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# appt quarterly

## NSW States Victorian States South Aus States 2014 Nationals

AUSTRALIAN PAPER TIGER CATAMARAN ASSOCIATION



No.16

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### COVER:

Some of the 2014 Nationals fleet on the beach at Portarlington



# APTCA President

I had wished for a few things to bring back to Tassie after this year's Nationals, but one thing I didn't expect to bring back was the title of APTCA President.

After Mike Wold announced he was standing down and handed back Air Force One, numerous hats were thrown onto the table (by other people) and after a fierce battle and the dust settling it was agreed I should step into Mike's shoes.... and what massive shoes they will be to fill. Mike has been President for many years and has been instrumental in helping to move the class forward in many areas. Mike's professionalism and ability in public speaking, presenting and running meetings etc will be a hard act to follow also.

For most of us, unless we attend committee meetings or AGM's, we never get to realise the amount of work that continually takes place quietly behind the scenes to help keep our class current and appealing within the sailing world. So I would like to thank Mike both personally and on behalf of all PT skippers, past and present, for his valuable contribution over the years. Now you can just enjoy and focus on your sailing once again Mike ☺

Vic Scholes after many, many years of service as International Measurer has also stood down. I would also like to thank Vic for his major contribution in the important areas of rules interpretation and measuring systems etc.

I would also like to thank everyone else who accepted nominations to fill all other committee positions! I believe we have a strong, enthusiastic and innovative APTCA committee who will be committed to keeping the class vibrant, relevant and appealing!

Increasingly over the years people generally have become either too time poor to be able to, disinterested, or not confident enough to build or assemble a new boat for themselves. Because of this, and also the current prohibitive cost for most to build a brand new boat, it has created a shortage of quality second hand boats available for newcomers to purchase. Obviously the best time to get someone into a PT is while they are hot. If it becomes too hard or takes too long to find a boat they go cold pretty quickly. Therefore one of the first and arguably most important jobs ever for the current committee will be to conduct an investigation with the aim of creating a situation where we will have brand new, fully assembled boats at a National winning standard



available for purchase off the shelf, and most importantly at an affordable price! Imagine being able to place an order, pay your money and pick up and race an instantly competitive boat and one you will feel very proud to own!

At some point, after we have price estimates available, we will be asking members to express their interest in purchasing a new boat to establish viability. The more we order the cheaper they will be! A lot of people at this year's Nationals have already expressed interest and also believe it would be a very effective way of growing the National and possibly International fleet! I agree!! So watch this space, if successful it should be a very exciting time in the history of PT's

To finish off I would like to congratulate Bryan Anderson for his winning his 7th Paper Tiger National Title at Portarlington, an incredible achievement!! As Tasmania will be running the next Nationals, it will be a requirement that Bryan sail with one arm behind his back for the entire series ☺

I would also like to congratulate Mark Wiggins for his very close second overall! Mark's result is evidence again of just how illusive a National Title can be! I'm sure it won't be too far away Mark ☺

A huge thank you to the VPTCA and outside assistants for organising and running a successful event and also to all the competitors who attended and for your respective achievements!

Nationals are a great opportunity for skippers to test and hone their skills but also a great opportunity to truly become a part of the "Paper Tiger family". We sail a great little boat but the people, skippers and non-skippers are really what sets our class apart from most other classes. So, wherever you are in Australia, come and be a part of the Nationals experience, You won't regret it!

Happy sailing!

**Bruce Rose - President APTCA**



# Editorial

The APTCA now has a revamped committee, with many roles changing hands. It is good to see the burgeoning Tasmanian fleet now taking a major role. Hopefully their enthusiasm and success in fleet building will now

benefit the class Australia wide.

Many thanks to all the contributors to this issue. All states are represented.

The Editor



## Publicity Perspective

As mentioned in the last edition of APT, the Paper Tiger Catamaran International Association (PTCIA) is now responsible for selling plans and sail numbers for the class. The process is well underway now, with three having been issued already. The PTCIA website ([www.papertigercatamaran.org](http://www.papertigercatamaran.org)) now lists this information and has a one-pager explaining all the purchase and payment options (see [http://www.papertigercatamaran.org/images/media/paper\\_tiger\\_plans\\_-\\_how\\_to\\_purchase.pdf](http://www.papertigercatamaran.org/images/media/paper_tiger_plans_-_how_to_purchase.pdf) for details).

If you receive any enquiries about plans or sail numbers, please refer people to this site. Feel free to put a link to it on your state association's website or your club's website.

Publicity of our class comes in many forms and is an ongoing process. Publicity officers can't cover all bases and often rely on information from others to be able to do their job. You can support your association or club publicity officer by providing them with results from events and, if you have a flair for writing, reports of events are always welcomed.

And feel free to submit results, reports and articles to the various sailing forums and sailing news sites. This is already being done by a number of people in our class and this gives the class great public exposure. But we can always do with more help in this area!

Some classes are brilliant at publicising themselves. Others have virtually no public exposure. And then there are ones that have publicity, but would be better off without it! From my own observations, I would recommend the following "Dos and Don'ts" in regard to publicising our class:

### Do...

- Name the event correctly (including any sponsors included in the name).
- Give the event's correct context (International, National, State Championship, or regatta, etc).

- Explain the significance of the event.
- Describe the weather conditions, highlighting any particularly adverse ones.
- Mention the names of the top placegetters.
- Mention sponsors.
- Name the club and the body of water where the event was held.
- Mention the number of past champions competing, if appropriate.
- Use human interest items, such as class legends, well-known competitors, etc.
- Include a full list of overall results if possible.
- Try to include at least one photo if possible, but make it one that paints the class in a good light!
- Highlight significant parts of the overall event, rather than detailed race-by-race descriptions.
- Keep it all to an appropriate length for the forum being used.
- Include up-to-date contact details that are appropriate to the event being discussed. If the article is in advance of the event, include the relevant class contact. If the report is after the event, put your name at the end and mention who they can contact for further info about the class.
- Include the relevant website link

### Don't...

- Speak in negative terms about the class.
- Speak negatively about anyone in the class.
- Put down or speak negatively about other classes. People aren't impressed by a class that has to promote itself by devaluing other classes.
- Wait too long to get the job done! Old news is far less relevant and the sooner you write it, the better your memory of the event will be.
- Be crude! It can be good for a laugh, but will nearly always look unprofessional to those looking at the class from the outside.

David Stumbles - Publicity Officer APTCA



# ***nationals***

## PORTARLINGTON



## **44th Paper Tiger Catamaran Australian Championship 28th Dec. - 3rd Jan. 2014**

**Victoria's Bryan Anderson has secured his seventh Paper Tiger Catamaran Australian Championship.** The event, hosted by Portarlington Sailing Club on Victoria's Bellarine Peninsula, attracted a competitive fleet of 27 boats, with entrants from Victoria, Tasmania, New South Wales and South Australia.

Mark Wiggins from Victoria had a great start to the series, taking two race wins on the first day and another win on the second day to establish an early lead with Anderson a close second. Races 5 and 6 saw Anderson take two wins to then clinch the overall lead going into the final day.

After several postponements while waiting for the wind to settle in, the final two races got underway in a 15-20 knot southerly and flat water, which made for fast and exiting Paper Tiger racing. Anderson won the final race to clinch the series with Wiggins a close second. Defending Champion, Tasmania's Bruce Rose finished third overall.

This year's event saw the introduction of coloured rash tops for division leaders, a la Tour de France.

These were presented to the A (Overall), B and C grade leaders at the pre-race briefing each day to be worn during racing and added an extra element of interest to the competition. As the overall winner, Anderson won the yellow jersey, with Sean Keady and Steve Price taking out the blue and orange jerseys for B and C grade respectively.

The women's division was won by Jani Marcovitch from NSW with Sarah Ashley-Jones of Victoria runner up.

Next year's event is to be held at Lauderdale Yacht Club in Tasmania. With a growing fleet of 20 boats already sailing at the club, the 2015 Nationals are likely to see a fleet of 45+ boats. With the great sailing and hospitality in Tassie it will be an event not to be missed!

The event will also form the selection for the Paper Tiger Internationals to be held in Australia over Easter 2015.

The class is also seeing a resurgence around Port Phillip Bay with growing fleets sailing at McCrae, Mt Martha and Somers Yacht Clubs.





## NATIONALS TOP 10 SKIPPERS



Bruce Rose Alex Craig Luke Stout Garry Williams Ian Marcovitch Peter Anderson Sean Keady Bryan Anderson  
Mark Wiggins Steve Price

### THE WINNERS

#### Overall

**Champion** Bryan Anderson  
**2<sup>nd</sup>** Mark Wiggins  
**3<sup>rd</sup>** Bruce Rose

#### B Grade Champion

Sean Keady

#### C Grade Champion

Steve Price

#### Women's Champion

Janica Marcovitch

#### Snoopy

Ian Marcovitch

#### Best Presented Boat

Keith Deed

## BRYAN ANDERSON PROFILE

Victoria's Bryan Anderson has smashed the Nationals record again! He has now won SEVEN Paper Tiger Australian Championships! This is an incredible achievement.

Of the 44 Nationals that have been held, there are nine other multiple title winners. The closest to Bryan are Garry Williams (NSW) and Bruce Rose (Tas), who have each won four. Bryan's father, Peter Anderson (Vic), Neil Williams (Vic) and Kim Fairhall (Vic) have all won three. David Hart (Vic), Mark Williamson (Vic), Ben Deed (Vic) and Greg Williams (NSW) have all won twice. Anyone who has competed for some time in the class, and especially those who have won events like the Nationals, will know just how much effort and skill is required to win. To do it so many times is a true indicator of a great sailor.

Bryan has also won the Internationals twice and has won multiple Victorian State Titles.

Bryan is 34 and is a born and bred Paper Tiger sailor. His father, Peter, had won three National Titles before Bryan was born. His mother, Karen, tells us that Bryan was even conceived at a Paper Tiger Nationals! This was the

series held at Largs Bay in 1979. Interestingly, while Peter had won the 1978 series, he did not win the 1979 one...

Bryan sails a 16 year old foam sandwich Larry Fay boat. This is a great testament to how well these boats last and how long they can stay competitive. Has the boat been well looked after? Well, while the Andersons do keep their boats under cover in a shed on their farm, they have been seen pulling chook nests out of their hulls before taking the boats sailing!

One of Bryan's other claims to fame happened some years ago when he and a mate built their own sea kayaks. Apparently they were only ever tested in a backyard pool, before setting off on a trip most of us would consider madness! The two guys packed up their kayaks and headed off across Bass Strait, paddling from island to island over several days and finally made it to

Tasmania! A very impressive effort, which probably explains why Bryan is quite comfortable in very strong winds and large seas.

Bryan has had a long-running battle with his good mate, Mark Wiggins, another sailor who has been involved in the class since birth. Mark's father, Ron, was also a top-level PT sailor before Mark was born. Bryan and Mark have often finished only points apart in major events and the same happened again at this Nationals, with Mark coming close to victory and finishing only two points



behind in the end. I'm sure Mark fondly remembers the 2006 Internationals when he finally won and saw Bryan in a lowly (for him) ninth place.

So, congratulations Bryan! We salute your incredible run of success in our great class. Well done!

David Stumbles 

## NATIONALS MOMENTS

### Russell Jolly (SA) "Vendetta" PT2915

- **On-water highlight:** It was great to have very unpredictable winds, made everyone think and great to have the challenge. At times even the best of sailors had their time in mid fleet. The OOD did a fantastic job setting the courses, although at times one would not agree having to sit out there for a long time waiting for the wind to settle.
- **Onshore highlight:** Seeing just how clucky Wiggo was with his grandson. The New Year's Eve dinner at the club. The meal was prepared by the younger brigade of women, led by Lizzy who has a real flair. The \$15 meal was far superior to the presentation dinner. Everyone had a fabulous night.
- **Lasting memory:** The New Year's night and the challenging conditions on the water.

### Mark Wiggins (Vic) "Firestorm" PT3104

- **On-water highlight:** Seeing a number of boats, including Luke Stout, stay on the same side of the boat yet do a 360 due to the swirling breezes whilst waiting for the wind to settle on a direction.
- **Onshore highlight:** Was Lara and Liz's catering effort for New Year's. A massive task that ensured it will be remembered for a long time.
- **Lasting memory:** Will be leading 12 out of 13 legs on the P shaped course in the last race (a win would have won me the title) only to see Bryan out manoeuvre me at the gate the last time to claim the race win and the title for a 7th time.

## 2014 NATIONAL CHAMPIONSHIP RESULTS

Pl	Skipper	Boat	No.	Club	St	R1	R2	R3	R4	R5	R6	R7	R8	R9	Pts
1	Bryan Anderson	Fly'n Bry'n	2958	McCrae	Vic	2	2	3	[7]	1	1	3	[6]	1	13
2	Mark Wiggins	Firestorm	3104	McCrae	Vic	1	1	[7]	1	2	[6]	6	2	2	15
3	Bruce Rose	The Apprentice	3036	Lauderdale	Tas	4	5	2	[16]	3	[7]	5	1	3	23
4	Alex Craig	Need For Speed	3033	McCrae	Vic	[6]	4	5	2	5	[12]	1	3	6	26
5	Luke Stout	Speed Demon	3031	McCrae	Vic	5	3	4	[10]	6	2	4	[10]	4	28
6	Peter Anderson	Just In Time	3077	Lysterfield	Vic	[17]	[12]	8	4	7	3	2	9	12	45
7	Ian Marcovitch	Mojo	3039	Mannering	NSW	3	[13]	10	[11]	10	4	8	5	5	45
8	Garry Williams	Characin IV	3085	Wagga	NSW	8	8	1	12	[DNF]	10	[14]	4	10	53
9	Sean Keady	Sssmokin Billy	2997	Lauderdale	Tas	7	6	[13]	6	9	[16]	10	11	8	57
10	Steve Price	Romper Stomper	2909	Lauderdale	Tas	9	[DNF]	11	3	4	8	[18]	8	15	58
11	Tony Hastings	Tigerdelic	2901	Wallagoot	NSW	13	11	6	15	11	5	[DNC]	12	[16]	73
12	Rohan Nicol	Pussyfoot	2826	Wagga	NSW	12	[DNF]	12	20	8	11	7	[DNF]	7	77
13	Mike Wold	Boy At Heart	3050	Elwood	Vic	[DNF]	14	[15]	5	12	13	15	13	9	81
14	Trent Godfrey	Windbreaker	3042	Lysterfield	Vic	11	7	14	13	14	[17]	11	[17]	13	83
15	Ron Wiggins	Ere Wiggo Again	2993	McCrae	Vic	10	10	17	19	15	[22]	[20]	7	11	89
16	Michael Boyle	Mud Shark	2927	Lauderdale	Tas	14	15	9	[18]	17	9	13	[21]	18	95
17	Keith Deed	Imagine	2911	McCrae	Vic	[20]	18	18	9	13	15	17	14	[20]	104
18	Janica Marcovitch	Ms Redhead	3060	Mannering	NSW	[DNF]	[DNF]	23	8	20	18	9	18	23	119
19	Russell Jolly	Vendetta	2915	Arno Bay	SA	[DNF]	9	21	17	16	[24]	22	20	14	119
20	Sarah Ashley-Jones	Apache	2827	McCrae	Vic	16	[DNF]	22	[23]	18	19	12	15	19	121
21	Bob Ramsay	Bobskat	2630	Lysterfield	Vic	[21]	17	16	14	19	20	19	16	[22]	121
22	David Godfrey	Windcruiser	3041	Lysterfield	Vic	19	16	19	[22]	[DNF]	21	16	19	21	131
23	Mal Willis	Polaris	1931	Ballarat	Vic	18	[DNC]	20	21	22	14	21	23	[25]	139
24	Peter Darling	Mission Impossible	2979	Arno Bay	SA	15	[DNC]	24	26	21	26	25	22	[27]	150
25	Martin Gregory	Phantom Tiger II	2577	Wagga	NSW	23	19	[25]	24	23	23	23	[25]	24	159
26	Perry Caulfield	Aquaholic	2849	Midway Pt	Tas	22	20	26	25	24	[DNC]	26	24	[DNF]	167
27	Peter Flynn	Plane To Sea	2840	Ballarat	Vic	24	21	[27]	27	25	25	24	26	[DNF]	172



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when you can*



### HOOPER SAILS

SPECIALISING IN RACING AND CRUISING SAILS





# STRESS

# relief

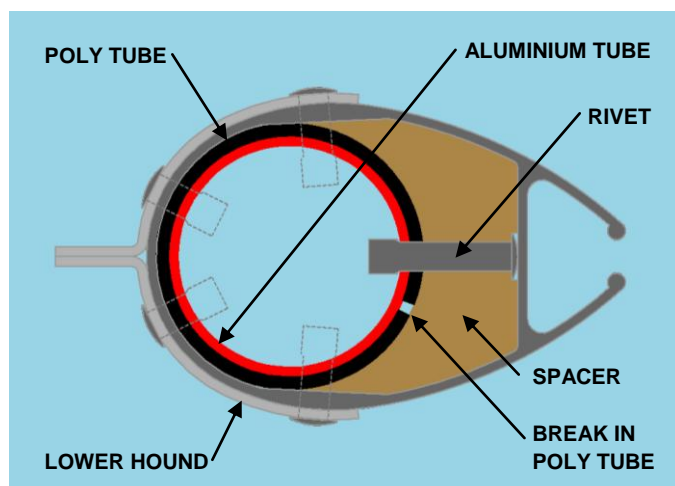
**The "Under Pressure" article in Issue 11 (Nov. 2012) of APT reported on trials being undertaken to stiffen the 'standard' Paper Tiger mast to make it more robust under severe conditions.**

In recent months, Garry Williams has taken this a step further and developed a simple stiffener that he trialled at the 2014 National Championship. It was also fitted to the top two placegetters at the recent NSW State Championship. He is satisfied with the result and has already produced and sold a dozen.

The stiffener consists of a 2150mm length of 40mm diameter x 1.6 mm thick aluminium tube (6062 alloy, T5 temper) with four nylon supports and poly pipe spacers. The spacers are used around the stiffener to fill the gap between the tube and the mast. The supports are located at each end and at 700mm and 1400mm intervals from the base of the tube. These are secured to the tubing with a rivet (see diagram). It is essential that the four supports are exactly aligned or the finished unit will not slide into the mast. The finished item weighs just over 1kg.

Align the stiffener so that all the lower hound rivets will penetrate the first spacer down from the top (see right). Measure the exact distance from the bottom of the mast to the bottom of the stiffener and use this measurement to ensure the stiffener is not pushed too far into the mast. Remove ALL fastenings from the mast where the stiffener will go, then install the stiffener and secure the lower hound with long rivets that penetrate through the stiffener. This is the only location where the stiffener is fixed to the mast.

The stiffener can be home built or it can be supplied through the Paper Tiger **Online Store** either as a kit, consisting of the 4 nylon supports and spacers, or as a complete unit.







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## Australia's smallest Paper Tiger?

**S**

**In recent times there has been an increase in the popularity of radio controlled yacht sailing and racing. The Paper Tiger has now joined the growing variety of classes represented in this fleet.**

Dave Behrens has created a 1/5th scale model of his Paper Tiger *BUSHRANGER* - PT1604, featured in the August 2013 issue of APT. Dave builds and sails model yachts at the South Eastern Hills Model Yacht Club at Paris Creek, South Australia (near Strathalbyn, south - east of Adelaide). The lake provides a great venue for operating these small boats.

The boat has yet to be raced seriously in the club's competitions due to South Australia's summer heatwave conditions, but will be soon.

If anyone would like to have a go at creating their own mini-PT, Dave has drawn up CAD plans and would be happy to provide a copy.

Dave can be contacted at [jeannedave@esc.net.au](mailto:jeannedave@esc.net.au)



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**In part two of this article we will consider what to look at when choosing a boat to refurbish, once the hulls have checked out.**

As with the hulls, the significance of the condition of the other components will depend on the intended use for the finished project.

A lot of fun can be had just sailing or learning to race a PT that has a fairly ordinary sail and pretty basic equipment and foils (centreboards and rudders). However, if competitive racing at state or national level is the intended goal, the future cost of upgrading critical components such as the sail, mast and foils, which may have seen better days, should be considered.

The following comments address what to look for when considering a boat for general use as well as its suitability for racing.

## **The Mast**

PTs started out with a mast that was fairly small in cross section and very flexible. Over time, masts have become bigger in section and stiffer (see below).

If a mast is overstressed it can become bent. If the bend is a smooth curve over a reasonable length, it can



usually be carefully straightened out, although the resultant bend characteristics of the mast will be detrimentally effected to some degree. A kinked or dented mast cannot be fixed.

To check the mast, lay it flat on the ground on its side, then bend down and look along it. It should be straight or close to it. Any bend will most likely be where the boom pushes against the mast. Also look for damage to the sail track at this point caused by a poorly fitting gooseneck (boom attachment fitting).

Then roll the mast over so the sail track is uppermost. Lift one end up so the mast is only touching the ground at the other end and look along the sail track. Again, it should be straight or close to it. Any bend will most likely show up around the lower hounds (stay attachment fitting). Roll the mast to the left and right to check that it sags the same amount both ways. A bent mast is useable (unless the bend is significant) but it would affect racing performance and, therefore, would need correction and possibly replacement of the mast in the foreseeable future.

Check for corrosion. A mast used in a saltwater environment, which is not thoroughly washed, can suffer severe corrosion under and around any stainless steel fittings, which will weaken and ultimately ruin it.

Check for loose or cracked fittings as these will need to be refastened (unless due to severe corrosion) or replaced. Also check for broken or rusty strands on the rigging wires as these indicate they are on the way out.

Check that all the wires have shackles or adjusters to attach them to the boat. Rope adjusters are not really satisfactory and are best replaced with stainless steel fittings.

Check the halyard rope for wear or UV deterioration.

A 'spare' mast may prove useful at some stage.

## **The Sail**

As the sail is rolled out on the ground, the first thing to note is the softness of the cloth. New sails are 'crispy', but soften with use. Long exposure to UV light will also deteriorate the cloth and stitching. Plain woven cloth lasts longer than see-through or shiny plastic materials.

Look for worn spots where the sail battens rub against the wire shrouds (readily patched), failed stitching (readily re sewn) and creases or splits in 'plastic' sails (a new sail is probably not far off). Look for rust stains on the cloth (removable) and corroded metal eyelets (replaceable) as this may indicate that the sail has been



stored wet with salt water (not good). Mould will also indicate that the sail has been stored wet.

Then check that all seven battens are included and fit the sail.

As the mast size changed over time, the sails were cut differently to suit the bend characteristics of each change. If the mast/sail combination is not matched correctly (i.e. one or other has been changed over time) racing performance will be effected. Unless the owner knows the history, this may not be easy to check without consulting the sail maker.

Some sails are 'cross cut' (parallel sided cloth panels run across the sail), while others are 'radial cut' (triangular panels radiate from the corners). Top performing skippers will swear by either type, so what really matters is the condition (unless a particular version of a type was known to be a poor performer).

'Spare' sails are rarely useful, except to give to someone less fortunate.

## The Centreboards

PT centreboards were originally wide, square ended and made of timber. As time passed they were also made of fibreglass (or carbon)/foam composite and changed in width, length and profile. The changes were mainly aimed at improving racing performance, but all types are currently in use.

Check for damage to the part of the foil that extends below the bottom of the boat, as this affects performance. Most damage is repairable, but any cracking across the width of the board is bad news (especially with fibreglass or carbon fibre).

Upend the board and look along the bottom edge, or from end on. The shape should be symmetrical (i.e. same curve both sides of the centreline). If the shape twists to one side, this will adversely affect racing performance and cannot be fixed.

Production foils can be pricey. However, a competent handyman can make relatively inexpensive foils.

## The Rudders

PT rudders started out similar in design to the centreboards and slid up and down in wooden rudder cases. Like the centreboards, over time they changed in the materials used and their shape. Now they are usually mounted in aluminium or carbon fibre cases and pivot, rather than lift vertically.

As with the centreboards, check for damage, twist and

cracks across the board, especially just below the rudder case.

If the cases are aluminium, check for cracks and corrosion, especially around stainless steel fastenings and under paint or powder coating. If the steering components (crossbar and extension) are connected with flexible plastic fittings, check for splits in the plastic.

Check that the rudder lifting system operates effectively.

## The Hull Beams

These were briefly addressed in Part 1 and should be checked for the damage mentioned. It would be unusual for the beams to be bent, although the front beam may appear curved up in the middle as a result of jumper strap (front beam brace) tension. This is OK.

Check for corrosion, especially where the jumper strap/dolphin striker/mast step assembly is attached.

## Jumper Strap Assembly

There are many variations of this assembly using relatively small section stainless steel strap or large section aluminium. Both are effective, but stainless steel is more likely to cause significant corrosion where it contacts the aluminium beam.

Check for cracks in the strap at the attachment bolts and where it bends at its centre. Check the size of the bolts holding the strap to the beam. These should be substantial enough to sustain significant loads (i.e. at least 8 - 10mm). Check for damage to, or bending of, the vertical dolphin striker assembly.

## Centre Beam

Depending on the cross section of this beam, it may have bent under the skipper's weight or mainsheet tension. This isn't necessarily a problem.

Check for corrosion or cracks, especially at the mainsheet block attachment point.

## Trampoline

Depending on the age of the trampoline, it may be laced to deadeyes, slide into tracks (or a combination of both) or be suspended by wire.

Check for obvious stress damage (especially around eyelets), or failure where the cloth rubs against the tracks. This sort of damage needs to be repaired or it can quickly lead to more serious failure. Stitching may wear through or deteriorate over time, particularly where the skipper slides across it, but it can be restitched.

The trampoline material is usually quite durable but can wear through, especially where it contacts the centre beam. Once the mesh starts to break up, serious patching is required, but the tramp's life is probably limited.

## Toe Straps

Toe straps are usually made of nylon webbing and can be long lived. However, severe fading may indicate UV damage. The attachment of the belts to the boat is usually the weak point.

Check for worn stitching at the strap ends (including underneath the strap), frayed attachment ropes and loose or cracked attachment fittings.

## The Boom

Booms are usually, though not always, made from the small aluminium mast section mentioned earlier.

Check for corrosion where stainless steel fittings are attached. Check that the gooseneck, to attach the boom to the mast, is included and that it fits. Check that the mainsheet system (rope and pulleys) to control the boom is complete.

There should be a vang system (more rope and pulleys) included that attaches to the mast base and to a point part way along the boom to hold it down. If the boat is to be raced, an outhaul (a sliding system on the outer end of the boom, which allows that corner of the sail to be adjusted whilst on the water) is advantageous.

## Other Systems

Other systems which can be beneficial while racing are a downhaul, which adjusts the tension applied to the front

edge of the sail, a leech line, which adjusts tension applied to the rear edge of the sail, and an adjustable lower forestay which adjusts support to the lower mast. However, these can be added later if desired.

Braided polyester ropes last well, even when they look a bit 'used', but ropes with a central core tend to 'fail' more readily once the outer sheath is damaged.

Basic pulleys and jamb cleats are adequate to operate the boat and are generally robust. A touch of polish and some lubricant should bring them back to life and keep them going. Sometimes good discarded gear can be sourced from other skippers.

However, if the boat is to be raced, consider that upgrading to new gear such as ball bearing pulleys and cam cleats at a later date may consume significant dollars. It may be a wiser option to pay a bit more now for a boat with better quality second hand gear.

## In Closing

The final decision to drive away with a 'new' pride and joy in tow may depend on a range of factors other than those covered above. The inclusion of a good trailer and maybe even beach rollers (quite handy), for instance, may have swung the deal.

Whatever the reasons, hopefully now the buyer will be more informed as to what they are taking on. There's not much that can't be fixed or, if necessary, replaced, and replacement can often be a staged process over many years.

Don't be reluctant to seek advice from those who have been there before as they will usually be only too pleased to assist.

Ralph Skea - *PT3065 Solitaire* 

## APTCA AGM 2014 – Summary

Summary of the Annual General Meeting of the APTCA, held during the Nationals at Portarlington, Vic.

- Members feel that some rules need simplification. APTCA will compile a list of ones that might be considered.
- PTCIA now issuing plans and sail numbers.
- 2015 Nationals – To be hosted by Lauderdale Yacht Club, Tasmania.
- 2016 Nationals – Scheduled for NSW. Venue yet to be determined.
- 2015 Internationals:
  - Victoria not willing to host.
  - NSW investigating options. Proximity to

shipping ports is a priority to reduce costs.

- South Australia offered Arno Bay.
- NSWPTCA given until March to derive options for hosting the event.

### Office Bearers elected:

President	Bruce Rose	(Tas)
Vice President	Sean Keady	(Tas)
Secretary	Tony Hastings	(NSW)
Treasurer	Russell Jolly	(SA)
National Measurer	Russell Jolly	(SA)
International Measurer	Garry Williams	(NSW)
Publicity Officer	David Stumbles	(NSW)

# State Of The Nation

NEWS FROM STATE  
PT ASSOCIATIONS

## queensland

### NEWS FROM THE NORTH

The 2014 New Year Regatta was held at Lake Samsonvale on the weekend of the 11/12 January and attracted a reasonable number of entrants. Three Paper Tigers were in the fleet and enjoyed the excellent sailing conditions that prevailed.

2014 Paper Tiger Winners – Chris Shannon (1<sup>st</sup>), Lucille Miller (2<sup>nd</sup>) and Gary Fleming (3<sup>rd</sup>).

As always it is very pleasing to see all competitors showing great sportsmanship in supporting fellow sailors during the weekend.

Recently we were happy to see Joshua and Donna McAndrew acquire two PTs from Bundaberg and going to the Lake Samsonvale Water Sports Association (LSWSA). Our most recent state champion, Dave Vockler, has gone into Weta trimaran sailing and successfully took out the inaugural 2013 State Title at Hervey Bay.

Queensland association membership is very low at present but I hope that once everyone settles into their sailing this will improve. We are always looking for new sailors or boats to expand our numbers.

**Gary Fleming - PT2314 Tigger**



THE PT CONTINGENT AT THE NEW YEAR REGATTA



# tasmania

## G'DAY FROM TASSIE.

There is plenty of news from the Deep South this Quarter – where do I start? From the beginning stupid! After a big start to the season with club races, new skippers, new boats, The Showdown Regatta, and some comprehensive training sessions in the lead up to the Nationals – one thing has become apparent: that being the Tassie assault on the Nationals at Portarlington is only the tip of the iceberg after returning from the Nationals.

The little Lauderdale club on the outskirts of Hobart is now supporting a great depth of talent. Rob Cracknell has returned out of retirement and is out-Bruceing Bruce in recent times. Steve Price keeps getting better culminating in a 10<sup>th</sup> place overall at the Nationals. Travis Woods and Nick Browne have also upped the ante. Patrick Amos and Oliver Bailey are both getting bigger and faster. Down the fleet there is no relaxing as everyone is pushing each other.

The Nationals was a great regatta and an awesome time

was had by the Tassie contingent. Bruce got 3<sup>rd</sup>, Sean 9<sup>th</sup>, Steve 10<sup>th</sup>, Mick 16<sup>th</sup>, and Perry 25<sup>th</sup>. Many lessons were learned –

1. You shouldn't get into Steve's van after 11pm the night before a morning heat.
2. Don't start at the pin end of the line when the right side of the course is favoured in just about every race.
3. Take plenty of water out when there are three races back to back.
4. Don't let Bruce drive your car back from presentation night.
5. Don't give Bruce any biscuits.
6. Don't let Mick play Frank Zappa CDs while Steve is in the van.
7. Don't go jogging with Perry – he is too fit.

On a lighter note it was awesome to have three Tasmanian entrants in the top 10. How many can we squeeze in there next year? It was great to witness the battle between Brian and Mark first hand. These guys have lifted the bar in terms of upwind boat speed. It must have something to do with those new Hooper sails? And extreme skill of course! We at the TPTCA are looking forward to huge numbers at the Lauderdale 2015 Nationals. We hope to have a fleet of 40-50 boats in an Internationals qualification year. Let's all aim to make it the biggest in recent years. It is important to book early

LAUDERDALE RIGGING AREA - 2014



on the Spirit of Tasmania as it can become a bit hit and miss if you leave it too late. As a result we are currently developing an on-line booking system that will be available to take bookings very soon (watch this space). Similarly for local accommodation. The TPTCA is looking to have the Lauderdale Nationals form part of a solid preparatory path for the Internationals – so that we can snatch the trophy back off those Kiwis!

On a sad note, Mick (The Garden Gnome) Boyle has decided to call it a day, all with the intent of pursuing surfing and shagging interests. He will be missed and I'm sure one day he will be back. Thanks for all of your hard work over the years as TPTCA Secretary. We love ya Mick (as long as you still promise to come and have a beer with us Mick!).

The preparation for the Lauderdale Nationals is going well with sponsors coming on board and with new TPTCA Secretary Davin Faux at the helm, things are in good hands. Dav could be the dark horse this season as he has just returned from a break looking trim and slim.

This month's interview is Martin Sullivan, pilot of Possum Power.... Martin is one of the big improvers in the fleet at Lauderdale, having come in to the class relatively new to



BRUCE'S NEW SIGNAGE

the sport. Martin first came across the PTs at one of our promotional days at Sandy Bay Sailing Club.

The TPTCA state titles will this year be held at Bellerive Yacht Club in conjunction with the Crown Series on the Derwent River 22-23/2/14. This will be a showcase of the class in front of the Tasmanian sailing fraternity. Hopefully we will get a full quota of 20 entrants for this event to further raise the profile of the class. This year we will be offering A Grade 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>; B Grade 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>; and a rookie award. All skippers are encouraged to attend to ensure it is a resounding success.

Well I have run out of steam so I'll cop you later.

Sean Keady - PT2997 Sssmokin Billy



## Interview with Martin Sullivan

**PT2707 - Possum Power** by Sean Keady

*Do you have any jokes for us?*

An old sea captain was sitting on a bench near the wharf when a young man walked up and sat down. The young man had spiked hair and each spike was a different colour, red, green, orange, blue and yellow. After a while the young man noticed that the captain was staring at him. "What's the matter old timer, never done anything wild in your life? The old captain replied, "Got drunk once and married a parrot. I was just wondering if you were my son!"

*How did you get into PTs?*

The PTs held a demonstration session at the Sandy Bay Sailing Club to promote the class, which I went along to. From there I went to Lauderdale YC helping with the support boats until I purchased 'Possum Power'.

*What do you like about the boat?*

You are the skipper so there is no need to worry about any crew, there is always something to learn and the little races that occur within each race, as the skill level in the fleet is quite varied. I try to keep it simple, beat the person in front of me and stay in front of those behind me and if I pass the person in front, try to catch the next person in front of me and so on.

*What other boats have you sailed?*

The first boat I sailed on was a 51 foot Farr called 'Just Farr Love'. A very nice boat and probably not a good boat to start sailing on as they are not all like that, and then a 35 foot Huon, so keel boat cruising. We did (the crew) manage to win a first division race in the Bellerive Twilight on the Farr. My experience was mostly winch work and some helming on the Derwent River. That's one reason I moved to PTs to learn more about sailing.



*What's your best result in PTs?*

When I finish in front of someone else, as I'm often at the back of the pack, I take it as a good result. It's more interesting if you are close to other sailors throughout a race and then have a chat about it later. In the November 2013 Showdown on the Derwent River I completed all six races in the one day and even beat some other sailors so this was a good result for me.

*What are your favourite conditions?*

A good 8 to 12 knots of consistent breeze in warm weather in the pristine water of Frederick Henry Bay, can't get any better.

*What are your ambitions in PTs?*

At this stage it's a bit of a casual, fun sport as I'm trying to balance time on the water with a young family (happy wife, happy life I often hear people say). I wasn't doing much after many years of AFL and my wife was at me to get a hobby. I tell her this is my hobby. I try not to be too serious about it and enjoy the time on the water. As long as this happens, I learn something (improve) and have a good sail that's it for now.

*What are your highlights of sailing?*

It was a good feeling in that the boat felt really balanced when helming on the way back from a day race to Bruny Island, slightly keeled over and moving at 11 knots on the 51 foot Farr. The response from the girls in the cabin was "thought we had finished racing". I have kayaked for many years and love that feeling of being in the fresh air out on the water on a sunny day. Sailing a PT is the same experience except much more fun so each sail is a highlight.



## BOATS FOR SALE

2927 - Mud Shark

Please contact Mick on 041 951 7208

## CONTACTS

Davin on 0419 724 077 or Sean on 0410 487 762.

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

Visit us on Facebook at

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



# south australia

## The South Australian State Titles were held at Arno Bay over the long weekend in January 2014.

Only six boats from Adelaide ventured over to the Coast, which was a little disappointing. The eight-boat fleet is the smallest ever run in SA.

The weather forecast was not looking good for the Sunday, so Commodore Pete decided we should try and get three races in on the Saturday afternoon, with wind speed between 12 and 20 knots being registered.

Russell Jolly took out the first two races and was looking forward to a third, however three boats needed repairs so, in all fairness, the last race was cancelled to enable repairs to be carried out.

President Neville Rowe had his trusty iPad with him, checking the forecast. That night he found that the prediction for Sunday indicated the only wind for all of the West Coast was in a small area over Arno. This put a smile on Russell's face.

Three races to go! In the first race Lyall Daly, Russell and Neville were having a great tussle, with Lyall coming out on top. In race two for the morning, one would have thought big Pete Darling had an engine in the boat, as he jumped out of the gate and that was the last the fleet saw of him. This left the rest to sort out the other places. Russell and Lyall were having a great duel, with Lyall taking 2<sup>nd</sup> place.

Lyall now had to win the last race to beat Russell on a count-back. Russell was revving up big Pete to make it two in a row, as this would put him in 2<sup>nd</sup> place. At the first mark Glen Partridge and Neville were first to the buoy, with Lyall next, then Pete and Russell. On the third leg Lyall took the lead, which he held for the next four legs, with Russell working his butt off to plug the gap. On the next windward leg Lyall tacked a little too soon and could not make the mark, having to put in two more tacks. Russell made the buoy and was half way down the reaching leg before Lyall rounded. Over the next 6 legs he was able to hold Lyall off enabling him to win his 3<sup>rd</sup> State Title, the others being in 1994 and 1995. He is now the oldest sailor to have won the championship.

**Russell Jolly - PT2996 Vendetta** 



## THE SKIPPERS



Glen Partridge Bruce Russell Russell Jolly Greg McDonald Peter Darling Neville Rowe Lyall Daly Jeff Helps



Russell takes the prize

## THE WINNERS

## Overall

**Champion** Russell Jolly

**2<sup>nd</sup>** Lyall Daly

**3<sup>rd</sup>** Peter Darling

**B Grade Champion**

Peter Darling

**C Grade Champion**

Neville Rowe

**Veteran Champion**

Russell Jolly

**Most Improved**

Peter Darling

**Country Shield**

Arno Bay

**Club Shield**

Somerton

## 2014 STATE CHAMPIONSHIP RESULTS

Place	Skipper	Boat	No.	Club	R1	R2	R3	R4	R5	Points
1	Russell Jolly	Vendetta	2996	Somerton	1	1	2	[3]	1	5
2	Lyall Daly	Chili Beach	3053	Somerton	2	[DNF]	1	2	2	7
3	Peter Darling	Mission Impossible	2979	Arno Bay	3	[DNF]	4	2	3	11
4	Greg McDonald	Macwood	2915	Arno Bay	4	2	[DNF]	4	4	14
5	Neville Rowe	Mr Percival	2044	Arno Bay	[5]	3	3	5	5	16
6	Jeff Helps	Synergy	3377	Port River	6	4	7	6	[8]	23
7	Glen Partridge	Wild Thing	3011	Port River	7	5	5	[DNF]	7	24
8	Bruce Russell	This Way Up	3005	Somerton	[DNF]	DNC	6	7	6	28

# victoria

## 2014 STATE CHAMPIONSHIP

### Latrobe Valley

### The 2014 Paper Tiger Catamaran Victorian State Championships were held over the weekend of 23/24 November 2013.

The event, hosted by the Latrobe Valley Yacht Club on the waters of Hazelwood Pondage, saw predominantly moderate winds and flat water, which provided ideal sailing conditions. Numbers were down from previous year's events, however the smaller fleet still enjoyed close and tactical racing over the weekend.

Bryan Anderson started the series strongly winning, both races on the first day in light to moderate conditions, with Jason Dunsmore, Mark Wiggins and Alex Craig mixing it up for the minor places.

Day two saw stronger winds in the 12-18 knot range which provided some fast upwind sailing and powered up reaching. Anderson claimed the win in Race 3 to further establish his overall lead.

Anderson's winning streak was upset in Race 4 with Mark Wiggins taking the win to move into second place

overall. Wiggins displayed excellent speed sailing 'Ere Wiggo Again' for the weekend. He had borrowed the boat from his father Ron, while his boat, 'Firestorm', was in the process of being re-decked.

The final heat was won by Alex Craig, with Anderson finishing second in the final two races to take the overall win in convincing style. Craig and Wiggins finished the series on equal points, with Craig claiming second on count back and Wiggins taking third.


## COMING EVENTS

### Yarrawonga Anzac Regatta (Interstate Challenge)

The Yarrawonga Anzac Regatta is on again from 25-27<sup>th</sup> April 2014. The event always boasts great camping and easy rigging/launching with grass right to the water. This year's event is likely to see a strong fleet of 12-15 Paper Tigers with competitors from both NSW and Victoria attending.

For more information please visit the Yarrawonga Yacht Club website:

[www.yyc.yachting.org.au](http://www.yyc.yachting.org.au)

Alex Craig - PT3033 Need For Speed 

## 2014 STATE CHAMPIONSHIP RESULTS

Place	Skipper	Boat	No.	Club	R1	R2	R3	R4	R5	Points
1	Bryan Anderson	Fly'n Bry'n	2958	McCrae	1	1	1	[2]	2	5
2	Alex Craig	Need For Speed	3033	McCrae	2	[4]	3	3	1	9
3	Mark Wiggins	Ere Wiggo Again	2993	McCrae	[3]	3	2	1	3	9
4	Jason Dunsmore	Unknown Zone	2117	McCrae	4	2	5	[6]	6	17
5	Peter Anderson	Just In Time	3077	Listerfield	[5]	5	4	5	4	18
6	Mike Wold	Boy At Heart	3050	Elwood	[6]	6	6	4	5	21
7	Bob Ramsey	Bobscat	2930	Listerfield	[11]	11	7	7	7	32
8	Trent Godfrey	Windbreaker	3042	Listerfield	8	8	8	9	[13]	33
9	David Godfrey	Windcruiser	3041	Listerfield	10	[12]	10	8	8	36
10	Mal Willis	Polaris	1931	Ballarat	[12]	7	12	10	9	38
11	Keith Deed	Imagine	2911	McCrae	7	9	9	[13]	13	38
12	Adam Gristwood	My Way	3022	Somers	9	10	[11]	11	10	40
13	ChrisTuck	Go 2	2959	Somers	[13]	13	13	12	13	51



# new south wales

## 2014 STATE CHAMPIONSHIP

YMCA Sailing Club, Canberra  
25<sup>th</sup> - 26<sup>th</sup> January 2014

### **Rohan Nicol was a very popular winner of the 2014 NSW Paper Tiger Catamaran State Championships that were sailed on Lake Burley Griffin over the Australia Day long weekend.**

He sailed his 25 year old ply boat "Pussyfoot" to a 5 point victory over class Legend Garry Williams, reversing the 2013 result from the Koonawarra Bay Sailing Club series.

Fourteen NSW based Tigers attended the regatta from Tanilba Bay (north of Newcastle), Mannering Park (Lake Macquarie), Koonawarra Bay (Lake Illawarra), Wallagoot Lake (far south coast of NSW) and Wagga Wagga in the state's south west.

They were joined by Bryan Anderson and Alex Craig from Victoria, who finished first and fourth in the recent Portarlington (Victoria) Nationals. This made for a very competitive "pointy end" of the fleet.

The Sailing Instructions for the event included a very flexible program of races. This was done to take advantage of the best possible wind conditions at the inland venue. In the end the wind gods were not kind. The forecast for Monday's Race 7 was for virtually no wind, so it was decided to try to fit the seven races into two days of sailing.

Saturday saw two long course races sailed back-to-back from 12 midday. The light breezes were generally from the SE to ESE topping at about 12-15 kilometres per hour in the gusts. Rohan Nicol won both these races. In the late afternoon two back-to-back short course races were sailed. The first was in light conditions with the evening easterly coming in for the second of the races that started close to 6.00p.m. Rohan comfortably won the first race with Garry Williams in second. Greg Williams took good advantage of a wind shift in the fourth race to be ahead of his father at the time the two combatants crossed the finish line. The fourth place Rohan scored in that race was to be his discard score for the championships.

Sunday was supposed to be better winds than Saturday. However that was not to be. The morning race was started about 10.30a.m. It was a long course event. The winds were from the east, but very light and shifty. Skippers had to just keep chipping away and hoping that



the wind changes might favour them. These are the conditions Garry Williams thrives in. He got a break and was able to stay a shift or two ahead of the chasers to claim Race 5 with Rohan next in second place.

The final two races were sailed after the Association had held its AGM with a 4.00p.m. start for the first of the two short course back-to-back races. The wind was extremely light. When the Race Officer got word that the breeze was filling in a little from the windward end of the course he got the racing underway. Ian Marcovitch won this race ahead of Greg Williams. The final race of the series got underway in similar wind conditions with Tony Hastings getting the jump from a wind shift 30 seconds before the start and leading all the way.

So the final wash up saw Rohan win the series from Garry and Ian. B Grade was won by Bill Arthur from Johan Zoutendyk (sailing Characin II) with Kimberley Russell in third place.

#### ROHAN NICOL



#### KIMBERLEY RUSSELL

It was really good to see how Kimberley Russell adapted to her first experience of sailing on an inland lake. She improved every race. As well as third in B Grade, she was first Junior and first female finisher. We had two females competing, being Kimberley and Jani Marcovich, and two juniors in the form of Kimberley and Billy Breden. This is very encouraging for the future. Kimberley took home an armful of prizes with her third B grade, first female and first junior placings in the series.

At the presentation Rohan accepted the State Championship Perpetual Trophy from that trophy's "owner", Garry Williams. In an emotional acceptance speech Rohan paid tribute to Ewen McArthur who built "Pussyfoot" so well so many years ago. Ewen has had a hand in building many Paper Tigers that have come out of Wagga Wagga. For many years he was the heart of the NSWPTCA, with him being president and his wife Helen being the "sexitary" (Ewen's term). Ewen still follows the goings on in the Paper Tiger class. However he is suffering the advanced stages of Parkinson's disease.



Two weeks prior to the Regatta, I was a little concerned about the number of days where the winds blew over the lake at 30 km/h with gusts over 40 km/h. However, the hot weather during the week commencing Jan 10<sup>th</sup> put paid to these conditions and we were left with the light winds of the 25-26<sup>th</sup> to play with. This provided some Challenges for Hamish Balfour and his team as well as the skippers of the 16 Tigers at the regatta. However, we got all seven races in and there were no shortened courses...

Although the sailing conditions could have been better, the social scene was very good. There were a good number of sailors providing security for the boats on the beach by volunteering to sleep in the clubhouse. The service put on by Jeanette in the Canteen was fantastic and I think that the two BBQ's she organised were well appreciated,

Thanks to all the PT sailors who came to sail. Thank you to Hamish and Jeanette and the team from the YMCA SC. A special thanks to Cherril Zoutendyk, Shane Zoutendyk and Diane Arthur who helped out the YMCA team.

January 26, 27, 28 we will be at the Jervis Bay Sailing Club for another NSWPTCA State Championship. Be there or be square!!!!

**Bill Arthur - PT3098 Out of Sight** 



### THE WINNERS

#### Overall

**Champion Rohan Nicol**

**2<sup>nd</sup> Garry Williams**

**3<sup>rd</sup> Ian Marcovitch**

#### B Grade Champion

**Bill Arthur**

#### Junior Champion

**Kimberley Russell**

#### Female Champion

**Kimberley Russell**

## 2014 STATE CHAMPIONSHIP RESULTS

Place	Skipper	Boat	No.	Club	R 1	R 2	R 3	R 4	R 5	R 6	R 7	Points
1	Rohan Nicol	Pussyfoot	2826	Wagga Wagga	1	1	1	[4]	2	3	3	11
2	Garry Williams	Characin IV	3085	Wagga Wagga	2	4	2	2	1	5	[DNF]	16
3	Alex Craig	Need for Speed	3033	McCrae	4	[6]	2	5	6	1	3	21
4	Bryan Anderson	Fly'n Bry'n	2958	McCrae	3	1	8	4	3	5	[11]	24
3	Ian Marcovitch	Mojo	3039	Mannering Park	4	3	6	3	[8]	1	2	19
4	Greg Williams	Shadow Boxing	3086	Wagga Wagga	6	5	3	1	[7]	2	4	21
5	Tony Hastings	Tigerdelic	2901	Wallagoot Lake	7	6	[9]	7	3	8	1	32
6	Wayne Eager	Second Wind	3040	Koonawarra Bay	[8]	2	8	8	6	6	5	35
7	Peter Breden	Black Pearl	2179	Tanilba Bay	3	8	4	9	5	[11]	6	35
8	Neil Waterman	People Eater	3018	Koonawarra Bay	5	[10]	5	6	9	4	10	39
9	Bill Arthur	Out Of Sight	3098	Canberra	9	7	7	5	[10]	9	7	44
10	Johan Zoutendyk	Characin II	2625	Wagga Wagga	10	9	11	[12]	4	10	9	53
11	Kimberley Russell	Racing Stripes	1741	Mannering Park	[11]	11	10	10	11	7	8	57
12	Janica Marcovitch	Ms Redhead	3060	Mannering Park	12	[13]	12	11	13	12	11	71
13	Martin Gregory	Phantom Tiger II	2577	Wagga Wagga	[13]	12	13	13	12	13	12	75
14	Billy Breden	Lost At Sea	2317	Tanilba Bay	14	[DNF]	14	DNC	DNF	14	DNC	81

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





## Interview with Rohan Nicol

### PT2826 - Pussyfoot

by Dave Stumbles

*Congratulations on your win at the recent NSW State Championships, Rohan. How does it feel to finally win your first State Title?*

Thanks Dave. It's an incredibly satisfying win. I attended my first NSW title in 1987, which was close to 30 years ago! A few years after that I took a break from sailing Tigers between 1990 and 2006 while I pursued other interests. However I held onto my boat *Pussyfoot* with the intention of coming back to racing when I could. It's honestly been a difficult process to get back to the level I feel I was at when I left the class. However, following this result I feel that I may be back on track.

*It was a fairly convincing win in the end and you were the only sailor to win two of the races. Were you surprised at how well you went in what was a very open series (6 winners in 7 races)?*

I am not so much surprised but pleased that I was able to make the most of the opportunities that came my way. I have been runner up at the 2012 and 2013 NSW titles that were held in Wagga and Koonawarra, so finally attaining the first place is an extension of that. I feel that I continue to improve my performance and perform in a wider range of conditions including wind and chop like we experienced at times in Wollongong a couple of years ago. Yet, it's fair to

say that I had good boat speed in the very light conditions that we experienced in this series and that such conditions are common to my home club in Wagga. The familiar conditions gave me lots of confidence when I found myself on the wrong side of a shift. I knew that a favourable shift would come my way at some time in the race and I would be well placed to make it count.

*I imagine that beating the legend and 22-times NSW State Champ, Garry Williams, made the victory feel even more satisfying?*

Sure! We are all aware Garry has set performance benchmarks at national and international level and most have witnessed his dominance of the NSW titles series over the years. I note that the depth within the NSW fleet over that period has also been very strong, so his consistent and numerous wins have all been hard fought. I also know when Garry is racing, be it a club race or a title series, he gives it 100%. So I know that a rare victory over the grand master is something to cherish.

*I know that you have previously paid tribute to Garry's influence on your sailing. What are the main ways he has influenced you?*

I am yet to don Garry's signature casual attire of trousers and collared shirt out on the water, but there is time! But seriously, I think Garry's influence has come mostly through the privilege of close observation in regular club racing. At Lake Albert in Wagga, our small body of water - with light and shifty breezes - brings the fleet close together. In this setting I have the opportunity to closely observe Garry's approach and that of other excellent sailors at close range. In this way I have learnt most, perhaps simply because you remain in such close proximity to one another throughout a race enabling constant evaluation of your approach.

*Did you find that Canberra was like Wagga (your home club) and, if so, did you feel at home in the tricky inland conditions?*

The conditions we experienced in Canberra were very similar to what we could expect in Wagga at this time of year. The difference is in the size, clarity and length of the shifts. To my eye, Canberra's shifts presented more clearly than they do in Wagga and they hang around slightly longer, enabling you to bank the benefit of a lift or increased pressure before the next phase presents. Yet in this regatta I think the real damage is done between the phases when

sometimes the wind dropped to almost nothing. This is when I sought to do whatever it took to keep the boat moving, such as bearing off the breeze dramatically and using lots of downhaul to flatten the sail and open the leach of the sail so it could breathe. Proximity to the next phase was vital in Canberra as it is in Wagga.

*Your boat must be about 25 years old now, showing the competitiveness of older boats in this class. What do you see as the main things you need to do to ensure an old boat remains competitive?*

I don't think I am in a position to claim that appearances are part of the 'competitive equation'. But there are probably two elements to ensuring the competitiveness of an older boat, which to my mind are the platform and rig.

The platform needs to be solid from the start. I was lucky enough to have my boat built by Ewen (The Doctor) MacArthur in Wagga in 1987. It's still as solid as the day it was built and despite cosmetic indications, something I cherish greatly. She is built of ply, which is also evidence of the longevity of timber boats. I have altered the centre case slots to accommodate the newer thin foils, which work more favourably with the modern rig.

The rig is something I upgraded when I came back to the class several years ago. The Redhead sail is now about 6 years old and set up similarly to what others are doing in Wagga. I should mention that prior to the event I purchased and fitted the new PT shop parrots beak and maybe that's what made the difference?

*Thanks for your time and once again, well done, Rohan.*

## NSWPTCA AGM

Some of the things to come out of the State AGM are as follows:

- The committee remains largely unchanged from last year. However with the retirement of Ralph Skea as Secretary, Neil Waterman agreed to take this position to go with his job as treasurer.
- President (acting) Garry Williams
- Vice President Garry Williams
- Secretary/Treasurer Neil Waterman
- State Measurer Ian Marcovitch
- Publicity Tony Hastings.

## INTERNATIONAL AND NATIONAL TITLES

Garry Williams and Ian Marcovitch are investigating the feasibility of the NSWPTCA holding the International Championship over Easter 2015. If we go ahead with the Internationals in 2015, we will be postponing our hosting of the 2016 National Titles.

## CONSTITUTION

Tony Hastings presented a draft constitution to the committee. He, Garry and Neil will be working to finalise the draft for future approval by the membership.

## NSWPTCA WEBSITE

Tony Hastings is bringing the NSWPTCA Website up to date.

## FACEBOOK

The NSWPTCA now has a Facebook page set up by Tony and monitored by Kimberley Russell and Billy Breden.

## TRACKING DOWN PT SAILORS AND THEIR BOATS

The Committee is going to work at contacting as many PT owners in NSW as possible. This is to find out if they are still sailing at club level, gauge their interest in sailing, find out if they make use of the PT website, and to encourage them to get involved in the SRPS or State Title events. Lastly, to find out if they want to sell their boat.

Bill Arthur

## WAGGA WAGGA NEWS

At Wagga, the Lake has just been closed for Blue/Green Algae. As the lake is low, we do not expect a flush out of water in the near future. Adding to this condition is the fact that we have just experienced temperatures above 40 Degrees. I'm not sure how long the bloom will last but it's severity has put us off the water.

Garry Williams - PT3085 Characin IV



WAGGA WAGGA PRE-ALGAE



## STATE REGATTA POINTSCORE SERIES (SRPS)

The SRPS has been a neglected traveller's series for a number of years. The SRPS had been changed to run on a seasonal basis. This meant the competition was often not finalised until April, just as everyone was winding up for winter. More often than not the place getters in the competition would find out the results in a couple of paragraphs in the August issue of APT. This was not really good enough recognition for people who had put a lot of time, effort and money into travelling to up to six regattas through the sailing season.

Earlier in 2013 it was decided to have the SRPS finalised at the State Titles so the winner and place getters could be adequately recognised. The perpetual Trophy was found and brought as up to date as current records allow.

The 2013-2014 SRPS started with two regattas at extremes of NSW making up Round 1 (Wagga Wagga and Jervis Bay). The next round was at Mannering Park, Lake Macquarie. Round 3 was at YMCA SC Canberra. Round 4 was at the Kembla Klassic, Lake Illawarra and the final round at the State Championships.

The end result this season was to see Ian Marcovitch and Tony Hastings chase each other round the State. The final wash up saw Ian take out the series from Tony with Garry Williams in third. Ian now has custody of the SRPS Shield for the next 12 months.



**IAN MARCOVITCH TAKES ROUND 4**

The 2014-2015 series will start with the Wallagoot Lake Sailing Club Regatta over the weekend of 8<sup>th</sup>-9<sup>th</sup> March. There is then a break until the October long weekend when WWSC and JBSC will share Round 2. Then the YMCA SC and the Kembla Klassic will follow at dates to be advised. The finale will be at the JBSC State Championships, January 26, 27 and 28, 2015.

Hopefully we will see a few more Travelling Tigers to this series in the coming 12 months. Those who are able to travel will enjoy good sailing and great socialising with fellow PT sailors, as well as helping to lift the class profile.

**Bill Arthur** 

## SRPS FINAL RESULTS

Place	Skipper	Boat	No.	Club	Rd 1	Rd 2	Rd 3	Rd 4	Rd 5	Points
1	Ian Marcovitch	Mojo	3039	Mannering Park	1	[DNC]	2	1	3	7
2	Tony Hastings	Tigerdelic	2901	Wallagoot Lake	2	[DNC]	1	2	5	10
3	Bill Arthur	Out Of Sight	3098	Canberra	3	[DNC]	3	DNC	9	31
4	Garry Williams	Characin IV	3085	Wagga Wagga	1	[DNC]	DNC	DNC	2	35
5	Janica Marcovitch	Ms Redhead	3060	Mannering Park	[DNC]	DNC	4	3	12	35
6	Rohan Nicol	Pussyfoot	2826	Wagga Wagga	6	[DNC]	DNC	DNC	1	39
7	Peter Breden	Black Pearl	2179	Tanilba Bay	[DNC]	1	DNC	DNC	7	40
8	Kimberley Russell	Racing Stripes	1741	Mannering Park	[DNC]	2	DNC	DNC	11	45
9	Billy Breden	Lost At Sea	2317	Tanilba Bay	[DNC]	3	DNC	DNC	14	49
10	Martin Gregory	Phantom Tiger II	2577	Wagga Wagga	5	[DNC]	DNC	DNC	13	50
11	Kerry Spalding	Bobby Dazzler	2983	Wagga Wagga	2	[DNC]	DNC	DNC	DNC	50
12	Greg Williams	Shadow Boxing	3086	Wagga Wagga	[DNC]	DNC	DNC	DNC	4	52
13	Wayne Eager	Second Wind	3040	Koonawarra Bay	[DNC]	DNC	DNC	DNC	6	54
14	Neil Waterman	People Eater	3018	Koonawarra Bay	[DNC]	DNC	DNC	DNC	8	56
15	Johan Zoutendyk	Characin II	2625	Wagga Wagga	4	DNC	DNC	DNC	10	62

## EXTRACTS FROM AN INTERVIEW WITH ROHAN NICOL AND GARRY WILLIAMS ON THEIR HANDLING OF LIGHT, FLUKEY CONDITIONS, FOLLOWING THE STATE CHAMPIONSHIPS AT CANBERRA

by Tony Hastings

*For a lot of us the thing was, you'd get into a good position, then sail into a hole and everyone would go around you. It was so easy to make a big mistake and lose massive amounts of ground. How did you avoid that?*

**Rohan:** Well I didn't always. But I think the important thing is that, when that does happen and you fall into the back of the pack as a consequence of a big wind shift or something, you just don't panic, and know that ultimately it's going to shift back again at some point and you might on that occasion get the better of it. So I suppose it's just being patient and not freaking out when that happens. Particularly when it does drop right out, not losing your head, and just keeping the boat moving.

*Don't tack?*

**Rohan:** Well I don't know; it depends on the situation. It's a matter of keeping the boat moving and just making sure you're heading to the next bit of wind anyway. It doesn't matter if it's a bit of wind that's going, it could be a knock or anything, it doesn't matter; just get to that next bit of wind, because wind is more important than anything else

*Guys talking about sail trim started calling it "the Rohan Method" of using downhaul, even on the radial sail, to flatten the sail in the really light breeze, instead of the front lowers. Is that right?*

**Rohan:** Yes, that's true. I understand there's a couple of generations of radial Redhead Sails. I don't know if my earlier version is particular in the way it reacts like that, because I think the latest one is a bit more hooky in the leech. So when I pull mine down, it just opens up the leech at the back, and I'm not sure the other one reacts like that. I do that to open it up, so it breathes and the sail doesn't have to bend the wind too much, so it just slips through the air. And I'm light too, so that's an advantage, it just carries me along. And in that process, I sheet about 2-3 inches from the centre, I'm talking about when it's really light, maybe 2 knots, and just let the top of the sail hang out a little bit, with no sheet tension.

It's also important to know when to let that off, so it does just power up a little bit. So just as it does kick in and you start to get a bit of momentum, and it's got sufficient wind strength or pressure to bend that breeze, and not create too much turbulence, then you can power up a bit and get that punchier sail. So it's really the observance of how fast you're going, what the wind pressure is, just knowing when to click it off.

**Garry:** As you say Rohan, just knowing when you do need to change your settings and how often you need to

change them. Because on the lake in any particular race, you've got it on, you've got it off, and it's not just a matter of setting it and leaving it, is it?

**Rohan:** Oh no, I was working it all the time.

*What about in terms of strategy?*

**Rohan:** I try not to go to one side of the course, or just go on a flier, but sometimes you just end up on one side of the course, because you really didn't have much choice. You'd get pulled out to the right or the left, or otherwise the other choice is just to sit in a hole. So you might go with the pressure to a particular point, but you mightn't go deep out to the left if you have a sense that it's going to come from the right. You might have a bias in how far you might go to one side or the other. Usually you sail with what you've got and look ahead to the next puff, that might be 300m up the course. As far as I could see water, I was trying to check it all the time.

**Garry:** I liken sailing the works to a frog jumping from lily pad to lily pad, getting to the other side. Instead of going to where a lily pad might end up coming to, I consider where the lily pads are and what they're doing for me, or the closest one that takes you to the next thing, rather than trying to find advantageous position. Because your advantageous position, to get there is going to bring you undone, like Rohan's saying; sail in what you've got.

**Rohan:** It doesn't hurt to, if you feel like you can, to stand up on the boat, just briefly. If you're settled and it's the right moment, you can sometimes get up and see a bit clearer up ahead.

**Garry:** I started to use less boom vang and rotation in this light stuff, and I think that's helping, with this rig and the way it sits.

**Rohan:** Yeah, I was only around 30°, when it's going along.

**Garry:** Yeah I wouldn't go any more than that. I reckon, probably 10 or 15 degrees was all I was using.

**Rohan:** That's hardly any.

**Garry:** Yeah, because of how it was twisting the head of the mast. If you have a look at the mast, if it twists off more, then your mast actually bows off to leeward in the middle, and up. And the more it twists off, the more that tends to happen. And by bringing it around, it tends to straighten it up more, which also opens up the leech.

**Rohan:** Particularly for your sail, which is a bit more hooky than mine.













# national REGATTAS

	Queensland	Tasmania	South Australia	Victoria	New South Wales
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				25th - 27th Yarrawonga Anzac Reg. Interstate Challenge	
MAY					
JUN					

	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.



## National Fleet Distribution

*Paper Tigers are currently active at many clubs across the country*

Contact your state's PT association for club details



# International Scene

by DAVID STUMBLES

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

## NEW ZEALAND NATIONAL CHAMPIONSHIP RESULTS

### The Naval Point Club - Lyttelton

Pl	Skipper	Boat	No.	Club	R1	R2	R3	R4	R5	R6	Pts
1	Mark Orams	Animal Print Pants	3010	Torbay	1	1	2	[8]	1	2	7
2	Dave Shaw	Feral	3084	Nelson	3	2	1	1	2	[13]	9
3	Hayden Percy	Aquaholic	3073	Napier	4	4	4	2	4	[11]	18
4	Scott Pedersen	Sabre	3109	Napier	2	3	7	6	[8]	4	22
5	Bob Preston	Miss Dynex	3106	Nelson	7	5	[9]	7	5	3	27
6	Ian MacLennan	Love Over Gold	2820	Torbay	8	7	5	4	7	[26]	31
7	Gareth Moore	Mustang Sally	2972	Waimak/Torbay	11	[17]	3	9	3	6	32
8	Mike Hood	The Package	3095	Worser Bay	[13]	6	10	3	6	8	33
9	Peter Robins	Runaway Train	3088	Muritai	6	10	6	5	[21]	7	34
10	Dylan Taylor	Smugg	2351	New Plymouth	5	12	11	[16]	10	1	39
11	Stuart Morrish	Majik Blue	3090	Napier	10	9	13	15	[DNC]	10	57
12	Mark Hatch	Bad Boy	3075	New Plymouth	15	16	8	11	16	[23]	66
13	Nathan Percy	Captain Morgan	2812	Napier	14	11	14	14	[15]	15	68
14	Sean Syman	Money For Nothing	3009	Evans Bay	12	[25]	15	12	11	19	69
15	Glen Syman	Unplugged	2922	Evans Bay	17	18	[22]	18	12	5	70
16	Stuart Taylor	Sea Goon	2698	New Plymouth	9	15	12	[25]	9	25	70
17	Andy Brown	Hairy Maclary	3072	Evans Bay	21	13	19	13	13	[28]	79
18	Jamie Hatch	Roar Speed	2634	New Plymouth	[22]	19	17	10	19	17	82
19	Carl Syman	Psychone	2861	Clarks Beach	[24]	8	23	17	20	20	88
20	Rick Martin	Butterfly	2987	Evans Bay	20	14	16	19	24	[34]	93
21	Remy Thomassen	Double Dutch	2740	Evans Bay	[28]	23	25	23	18	12	101
22	Murray McLauchlan	Against The Grain	2986	Muritai	[34]	27	24	21	26	24	112
23	Chris Reid	Shelly	3094	Napier	18	21	26	26	[29]	21	112
24	Bob Nicholls	Cool Cat	2962	Pigeon Bay	29	20	20	[DNC]	14	30	113
25	Alec McWhinnie	Captain Legless	2794	NPCL	16	33	33	[OCS]	23	16	121
26	John Tattersall	If Only	600	Muratai	23	26	28	20	25	[33]	122
27	Michael Hatch	Rumpus Cat	828	New Plymouth	[39]	28	21	22	28	24	123
28	Harry Dawber	Double Trouble	2934	Pigeon Bay	26	36	18	27	17	[38]	124
29	Carey Johnstone	Copy Cat	3068	New Plymouth	19	24	[34]	30	27	29	129
30	Lynley Manning	One Fish Two Fish	2800	Evans Bay	[37]	31	37	24	30	9	131
31	Pierce Prendergast	Poles Apart	2790	NPCL	30	29	31	28	[38]	18	136
32	Davie Norris	The General	3091	NPCL	27	22	30	31	32	[36]	142
33	Norm Codd	Panther	2933	Evans Bay	32	32	29	32	22	[35]	147
34	Jane Thomassen	Pom Puss	3045	Evans Bay	25	30	32	29	[35]	32	148
35	Aaron Duncan	Scavenger	2592	NPCL	[35]	34	27	33	31	31	156
36	Trevor George	Ninja	899	NPCL	31	[38]	35	34	33	27	160
37	Robbie Morrison	Panther	2698	Napier	38	39	[41]	35	39	22	173
38	Murray Grimwood	O-Sens	7	Otago	33	37	38	36	36	[DNC]	180
39	William Dawber	Masters Apprentice	2435	Pigeon Bay	36	35	36	[DNF]	34	40	181
40	Graeme Wall	Tiger Would	157	Port Chalmers	[40]	40	40	37	37	39	193
41	Kain Greenbank	The Artful Dodger	757	Queen Charlotte	[SRS]	SRS	39	38	SRS	37	198
42	Clinton Frankish	Giggity Giggity	3112	NPCL	[SRS]	DNF	SRS	39	40	SRS	206



# BOATS and bits

Please note that the items listed may no longer be available

## PT2888 "Hot N' Spicy" \$4,500

### Queensland

Plywood hulls painted in 2 pack paint - red. Comes with 3 masts, 3 sails – one nearly new Redhead, 2 booms, carbon rudders on registered trailer with sail box. Light weight and ready to race with all fairly new fittings throughout, including rope rudder pull downs. Beach wheels. Located at Bundaberg.

Contact Dave Vockler on 044 754 4202.

[Ad placed Feb 2014]



## 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 10<sup>th</sup> 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](mailto:mikewold@optusnet.com.au), or 040 472 4502 [Ad placed May 2013]



## PT2927 "Mud Shark" \$5,000

### Tasmania

Foam sandwich Fay Hulls, carbon Fay rudders and centreboards, near new Redhead sail, Redhead suspension tramp, new boom, beach rollers with wide tyres, great trailer with double coffin boxes, weighs in at 51.5kg. Very competitive boat (ex International, National and State Champion boat).

Contact Mick Boyle on 041 951 7208

[Ad placed Feb 2014]





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

- Official construction plans.
- Official registration numbers.
- 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).
- Mast stiffener.
- 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](mailto:neil@koonawarrabaysc.org.au)

or look at [shop.papertigercatamaran.org](http://shop.papertigercatamaran.org) to see what's required.

The site now has SSL security for safe ordering.

Neil Waterman

## NEW ITEM

### MAST STIFFENER



apt  
quarterly

MAY  
ISSUE

Closing date for  
articles, reports,  
results and adverts

23RD  
APRIL

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



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