that they hold such cover. Competitors may be required to produce evidence of such insurance and any competitor not holding this cover shall withdraw their entry.

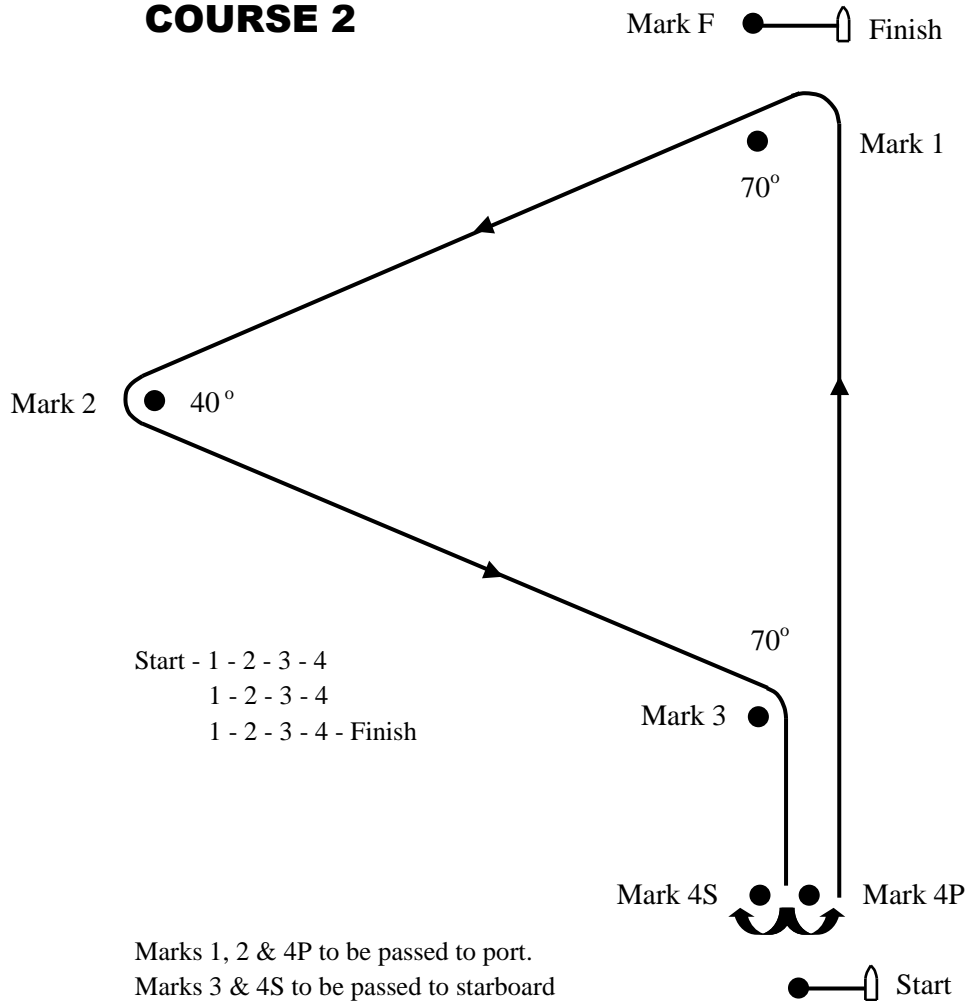
19. AMENDMENTS

Any amendments to this Notice of Race shall be posted on the Paper Tiger Website (www.papertigercatamaran.org) no later than 15th December 2013.

20. ATTACHMENT 1 — COURSE CONFIGURATION



COURSE 2



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.

BOATS and bits

Please note that the items listed may no longer be available

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]



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]

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)

PT2852 "Virtual Reality" \$4,500

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]



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

COMING SOON

PT Plans and

Registration Numbers

apt
quarterly

FEBRUARY ISSUE

Closing date for
articles, reports,
results and adverts

28TH
JANUARY

Please send to: ptcia@papertigercatamaran.org

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