

MAY 2014

appt

quarterly



Glen Ashby Interview

2015 Nationals

AUSTRALIAN PAPER TIGER CATAMARAN ASSOCIATION

No.17

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COVER:

Tasmanian, Ian Bailey, at Lauderdale

Photo by Bruce Clayton

APTCA President

The days are getting shorter and cooler and for most the sailing season is over, and by now many boats will have been packed away for the winter and other interests or long overdue jobs around the house will take over and get done.

For me personally it's been one of the busiest seasons on the water that I can remember. Regular winter sailing on beautiful sunny days in northerly breezes and flat water, midweek, after work sailing/training/coaching sessions throughout the season including four days of sailing the week after the Nationals. That's crazy but an indicator that there is plenty of enthusiasm within the Paper Tiger class. This fresh enthusiasm began in Tasmania and continues, but is quickly spreading throughout the other States! "Build it and they will come" Kevin Costner once quoted in a movie and of course they did come! Get on the water as often as allows at your club and regattas elsewhere, be friendly, welcoming, helpful and they too will come.

It's not rocket science. Enthusiasm breeds enthusiasm even where none already exists! Victoria in particular is seeing the benefits of this recently with a lot of renewed

enthusiasm and new interest in PT's. We are also seeing the return of past skippers with whispers of more returning this coming season! Anyone with an abundance or even just a hint of competitive spirit is always well rewarded when racing a PT ☺

The next Nationals will be hosted by the Lauderdale YC in Hobart, Tasmania from 2nd -9th January 2015, spread the word as it's going to be an awesome event!! According to the enthusiastic and innovative TPTCA committee it will be even better than the last Nationals hosted there! It will also be the selection year for the Australian team and invitees to compete at the next Internationals. This will be held over Easter time 2015 and will be hosted by the Kurnell Catamaran Club, Sydney, NSW, another great place to sail and holiday!

A big thank you to everyone who contributed in some way towards the class this past season, on or off the water. The future for PT's is looking bright as a result! Enjoy the break ☺

Bruce Rose - President APTCA

Publicity Perspective

Some great work is going into publicising the Paper Tiger class in Victoria. Make sure you read the Victorian report (Page 18) to make sure you get all the detail behind the things I have mentioned here.

The visit by McCrae Paper Tigers to Mount Martha is a great example. What a great boost for the Mount Martha fleet to have a number of the high quality McCrae sailors compete in a couple of races at their club. There is so much to be gained from this sort of thing:

- Just being part of a larger fleet is always a bonus.
- There's a lot of potential for learning from the top guys when competing against them, in things like starting, mark rounding, sail trim, boat handling, etc.
- Being able to ask champions like Bryan Anderson, Mark Wiggins, Luke Stout and Alex Craig about the way their boat is set up and to have them cast their eye over your boat is a great way to learn.
- Simply mixing with sailors from another PT fleet and getting to know them on shore is always going to be beneficial for our class.
- The appearance of a large and fast fleet of Paper Tigers is also beneficial for the class as it is great publicity to non-PT sailors and even non-sailors

The McCrae fleet being invited to compete in the McCrae Class Championship was another great opportunity to showcase the class, the talent of its sailors and the closeness of its racing.

The PTs also managed to get a great turnout to the Yarrowonga Regatta, with PTs forming half the total number of boats at the regatta! Congratulations to Bryan Anderson on the extraordinary lengths he went to in order to get more publicity for the class at that event too (read about it in the report).

And lastly, some of the Victorian PT sailors have been getting some great GoPro footage of their sailing, sometimes in very strong winds! Have a look at their website to view some of the action (link is in the Victorian report).

So, well done Vics! The great work being done in Victoria (and also in Tasmania) is showing us all some of the things we can do to grow our fleets, which will benefit all of us. Keep up the good work!

David Stumbles - Publicity Officer APTCA

Interview **Glen Ashby**

by David Stumbles

Former PT Champion on the highs and lows at the pinnacle of cat sailing.

Congratulations on your eighth A Class World Championship win. What an incredible achievement. The 2014 event seems like it had an amazingly talented fleet, with several past champions as well as champions from a number of other classes, including Olympians and Americas Cup sailors. Would you say that was about the hottest A Class Worlds fleet you have sailed in?

Thanks Dave, it was certainly one of the top fleets for an A class worlds and it was great to have some of the top level sailors competing at the regatta. It's not too often that the rest of the fleet can cross tacks and gybes with the likes of Nathan Outteridge, Chris Nicholson, Ray Davies, Pete Burling and Blair Tuke to name but a few. There have been some great worlds in the past but this was certainly up there with the best of them.

Did that make the win feel more special?

Winning a worlds is always special but it's nice to be challenged and know that you really need to sail your best and be going quick to have a chance. It's almost a sense of relief at the conclusion of the regatta but also a great feeling of self-satisfaction, having done the homework and then passed the test.

I presume that you would see the influx of professionals into the class as a good thing?

Yes, it's great for the class and great for sailing in general. The pro sailors bring media exposure to the class and the sport as well as great skills and attitude. It allows the rest of the fleet to rub shoulders with other world and Olympic champions and Americas Cup sailors on and off the water. Not too many tennis players would get to play with and then socialise with Roger Federer, for example, but having some of the world's best sailors attend the regatta is a great feeling and brings a great atmosphere to the regatta and can provide some great experiences. I always encourage diversity and think that it makes the great sailors who they are.



Chris Cameron

What are your thoughts on the transition of the A Class into foiling? Do you see it as a positive step for the class?

The A class is a fantastic class and I feel that one of its strong points is that it is truly a development class and is on the cutting edge of technology. This is why I feel that foiling is simply a progression of fairly standard equipment and has been utilised to take the boats to the next level. I am looking forward to seeing what the class has to offer in the future. Maybe we will see a foiling PT one day soon???

For those of us who haven't foiled before, is it a more enjoyable ride? Does it make it much harder to sail? Is there a new focus on different skills?

The ride is enjoyable and pretty wild at times but really fun. It will get easier and faster as development continues. There are new skills to learn but it's easy to get your head around what is needed and the old "time on the water" program reigns true again with that being the best bang for buck to learn to be fast. Foiling will be seen on many boats over the next few years. Most dramatically will be in the bigger monohulls I believe. The boats can be pushed harder more safely and I can't ever see the boats being sailed without new style foils ever again.

It seems to me that this type of thing would make an ideal Olympic class, given how much people seem to enjoy sailing them, how fantastic they are to watch and how it represents a significant new direction in our sport. Do you think a foiling singlehanded cat would be a good inclusion for the Olympics?

I think a foiling singlehanded anything would be great for sailing at the Olympics in the future. Even better if it is a multihull for sure.

daggerboards but no rudder elevators. Effectively this is like trying to fly an aeroplane with no tailplane.

There's probably a thousand questions I could ask you about the Americas Cup. No doubt being on the wrong end of a come-from-behind win like that would be one of your hardest ever sailing experiences. For someone who is so used to winning, how did you deal with the aftermath of that loss? Did it make you more determined to try again?



Chris Cameron

What are your thoughts on the new “mixed multihull” class for the Olympics?

The Nacra 17 is a great little boat and I have sailed one for a few days training in Melbourne last year. They are quite light and powered up for the size which is a good thing. I would really like to see a men's and women's discipline in the future but at this point in time it's just nice to see the multihull back in the game. It will be interesting to see what becomes the strongest combinations of either girl or guy on the helm. They are very tricky to sail well downwind in a breeze as they have high lift

It's a very big wound that I don't think will ever heal fully. Many of the guys are still very broken and it's hard to see how and why it ended up how it did. It is sport and we must all move on. It was however, one of the greatest yachting events of all time and a fantastic project. I feel very fortunate to have been part of it. The actual sailing was the best fun I have ever had on the water and the power that the AC 72's could develop was pretty awesome. It has certainly taken many months to get over the initial loss and it definitely has made me more determined to take it on again with more passion and fire to achieve the

desired result. It is a long road and a very time and life consuming program indeed. After San Fran, we had a week back in McCrae and then hooked the caravan on for a 5 week East Coast tour with my wife Mel and our 2 daughters where I either surfed, SUPed or sailboarded every day to help clear the head. The odd beer was consumed as well.

What's it like to sail an AC72 at 40 knots on foils? Is it as awesome as it looks?

It for sure is a good ride and a lot of fun but like all things when you do it all the time it gets pretty normal and non-exciting. The racing is what made it really fun. Looking back now, it was awesome and will remain etched in all the guys' minds who sailed the boats forever as one of the coolest times that yachting and the AC has ever seen. You did not realise how fast you were really going until you looked over the side or had to weave your way through traffic that appeared to be stopped. When training or post-race trying to get back to the base, even a fully stacked keel boat doing 10kts was like a stationary object as you went by on the AC 72.

The highest recorded speed we had was actually 50.4kts in a mark 1 bare-away in about 27kts of breeze. It was not seen publically as it was pre-race and on the second or third last race day of the cup, which might have been blown out from memory. It would feel like the doors were going to blow off the thing at high 40's and touching 50kts of speed as we were well into the foil cavitation and flutter zone. It feels like you are driving over a badly corrugated road from about 47kts onwards. The TV made the boats look pretty lame in actual fact. They were pretty wild beasts at times and it did not need much to go bad for it to be game over in a big way. That's what made it a really good buzz, knowing that you were pushing the thing hard, right on the edge, but just within the limits..... Most of the time!

In 2 years from time of launch we developed the boat from sailing at or below 20kts upwind to be able to be sailed at around 30kts upwind. About a 50% increase in upwind performance. The same downwind where we initially saw mid to high 30's in strongish breeze to mid to high 40's in much less breeze as the boats became more efficient. You were higher and faster upwind and lower and faster downwind. The speed and rate of development was quite astonishing and it was very nice to be a part of that process.

How do you feel about the Team Australia entry into the Americas Cup? Do you see yourself being part of an Australian Team someday?

I think it is great that Australia has an entry and I hope that one day in the future Australia can have a strong team that I would be lucky enough to be a part of.

How are you enjoying the Extreme Sailing Series on the Extreme 40s? Are you enjoying the "stadium style" racing with races of less than ten minutes duration?

The X 40 racing is good fun as well but is also brutal at the same time. It can be super frustrating and can test your nerves to their wits end, but everyone has the same playing field and there is plenty of racing at each event and the cream always rises to the top by the end of the event. I started sailing the X 40 back in 2005 I think and have had quite a few years on and off in the class. Last time I sailed the X 40 was with ETNZ in the 2011 season when the team was first trying to get a handle on multihull sailing before the birth of the AC45. There were some good lessons and the quick fire races and it was basically a baptism of fire for the guys. It's racing at a very high level and also great for team building and communications under high pressure situations. I feel that is a great asset to be able to do this type of racing as it helps with the bigger boat sailing and decision making process.

Will you be in Sydney in December for the Australian round of the Extreme Sailing Series?

Yes I will be and very much looking forward to being there for that regatta. I think it will be the best event of the year.

Back in 2009, you said the A Class was still your favourite boat to sail. Five years on, of all the high performance boats you've sailed, like Tornados, A Class, Extreme 40s, AC45s and AC72s, which have you enjoyed the most and why? Which do you find the most challenging?

I really enjoy all of the boats mentioned but the A class is still the boat that I enjoy the most from a pure sailing experience as it's just you and the boat. You are connected to it and basically become part of it as you are sailing it singlehandedly. It's always evolving and I love to be on the cutting edge of technology and try new things and be able to test them in a racing environment. The AC 72 was the most fun I have had on a multi crewed boat and the

Olympic campaign with team mate Darren Bundock will always be remembered as one of the greatest times of my life.

While I presume that you are pretty focussed on the next Americas Cup, beyond that, what do you see as the future direction for you in sailing? Is another Olympic campaign still a possibility?

With my role evolving with the Americas Cup, I have pretty much had to retire from Olympic sailing as I feel that it would be impossible to do both well and achieve the desired result. If it was just a sailing role that I had with the AC maybe I could take it on, but being involved heavily with the design and engineering and having a part to play in the global performance development and analysis of the AC class boats, it leaves little time to pursue my own sailing to the level that I see would be needed to be successful at the Olympics. The design and engineering side of the campaign is something that I have grown to love and be a big part of. It has taken my sailing to a new level and has provided a new career path in recent times which has been a great new challenge and learning experience.

I would love to do another Olympic Games as the desire is still there, but realistically I had to make a call. I hope I have made the right one!

I am not sure what the future holds for my sailing after this next AC cycle. I really hope that I am able to keep competing in the sport that I love for a long time to come and continue to enjoy making my job, my sport and my hobby as much of a lifestyle as I possibly can. I am enjoying my sailing more and more even though I am doing less and less of it these days. I have come to really enjoy the times I do have on the water and feel that I have become extremely efficient in my personal training time



Chris Cameron

before events nowadays. I really enjoy new challenges and am looking forward to doing some different sailing this year which include Moth sailing as well as some big wave sailing on my sailboard. Life is too short to sit in front of the computer that's for sure. We all need to find the things in life that we enjoy and simply start doing them more often....

Thanks very much for your time, Glenn. I know I speak for many Paper Tiger sailors when I say how good it is to be able to follow the exploits of a former PT sailor at the highest level of our sport.



MADE GOOD

There were some impressive performances by former Paper Tiger sailors in World Championships in February. For those who don't follow the wider sailing community news, here they are:

- Glenn Ashby won the A Class Worlds in New Zealand.
- Steve Brayshaw finished 13th in the same event in a fleet of 82 boats.
- Cam Owen finished second in the open Hobie 16 Worlds held on Jervis Bay, NSW.

Glenn and Cam competed against each other and were at the top of the Paper Tiger class in the mid-90's. They each won an Internationals, a Nationals and two Victorian State Championships. Steve competed in the class about ten years later. All three have gone onto varying levels of success in other classes, with Glenn's record of achievement ranking him amongst the best sailors in the world.

Glenn Ashby

- Paper Tiger Success:
 - International Champion (1995)
 - Australian Champion (1995)
 - Victorian State Champion (1995 & 1997)
- Other Class Success:
 - A Class World Champion (1996, 2002, 2004, 2006, 2007, 2009, 2010, 2014)
 - Tornado World Champion (2006, 2008, 2009)
 - Olympic Silver Medallist – Tornado (2008)
 - Formula 18 World Champion (2004, 2005, 2007)
 - Americas Cup – sailed as wing trimmer on Emirates Team New Zealand

As you can see from the above list, Glenn has been a consistent performer at the very highest levels of our sport. He is also involved in sailing and coaching in the Extreme 40 class. If you have not seen these boats in action, look them up on the net. They are spectacular boats that compete in stadium style racing, with races often lasting less than ten minutes. Exciting stuff! Glenn has also had a huge involvement in coaching, designing and engineering in the Emirates Team New Zealand Americas Cup campaign. He was also instrumental in attracting a number of the world champions from other

classes to compete in the 2014 A Class Worlds. See the interview with him in this edition of APT.

Steve Brayshaw

- Paper Tiger Success:
 - 3rd place Victorian State Championships (2005)
- Other Class Success:
 - A Class Victorian State Champion (2013)
 - A Class – 13th place World Championships (2014)
 - A Class – 8th place World Championships (2011)
 - A Class – 3rd place Victorian State Championships (2012)
 - A Class – 3rd place NSW State Championships (2011)



Cam Owen

- Paper Tiger Success:
 - International Champion (1994)
 - Australian Champion (1992)
 - Victorian State Champion (1993 & 1994)
- Other Class Success:
 - Hobie 16 – 2nd place World Championships (2014)
 - Hobie 16 – 3rd place World Championships (2007)
 - A Class Australian Champion (1998)
 - Hobie 16 Australian Champion (2007)
 - Hobie 16 NSW State Champion (2007, 2012)
 - Hobie 16 WA State Champion (2008, 2012)
 - Previous Tornado Victorian State Champion
 - Previous A Class Victorian State Champion

THE MCARTHUR CHALLENGE

Ewen McArthur retired from Paper Tiger sailing around 12 years ago. He and his wife Helen had become major supporters of the Paper Tiger Catamaran at international, national, state and at club level at his local sailing club, the Wagga Wagga Boat Club.

Ewen, with his and Helen's immaculately turned out blue timber boats, were regular attendees at National, State and Regional Championships. They would arrive towing their boats, named "His" and "Hers" behind their Grey Nissan Urvan Camper.

On the tow bar of the camper there was a small vice fitted. This gave a clue to Ewen's skills as a wood worker and a very handy man. I don't think anyone would know how many PT's were got back on the water quickly after breakages or collisions with the aid of Ewen's skills.

Back at the Wagga Wagga Boat Club (now the Wagga Wagga Sailing Club) Ewen is affectionately known as "The Doc" in recognition of his skills at repairing boats quickly and efficiently.

Over his time of being an active PT sailor Ewen has built, or had a hand in building, more than 12 catamarans, including at least 7 Paper Tigers.

When Ewen retired from the Commonwealth Development Bank in August 1999 he was looking forward to an active retirement with Helen and also pursuing his love of wood working. He was an active member of the Wagga Wagga Wood Turners Club. Parkinson's disease has robbed him of that. Recently the bulk of his woodworking tools were sold.

I moved in next door to Ewen and Helen in Wagga Wagga in 1969. From then until today I have lived 42 years next door to the McArthurs. Over that time I have watched a master at work building and repairing boats, doing the seemingly impossible to



Ewen and Helen at a surprise 50th wedding anniversary celebration at Garry and Pam Williams' place.

get damaged boats back on the water for the next race, some of them mine. I think the last major PT project Ewen did was to re-deck in plywood my first PT, "Johnsons Aeroplane" after a road accident on the Hume Freeway in 1994. Parkinson's was slowly robbing him of his skills.

Earlier this year, one of Ewen's Paper Tigers won the NSW Paper Tiger Championships in Canberra. That boat was 25 year old "Pussy Foot" owned and skippered from new by Rohan Nicol.

I have a Challenge to PT sailors.

I have been sailing PT's since 1993 when I bought "Johnsons Aeroplane" from Kim Fairhall. In 2009, I bought a platform from Luke Stout that has become my current boat, "Out of Sight". I have sailed at two national titles at Mt Martha and Mannering Park. I have sailed at many NSW State Titles.

Since the early 1990's marathon running has paralleled my sailing. In recent years it has overtaken my sailing as I get closer to achieving a unique goal. I am on the brink of completing a long journey. That journey is to run a 42.2km Marathon foot race on every continent in the world. This will be completed at Easter Island (a part of Chile, South America) on June 1 this year. I would like to see that event count for something more than personal satisfaction.

I will donate \$5.00 per kilometre of my run (\$210.00) to the Brain and Mind Institute at Sydney University for research into diseases of the brain, including Parkinson's disease. **I Challenge members of the APTCA to match that donation or give what they can afford.** Donations can be made direct to the Brain and Mind Institute at...

<https://www.alumniandfriends.usyd.edu.au/BMRI.asp>

This link takes you to the Donation page. In the body of the document tick.... **"Brain And Mind Research"**

The Wagga Wagga Parkinson's support group donate funds they raise to the Brain And Mind Institute.

If you are able to donate please indicate on your donation that the donation is coming from a member of the Australian Paper Tiger Catamaran Association.

Could you also email me that you have donated and



Ewen on Lake Albert, Wagga Wagga

how much. It would be nice to get to \$4,000.00. My email address is warthur5@bigpond.com

Thank you

Bill Arthur - PT 3098 *Out of Sight* 



queensland

2014 WIVENHOE WINTER MARATHON

The Brisbane Valley Sailing Club is proud to once again host the annual '2014 Wivenhoe Winter Marathon'.

WHEN: Queens Birthday Long Weekend Saturday 7th & Sunday 8th June 2014.

WHERE: Lake Wivenhoe, Hays Landing, Brydens Road, Dundas (1 hour's drive from Brisbane).

RACING: Racing will consist of a short course event on the Saturday with multiple laps of a traditional triangle course in the main basin. A huge marathon course is planned for the Sunday taking you up past Captain Logan's Inlet, around Pelican Island, down through the main basin and around again!

FOOD: Scouts will once again have their BBQ's fired up and will be providing lunch and dinner on Saturday and breakfast and lunch on Sunday.

CAMPING: Camping is available on site from Friday, but it is essential that you are self-sufficient, including drinking water.

SCHEDULE:

- **SATURDAY:**

- Short Course (Race of approx 3 hours duration, weather dependent)
- Briefing : 12:30pm
- Race Start : 1:00pm
- Cost : \$35
- Includes: Race fees and boating permit (SEQ Water requirement)

- **SUNDAY :**

- Marathon Event
- Briefing : 10:00am
- Race Start : 10:30am
- Cost : \$35
- Includes: Race fees and boating permit (SEQ Water requirement)

COST: Total cost if sailing both days and camping is only \$60 and this includes your weekend boat permit, both events & camp fees.

REGISTRATION: Registration is at the Gate on arrival

CATEGORIES: Event is open to all catamarans, skiffs, dinghies, and trailer sailers.

INFO: For more information see www.brisbanevalleysailing.org.au or email brisvalleysailing@hotmail.com

Gary Fleming - *PT2314 Tigger* 

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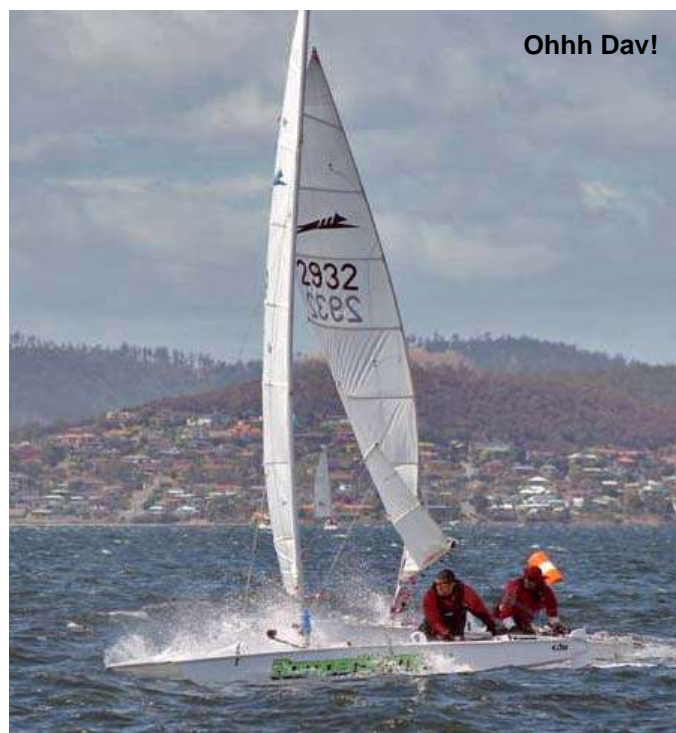
tasmania

G'DAY FROM TASSIE

There has been so much action going down in the deep south since the nationals I don't know where to start, so I will start at the beginning.

Matt decided to give it away after a brief career in PT's. He caused many a heart stopping moment on the start line, mainly targeting Bruce, much to everyone's amusement. He will be missed...just! 'Shaking' Steve Townsend, the Canadian Paper Tiger champion purchased 'Hanuman', soon to be renamed. Good luck Steve.

So we move on to the States, which was held in conjunction with the Crown Series at Bellerive Yacht Club. This event is held every year in the last weekend in February. It never fails to deliver copious amounts of breeze and carnage. This year wasn't any different with numerous breakages and retirements. A disappointing fleet hit the start lines. A few skippers were reluctant to sail Bellerive due to the ominous weather forecast. After the Saturday the fleet was reduced to half due to mast and rudder damage and retirements. Bruce prevailed after a spectacular nose dive. This was captured by Bruce Clayton's camera. Steve Price in 'Romper Stomper' took out second place with a fast finishing Travis Woods a close third. Well done guys.



Ohhh Dav!

Davin Faux (2932) and Steve Price at the States

Andrew 'Barney' Barnard on a whim decided to sell his boat to former PT gun, Rob Cracknell, and Rob hasn't disappointed, taking little time to turn 'Macattack' into a blindingly fast machine, especially in the five to ten knot wind range. Rob racked up several victories at club level towards the end of the season, so look out National fleet. Barney is still lurking in the shadows, so don't be surprised if he turns up in another boat.... but then again, maybe not.



Ohhh Bu...ruuuuce!

2014 STATE CHAMPIONSHIP RESULTS

Place	Skipper	Boat	No.	R1	R2	R3	R4	R5	R6	R7	Points
1	Bruce Rose	The Apprentice	3036	1	1	[3]	1	1	2	1	7
2	Steve Price	Romper Stomper	2909	[5]	4	1	2	2	3	2	14
3	Travis Woods	Wasabi	1504	2	2	2	3	[4]	1	4	14
4	Patrick Amos	Go With The Flow	2679	[9]	6	6	6	5	4	3	30
5	Sean Keady	Sssmokin Billy	2997	3	3	[DNC]	DNC	3	5	5	32
6	Brendan Amos	Gulf Buggy	3020	7	7	4	4	[DNC]	7	8	37
7	Oliver Bailey	Bongo Fury	2912	[8]	8	5	5	7	6	6	37
8	Perry Caulfield	Aquaholic	2849	6	[DNC]	DNC	DNC	6	8	7	53
9	Davin Faux	Chilli Toes	2932	4	5	[DNC]	DNC	DNC	DNC	DNC	61
10	Martin Sullivan	Possum Power	2707	[DNF]	DNC	DNC	DNC	8	9	DNC	69
11	Nick Browne	The Monster	2804	[DNC]	DNC	DNC	DNC	DNC	DNC	DNC	78
11	Steve Townsend	Hanuman	2799	[DNC]	DNC	DNC	DNC	DNC	DNC	DNC	78

Stuart Lawless has purchased the 'Mudshark' and is planning a full winter revamp. Stu sailed in a couple of club races and impressed all on the day.

The Tas Cat Regatta was held at Lauderdale over two days, although some helmsmen could only sail one of these days. It seems difficult to get the entire fleet to turn up for the one event, with many skippers having work or family commitments. I'm hoping we will have a full quota for the upcoming Nationals. The results of the Tas Cat were the same as the State Titles. First place was decided after a protest by Steve against Bruce adding to the excitement of the day. The air was blue around the alleged incident.

Towards the end of the club season quite a few skippers had their moment of glory on the winner's podium.



Oliver Bailey at Lauderdale

Bruce Clayton

Bruce, Patrick, Steve, Rob, Travis and yours truly all won races. It shows that the standard continues to improve and there is no such thing as an easy race.

The Midway Point Yacht Club continues to attract PT's and the three boat fleet has recently risen to four. The new skipper of 'Tenacious' is NS14 state champion Scott Wilkie. Welcome to the class Scott. I think you should consider holding a Paper Tiger regatta at Midway Point to help boost numbers.

The committee elves are busy organising nationals with many sponsors already on board, ensuring that the upcoming Nationals will be one of the best ever. The chief elves have devised an evil plan, based on a dictatorship. This involves all Tas Paper Tiger skippers in the running of the Nationals, thus ensuring a stress free regatta for all involved.

That's it for now.

Sean Keady - *PT2997 Sssmokin Billy* 

MIDWAY POINT YACHT CLUB

Midway Point Yacht Club is located about 20 mins from Lauderdale Yacht Club, not far from the Hobart Airport. There is a mixture of classes sailing here, the main ones being Sabres, NS14s and B14s, as well as a growing fleet of cats. Between 20 and 30 boats sail at the club most weekends. The Paper Tiger fleet sailing from there has grown from none 3 years ago to 3 boats now (plus an old boat that people can try out the class on). There are also a couple of smaller cats who haven't yet realised how good the Paper Tiger is (but we are working on it). The club runs separate races for cats, Sabres, etc either in the morning or afternoon, with the B14s and NS14s sailing the alternate times.

This gives sailors a chance to try out different classes, with both Darren Eggins and Scott Wilkie (both very good NS sailors) trying out my old boat and subsequently buying boats themselves. And being close to Lauderdale, we quite often head down there to mix it up with the rest of the PT fleet. We are hoping to grow the fleet at Midway. With any luck my old boat will get more of a workout next summer with potential new converts to the class. See you at the Nationals.

Perry Caulfield - PT2849 Aquaholic 



Midway Point

Interview with Rob Cracknell

PT3100 - Mac Attack

by Sean Keady

How did you get into sailing Paper Tigers?

After racing off-road motorcycles for 10 years, I thought I would try something different, a bit less punishing. So I looked in the paper for a small cat and found a fibreglass tiger which I bought and started sailing at Blackman's Bay Beach sometimes with my brother. A couple of times on a Saturday I sailed to Kingston Beach and sailed amongst the other cats to see how I went. After beating most of them, I thought this would be fun so I joined the club and the rest is history.

What other classes have you sailed?

I never have sailed any other class except for a plywood surfboard-type-thing which Dad made for me in my teens.

What are your other hobbies and sports?

I love gardening which is why I started my own gardening business after 25 years as a diesel fitter. I love riding my mountain and road bikes, a bit of bushwalking and building things.

Why did you come back?

I came back because my partner Rhonda arranged with Bruce for me to go for a sail for my birthday. Big mistake! Once I got back on and flew a hull, that was it. I think I came second in my first race or something which didn't hurt either. I must say I do absolutely love sailing a tiger. Still a bit rusty here and there but not going too bad.

How do you rate the competition?

Competition at Lauderdale is very good – not like the old days at Kingston. You have to work very hard for your place, with good competition right through the fleet, all of which can only improve the whole fleet.

Who do you think is the biggest clown?

The biggest clown, when he turns up, is definitely Barney. He hasn't got a boat at the moment because I own it. He turned up the other day on his motorized pushbike. He's always happy as Larry. Don't know why. Must be high on life.

What are your best results?

My best placings to date are a 3rd in the Tassie 2000 Nationals and another 3rd in the Internationals the same year in South Australia. I am looking to improve on that. A big order I know but will try my hardest.

Any advice for new sailors?

Enjoy the sailing. If you don't, try something else. If you do enjoy it, stick at it. Don't be shy about asking the top sailors for advice. Listen to what they say and act on it. If your boat isn't up to scratch, don't try to fix it all at once – just do a bit at a time. Start on things that don't work properly and then upgrade things as you get better. Most of all, have fun.



2015 NATIONALS



GOODALL DESIGN & BOATNAMES.COM.AU

45th PAPER TIGER CATAMARAN

NATIONAL CHAMPIONSHIPS

Presented by **MAGIC MARINE**

Lauderdale Yacht Club

Tasmania Jan 2nd-9th 2015

INCORPORATING THE
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<http://papertiger2015.catsailor.org/>



The TPTCA in conjunction with the Lauderdale Yacht Club is proud to announce this exciting event to be sailed on the pristine waters of Frederick Henry Bay in Southern Tasmania. The 2015 Nationals, being a lead up and selection for the Internationals, is set to be a highlight of the sailing calendar.

Come and take the challenge, join in on this unique sporting opportunity and enjoy all of the summer holiday activities Tasmania has to offer!

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Driven by the Elements

NATIONALS ACCOMMODATION

The Orana Girl Guide Camp is available for accommodation during the series. They have provided the following information:-

"We have available from 19 December 2014 to 15 January 2015 'Malunna', which sleeps 63. It has the following:-

6 rooms with 4 sets of bunks (sleep 8 in each room).

1 room with 2 single beds.

1 room with 1 single and 2 sets of bunks (sleeps 5).

1 room with 2 sets of bunks (sleeps 4).

1 room with 2 singles and 1 set of bunks (sleeps 4).

The building includes a kitchen for self-catering, laundry, dining room, large carpeted room (conference room), a variety of bathrooms (including disabled facilities).

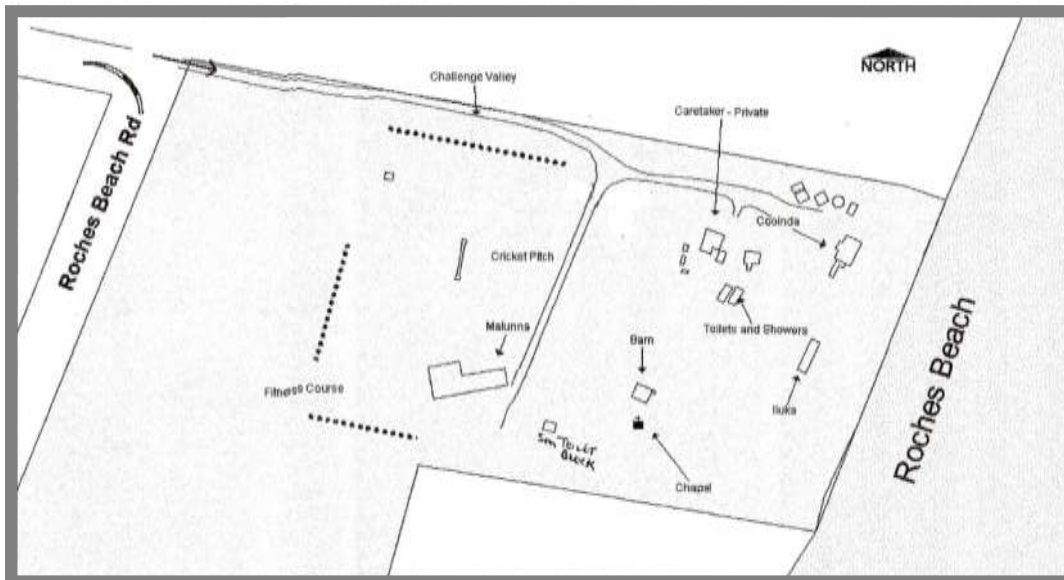
Charges are \$19 per person per night with a minimum \$400 per night for 'Malunna'. Camping is \$10 per person per night."

NATIONALS WEBSITE

The 2015 Nationals website is the place to go for info on the series. It will be added to as the new info. becomes available.

www.papertiger2015.catsailor.org

Girl Guides Tasmania - Orana Camp MALUNNA



Bed Allocation:

Room 1	Sleeps 8 in Bunks
Room 2	Sleeps 8 in Bunks
Room 3	Sleeps 8 in Bunks
Room 4	Sleeps 8 in Bunks
Room 5	Sleeps 8 in Bunks
Room 6	Sleeps 8 in Bunks
Room 8	Sleeps 5 in 1 Single Bed and 2 Bunks
Room 9	Sleeps 2 in 2 Single Beds
Room 10	Sleeps 4 in 2 Bunks
Room 11	Sleeps 4 in 2 Single Beds and 1 Bunk



- X** - Exit Doors
- F** - Fire Extinguishers
- R** - Hose Reel
- B** - Fire Blanket



Iluka
Iluka is used for activities



Courtyard outside Malunna

Orana Girl Guide Camp is run and maintained by a group of volunteers from Girl Guides Tasmania and Friends of Orana.

The caretakers are also volunteers.

The 12.5 hectare waterfront property was purchased after the original Orana at Oyster Cove was destroyed in the 1967 bushfires.



Malunna

Malunna is the largest building on the site and sleeps 60 people in various sized bunk rooms. It also has a conference room with AV equipment, a dining room or activity room and a well equipped kitchen and laundry.

Working Bees and Maintenance
Now that your daughter has joined the Guiding family it would be appreciated if you could help with our occasional working bees.

We also have a group that work at Orana on Tuesday mornings and if you would like to come and help with the upkeep and maintenance of the property or would like to be involved in other ways, please feel free to contact our Chairperson, Mrs Cheryl Wilson on 0438 438 067



Making a Booking

To make a booking for the Orana Girl Guide Camp contact the Booking Officer, on 0447 692 460 or email oranacamp@guidestas.org.au For further information visit www.guidestas.org.au



Coinda

Coinda sleeps 24 in three bunk rooms and is used for smaller groups and families and is close to the beach.

The Chapel

The outdoor Chapel is behind the Barn. The Chapel has been consecrated and is multi-denominational



**ORANA
GIRL GUIDE
CAMP**



**146 Roches Beach Road
Roches Beach
Tasmania**

The Barn

The Barn is used for camping and day use.



There is a fitness track, adventure playground and an outdoor gym on the property.



The campsite is used extensively by Guides and Scouts, schools and other community groups.

victoria

MOUNT MARTHA VISIT

Sunday 13th of April saw a large contingent of McCrae PT sailors make the trip to Mt Martha to participate in two heats of the club's Autumn series. The visit provided a great opportunity to share tips and tricks with the growing Mt Martha fleet.

Sailors were treated to a 15-18 knot offshore breeze, with flat water providing fast and exhilarating PT racing for a strong fleet of 15 boats.

Heat 1 started as a close battle between Mark and Alex. However, a broken halyard ring on the second beat forced Alex to retire, with Mark taking the win and Bryan following in second.

With a building breeze, Heat 2 provided exciting racing with fast reaching. Mark again showed excellent tactics to take the win, with Bryan and Luke in a close second and third respectively.



MOUNT MARTHA RESULTS

Place	Skipper	Boat	No.	Club	R1	R2	Points
1	Mark Wiggins	Firestorm	3104	McCrae	1	1	2
2	Bryan Anderson	Fly'n Bry'n	2958	McCrae	2	2	4
3	Luke Stout	Speed Demon	3031	McCrae	3	3	6
4	Jason Dunsmore	Unknown Zone	2117	McCrae	4	4	8
5	Ron Wiggins	Ere Wiggo Again	2993	McCrae	5	5	10
6	Warren Smith		2170	Mt Martha	6	6	12
7	Tim Whitford		2918	Mt Martha	7	7	14
8	Chris Whitford	Pocket Rocket	3019	Mt Martha	9	8	17
9	Glen Windsor	Wazza Tiger	3058	McCrae	10	9	19
10	Sarah Ashley-Jones	Apache	2827	McCrae	8	DNC	24
11	Gary Richards	Admiral Blue	2835	Mt Martha	11	DNF	27
12	Peter Bird	Slingshot	2899	Mt Martha	12	DNC	28
13	Andrew Jones	Water Melon	2848	Mt Martha	DNF	DNC	32
13	Alex Craig	Need For Speed	3033	McCrae	DNF	DNC	32
13	Michael Thorn	Calamity	3066	Mt Martha	DNF	DNC	32

McCRAE CLASS CHAMPIONSHIP MEDAL RACE

This year saw the first successful running of the McCrae Class Championship medal races, with the event having been blown out on the scheduled day for the previous two seasons. Classes at McCrae with large fleets (the PT, A Class, Contender, Laser 4.7, Tasar and Sabre) saw the top 6 ranked boats from the series invited to compete in the final medal race. The concept, taken from the Olympic medal race format, saw quadruple points up for grabs and a short course set close to shore. With 15-20knots off shore breeze the racing was sure to provide an exciting spectacle for competitors and spectators alike.

The Paper Tiger medal race had less than 5 points separating the top three places, putting the pressure on Jason Dunsmore, Alex Craig and Mark Wiggings to perform under the pressure.

After a tight first beat, Bryan led at the end of the first lap with Mark in second. However a rounding error by Bryan saw Mark, Luke and Alex slip past. Mark went on to take the win, with Luke and Alex rounding the top mark for the short reach to finish only boat lengths apart. Fully powered up with the line in sight, a sharp gust saw Luke capsize.

Alex sailed past into second place, before also getting blown over by the same gust right

on the finish line! The thrills and spills received a great response from the spectators and the growing PT fleet has generated positive interest in the class at McCrae.

Congratulations to Mark for winning the race and taking out the class championship. Alex secured second place with a second in the race and Jason claimed 3rd.

Alex Craig - PT3033 Need For Speed 



MEDAL RACE RESULTS

Skipper	Boat	No.	Initial Score	Position	Medal Race Pts (x4)	Points
Mark Wiggings	Firestorm	3104	103	1	24	1
Alex Craig	Need For Speed	3033	101	2	20	2
Jason Dunsmore	Unknown Zone	2117	105	4	12	3
Luke Stout	Speed Demon	3031	83	5	8	4
Bryan Anderson	Fly'n Bry'n	2958	69	3	16	5
Ron Wiggings	Ere Wiggo Again	2993	65	6	4	6

YARRAWONGA ANZAC REGATTA

25 - 27 April 2014

Yarrawonga is a great venue! Not just for the sailing, but the friendly atmosphere whilst camping at the edge of Lake Mulwala.

It was great to see so many tigers make the journey (we had 50% of the total boats there). Upon seeing our friends from NSW, I think we need to kick start the interstate challenge once more in the years to come.

Whilst the sailing was close between the entire fleet, the social scene was the best part for me. The event is a great way to stay in touch with friends that you only see a couple of times a year like Greg Williams, Ian Marcovitch, Rod Riding and Martin Gregory. A few made the journey earlier and stayed Thursday night with Jake (continuing his fight back from the scare last year) making up for lost time with plenty of stories that kept those that were there entertained.

Greg and I decided to reignite our "beers for races" challenge. The idea being that whoever was first across the line between us received a beer upon returning to shore. I don't know why I brought this up as I've lost just about all these challenges to date. Although exchanging my Crown Lagers for Greg's Fosters Light was a bit rich (only joking he had Carlton Draught).

Friday night saw the club put on a feed which enabled everyone to swap stories from the day and reminisce about funny experiences from the past.

The wind came up Saturday which suited me, but it meant that we completed our races early. I wanted to go again, but the race officer didn't want to get ahead of

the program. That enabled us to sail a social race in the afternoon where a number of us switched boats. Liz (Bryan's partner) had sailed in the earlier race with Sarah but they didn't get to finish due to a collision. Bryan said he wasn't interested in going again but wanted to take Liz for a sail. After our fun race, Liz dropped to us that Bryan had asked the question out on the water! Very brave with a ring on the water Bryan! Plenty of celebratory drinks were had.


The pub was the venue for most come Saturday night where amongst the details from Bryan and Liz's engagement news, Alex let slip that he forgot tent pegs for the weekend. So a few hours later, Bryan, Greg and I decided to relocate Alex's tent to the tray of Bryan's truck. Alex finally stumbled upon his missing tent whilst the 3 of us were giggling like little school boys in the shade watching. Alex is currently plotting his next move!

It was a great event on the water but just as much fun off it. Hopefully we increase the numbers next year and I encourage all of you to attend as many events as possible. The PT family is great to be a part of so get involved!

Have a great off-season, my work has already started for next season!

Congratulations to Bryan for taking out the regatta with three race wins. Jason exhibited some excellent light weather sailing to take two race wins and secure second overall.

Cheers,

Wiggo - *PT3104 Firestorm* 

YARRAWONGA RESULTS

Place	Skipper	Boat	No.	R1	R2	R3	R4	R5	R6	R7	Points
1	Bryan Anderson	Fly'n Bry'n	2958	2	2	1	1	2	[6]	1	9
2	Jason Dunsmore	Unknown Zone	2117	5	1	3	5	[7.5]	1	2	17
3	Mark Wiggins	Firestorm	3104	[10]	3	5	7	1	4	3	23
4	Luke Stout	Speed Demon	3031	3	4	[8]	3	6	3	5	24
5	Alex Craig	Need For Speed	3033	4	7	4	4	3	[8]	6	28
6	Peter Anderson	Just In Time	3077	1	[9]	2	8	7.5	7	4	29.5
7	Mike Wold	Boy At Heart	3050	9	[OCS]	6	6	4	2	8	35
8	Greg Williams	Shadow Boxing	3086	6	5	7	[10]	5	10	7	40
9	Ian Marcovitch	Mojo	3039	7	6	9	2	[OCS]	5	12	41
10	Sarah Ashley-Jones	Apache	2827	11	8	12	9	[DNC]	9	10	59
11	Bob Ramsay	Bobs Kat	2830	12	10	10	11	9	11	[13]	63
12	Jacob McDonald	Magic Marine	3052	8	11	[DNC]	DNC	DNC	12	11	72
13	Martin Gregory	Phantom Tiger II	2577	14	13	11	12	[DNC]	14	9	73
14	Rod Riding	Maximum Warp	2878	13	12	13	13	[DNC]	13	DNF	79

Jason, Luke, Mark and Jacob have been busy getting some great GoPro footage this season.

Links can be found through the VPTCA website

www.vicpapertiger.org.au



Jason Dunsmore 'mid-cartwheel' during a 35 - 44knot squall at McCrae



Mark Wiggins douses the "Fire"

new south wales

WALLAGOOT LAKE REGATTA

The Wallagoot Lake Boat Club 2014

Regatta was held on March 8 and 9.

The Club regarded it as a terrific success, with 23 boats enjoying close racing in a range of conditions.

The boats were split into monohull, trailerable yacht and multihull divisions, with each sailing five races of a different configuration of laps. The race committee set an 800m triangle for the monohulls, and placed the catamaran wing mark further out to create 1km long reaches. The cat course was lap-windward/return-lap-lap-finish, so there were 6 reaches, 5 upwind legs and only one downwind leg each race.

Each day began looking dismal, with light rain and no wind, and then improved to spectacular cloud formations in blue skies and ideal sailing winds.

Wallagoot Lake offers true, skating-rink flat waters.

The multihull fleet included nine boats, with the local Paper Tiger, Weta and Hobie 14 challenged by a pair of Windrush from Port Kembla, Maricats from Tumut and Narooma, and a Nacra from the Southern Highlands. While it was disappointing that no other Paper Tigers came to race in the State Pointscore event, there was no shortage of close racing.



The cat fleet

I won the division on my Paper Tiger, narrowly defeating rival Rod Anderson's Maricat. It came down to who finished in front of the other in the last race. I started well and was able to stay in clean air to hold the lead.

"You were just too fast," Rod said, "I couldn't catch you."

Rod added; "I sail regattas all over the State, and this one is the most fun."

The pair of Windrush battled closely all weekend, and Tony Sanderson took line honours in three races.

"It's the first time I've ever been the fastest cat around a course at a regatta," Sanderson smiled, after winning the trophy for third.

His rival Paul Leaudais also enthused about how great the regatta was. Paul enjoyed reminding of the moment when he passed me at the finish line in the last race, which was a flat-out drag race after a wind shift turned the windward legs into square reaches.

In fifth place special mention goes to Richard Hastings, my father, who raced well and was seen standing out on trapeze with the hull flying; at age 78!



Tony Hastings in the lead

For more about the club and a full photo gallery of the regatta, please see the club's website:

www.thebegavalley.org.au

Tony Hastngs - *PT2901 Tigerdelic* 



NATIONAL REGATTAS

	Queensland	Tasmania	South Australia	Victoria	New South Wales
MAY					
JUN	7th - 8th Wivenhoe Winter Marathon				
JUL					
AUG					
SEPT					

- 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.

Survey Time

There has been some discussion on Facebook over the past few months about what insurance people have that covers their Paper Tiger. Some insurance providers proving to be quite difficult to deal with when setting up the cover – most providers have never heard of a Paper Tiger Catamaran and require a valuation report as well as an assessment.

We would like to find out some information of the types of insurance you have for your boats (if any), whether you use a broker to do the hard work for you, what you had to do to get the cover and to make the insurance provider happy (valuation and assessment), what you pay and how much you are covered for.

This survey is opened to everyone, both Australian and overseas, and will be available until the deadline for the next issue of APT when the results will be published.

There are only 10 questions, so it won't take you long, however you might need to have a look at your current policy for some of the information. This is totally anonymous. You will be able to find the survey at <https://www.surveymonkey.com/s/PK7HVGW>

If you would like to see a survey for the next issue of APT, please let us know.

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]



PT2317 "Lost At Sea" \$1,200

New South Wales

Well built timber catamaran with no leaks, tuned rig with two mainsails, 2317 and newer 217 racing sail (shown in picture). Would suit beginner into class or junior.

Willing to sell for \$1000 without trailer or \$1200 with registered trailer.

Contact Billy Breaden at billy.breaden@live.com.au

[Ad placed May 2014]



PT Centreboards and rudders \$offer

Victoria

Ray King, as ex PT sailor, has Boyer foam sandwich centreboards (standard width as per plans) and foam sandwich rudders in aluminium boxes. Would suit anyone refurbishing an old boat wanting to keep the costs down or wants to step up from timber boards.

Any fair & reasonable offer will be accepted, remembering these are not the current shape centreboards but are still in good working order.

Contact through Ron Wiggins on 0407131766

[Ad placed May 2014]

PT Masts Free

New South Wales

I have two Paper Tiger masts to give to someone in the Newcastle area if they want them.

Contact Ross Hyde-Smith on 0447 287 488 or rossh@allam.com.au [Ad placed May 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. Included in price: beach trolley, spare mast and spare sail, spare foam battens, registered road trailer with sail and equipment box. In very good condition.

Contact Mike Wold 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 5.5kg. Very competitive boat (ex International, National and State Champion boat).

Contact Mick Boyle on 041 951 7208 [Ad placed Feb 2014]

PT 3126 \$5,650

Victoria

Brand new in Dec 2013. Carbon and ply construction. Great looking and competitive boat that will only continue to get quicker with fine tuning. Carbon centre cases and rudder boxes. Long boards and all brand new gear. Star section mast and boom all anodised. Redhead sail is in excellent condition. Goodall suspension tramp. See boat at starting sequence <http://www.youtube.com/watch?v=bTpv3-lGreU>. Comes with excellent registered trailer, fat wheel beach rollers and boat cover. \$5650 (half replacement cost).

Contact Michael on 0419004226 or email mthorn@venturabus.com.au. Mt Eliza [Ad placed May 2014]

PT 2899 \$4,800

Victoria

Well set up and ready to race, nothing to spend as everything replaced this season.

New anodised mast section and boom, carbon vang, new carbon foils, new rigging and sheets, new blocks, new tramp, Irwin sail in good condition, plus beach wheels. This boat is light and sails really well.

Contact Peter Bird on 0417 200 410 or email peter.bird@disney.com

(Ad placed May 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 or look at shop.papertigercatamaran.org to see what's required.

The site now has SSL security for safe ordering.

Neil Waterman

NEW ITEM

No new items this issue

apt
quarterly

AUGUST ISSUE

Closing date for
articles, reports,
results and adverts

25TH JULY

Please send to: ptcia@papertigercatamaran.org

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