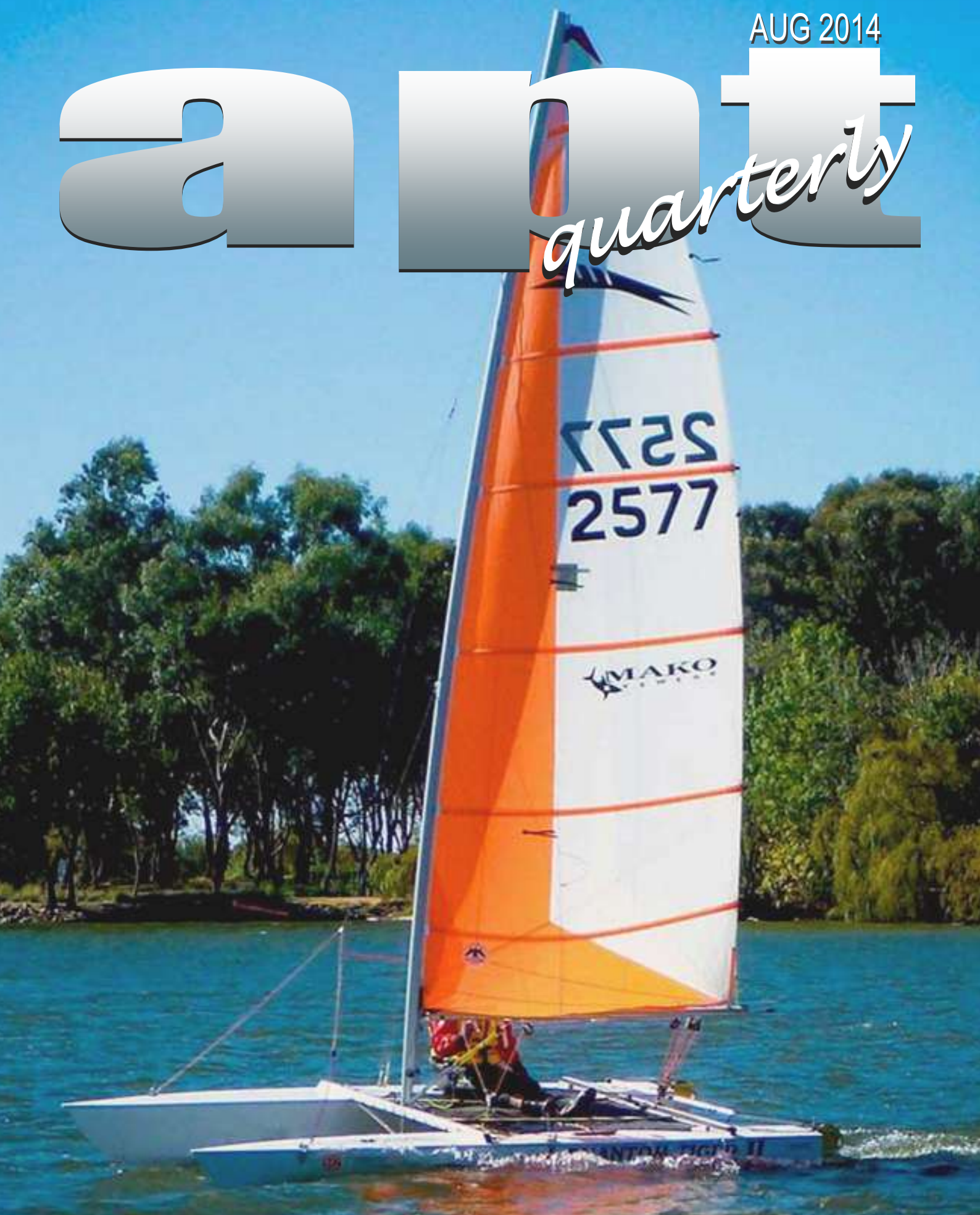


AUG 2014

amtt

quarterly



AUSTRALIAN PAPER TIGER CATAMARAN ASSOCIATION

No.18

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COVER: Refurbished "Phantom Tiger II" (Martin Gregory, NSW) at the Yarrowonga Anzac Regatta.

APTCA President

The days are getting longer, thankfully, and there have already been sightings of PT skippers coming out of hibernation in the deep South of the continent. Despite still being the middle of winter, many local flowering plants and bulbs etc seem equally confused. Is this a result of climate change or are these PT skippers a new breed or just plain crazy?

Another explanation could be they are on a mission to achieve great things during the sailing season (the early bird gets the worm) and conquer and dominate the other PT tribes of other regions. There has also been intelligence, yet to be confirmed, that a handful of skippers from tribes further north and well-resourced are building new state of the art weaponry and/or modifying existing platforms to make them stronger, stiffer, faster and of course prettier..... also an indicator they possibly have a strong desire to conquer and dominate their rivals both near and far! When will this madness end so we can return to normal winter hibernation of winter puddings, chocolate and wine, lazing around all day in front of open fires watching movies and documentaries and talking BS :-)

More seriously, it is fantastic to see such enthusiasm. It's contagious and will surely help to keep the PT class strong and growing. Via social media and high quality online publications, such as this newsletter, and such easy access to them, there has never been a better time than now to promote and develop interest and enthusiasm for our class and sport. However, being visible on the water is still as important as ever to get bums on boats.

Never be shy to share your enthusiasm for PT's. Your own joy of sailing/racing PT's is not imagined or misconceived. They are definitely still one of the nicest single-handed boats around to sail/race and most others will also agree if you can only get them to take one for a sail. A well set up PT is pure pleasure!! It's up to all of us individually to spread the word when the opportunity arises! Go forth and multiply :-)

We are all in for a great season! The promise of the TPTCA is that they will host the best ever Nationals this season, both on and off the water. And the Internationals next Easter, to be held on beautiful Botany Bay, promises to be as enjoyable! Not to mention the various State titles around the country, minor and major regattas, traveller series etc.

Look forward to seeing you all back on the water soon.

Cheers,

Bruce Rose - President APTCA

Publicity Perspective

The Paper Tiger On-Line Shop is steadily growing in business and products. It is managed by the Paper Tiger Catamaran International Association (PTCIA).

Like many classes of its era, the Paper Tiger Catamaran started out with the intention of being home-built. Likewise, many of those classes, including ours, now have a significant proportion of professionally-built boats in the fleet. However, only a handful of these have been sold as complete boats, ready to "sail away".

One of the challenges for a class like ours is to make it as easy as possible for people to get into the class, including those who don't have the time, skills, tools or desire to put a boat together, let alone build one.

The vision for the on-line shop has been to provide a single place to be able to purchase parts that are competitive in quality, functionality and price. Neil Waterman, has managed to get the on-line shop reasonably close to achieving its vision. There are over 40 different items currently available, and this list is being added to regularly.

I encourage you to have a look at the on-line shop so that you are aware of what it has to offer. It may just provide the simplest answer next time you need a part for your PT. We also welcome any suggestions you may have for expanding the range. And, if you already make some good quality parts for your PT and maybe for others as well, you might like to consider offering them for sale on the on-line shop.

Visit the shop at www.papertigercatamaran.org or contact Neil Waterman for further details at neil@koonawarrabaysc.org.au

Some stats from the on-line shop:

- 43 different products currently available.
- 75 orders in that time (around two per month).
- \$11,500 in orders (just over \$300 per month).
- Orders from three countries (Australia, New Zealand, New Caledonia).
- The halyard lock has been the most popular item (17 sold).
- Latest items to be added:
 - Mast stiffeners.
 - PT Plans - In the eight months that the PTCIA has been selling plans, we have sold 11 sets.
- **Next proposed product to be added to the shop is boom plugs.**

We look forward to your feedback about the PT on-line shop.

David Stumbles - Publicity Officer APTCA

At some time a PT sailor may have the desire or need to tackle mast assembly. The following article may be of assistance to the novice.

There are a few things worth considering before reaching for your wallet.

If the aim of the exercise is to have a rig with the potential to perform as well on the water as the best performers in the class, check out how their masts are set up. Most would be prepared to tell you how their mast is built and, more importantly, why.

Assuming that the plan isn't to change your sail, consider what mast blank top skippers who have the same brand, type (crosscut or radial) and version sail as yours are using. Although the current mast blanks in use are basically similar, there are differences in weight and "bendiness" between the different types, and even within the same type due to manufacturing tolerances. Bear in mind that body weight is an important factor in the power that a skipper will be trying to develop from their rig, so look at top boats with skippers of similar body weight to your own.

It is preferable to copy a proven formula than re-invent the wheel (mast), although some of us just can't help ourselves. However, if you don't have ready access to good examples to copy, the following article works through the process of mast assembly, class rule limitations, and component type and location considerations.

Having chosen your mast blank, you will need a mast step, two mast hounds, a halyard system, metal fastenings, sealer, anti-corrosive paste and a lightweight block of stuff to form a sealing plug in the mast head. You will also need a 4.8mm drill, centre punch, a rivet gun, tape measure, pencil, hack saw, a file and maybe some abrasive paper.

If the new mast is a replacement, you may already have most of the components, but I will assume for the sake of this exercise that everything is new. So let's begin with the length of the mast.

MAST LENGTH

The rule says:

8 - SPARS - 3. Length of mast with top and bottom fittings not to exceed 6780mm from top of main beam to top of mast fitting.

Note here that the measurement is NOT from the bottom of the mast base pin. It includes the mast step and any part of the halyard system protruding above the top of the mast tube. Therefore, the actual mast may be up to 5mm shorter than this measurement. It is also a MAXIMUM. Get this dimension right, maybe even deduct a few mills just to be on the safe side as it is not a good look to be sawing the top off a mast after the measuring procession at a National Championship.

So how long should the mast be?

Mast at maximum length:

- The maximum gap can be achieved between the boom and the deck. This is important if the skipper has any condition limiting their ability to duck under the boom when tacking or gybing, and is a consideration in all cases if the mast is raked back. Also, crosscut sails may be more stretchy on the luff than radial cut sails and therefore the boom may ride lower under downhaul tension if gooseneck movement isn't limited in some way.
- The performance of the lower part of the sail is effected less by air turbulence from the hull when the boat is heeled and by the skipper sitting inboard in light weather.
- The tipping moment of the sail is greater, requiring more effort (or weight) from the skipper to keep the boat upright.
- The length of mast above the top hound is greatest, increasing mast and leech layoff.
- The compressive load on the mast below the upper hound is slightly reduced (upper hound location is also a factor here).

Mast at less than maximum length:

- Clearance under the boom is reduced, increasing the risk of the skipper snagging the boom during tacks and gybes with increased risk of capsizing.
- Risk of increased turbulence on lower part of sail adversely affecting performance.
- Reduced tipping moment, making it easier for lighter skippers to utilise more of the sail's power.
- Reduced mast and leech layoff above the upper hounds.
- Slight increase in compression load on the mast with increased risk of mast damage during gybes and nose dives (upper hound location again a factor here).

Which way to go? Well, if the mast is made to maximum length, the sail can always be lowered by lengthening

the halyard fitting if desired. This way the "sail area" of the mast is retained, and should the skipper gain a few kilos..... Once the mast is cut short, sticking a bit back on gets tricky. Think about it, but don't cut the mast yet.

THE MAST BASE

OK, with the desired mast length decided, the next step is installation of the mast base. There are a number of fittings available, but it is important that any fitting selected (or made) fits snugly into the chosen mast section. The mast base pin is located towards the front of the mast and this means that the step is trying to twist backwards under compressive loads when sailing. When the sail is sheeted on hard and the mast bends, the base may also be trying to twist forward or sideways. These loads can be considerable and any slop around the base may split the mast around it over time.

Note that silicone is not suitable for filling any slop between the mast and base. It has to be a snug metal to metal fit. The base should also be secured with rivets. 4.8mm diameter aluminium, stainless steel or Monel rivets are OK, although SS rivets need anti-corrosive paste to stop damage at this vulnerable location. A rivet either side at the widest point of the mast and one or two at the rear is sufficient. The base should be coated in polyurethane or silicone sealer before inserting it into the mast to prevent leakage if the boat is inverted in a capsize.

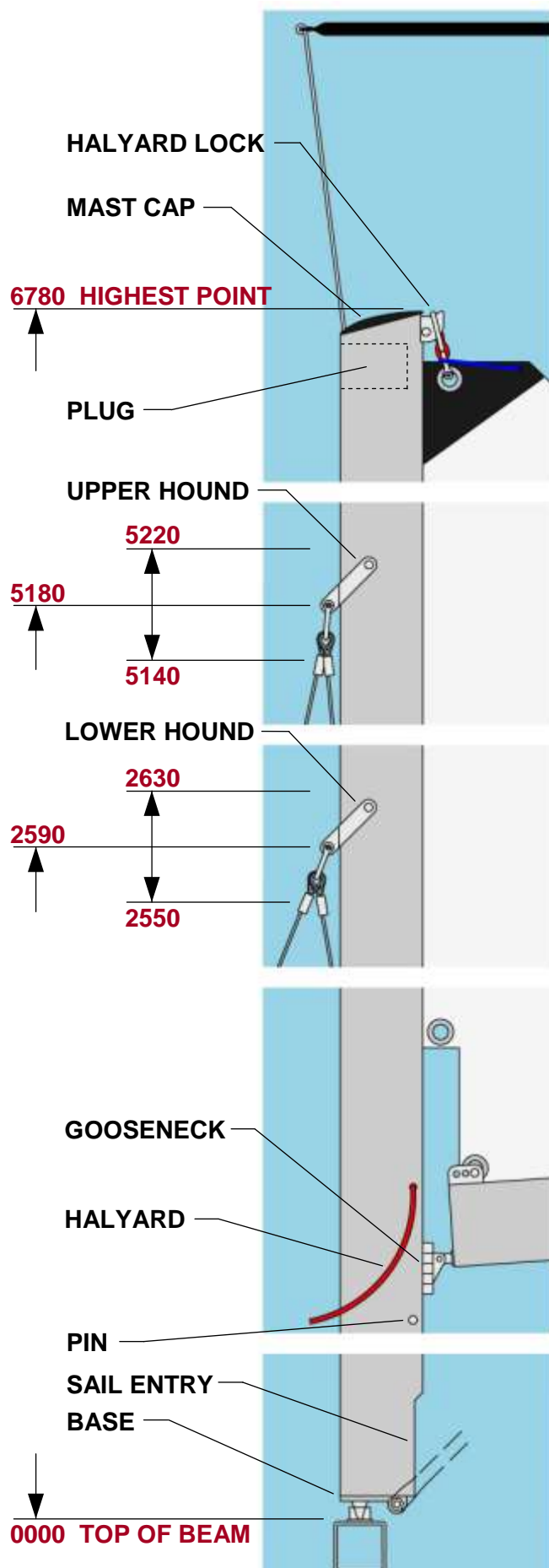
THE GOOSENECK AND SAIL ENTRY

The next consideration is the boom gooseneck. There are two types; sliding or fixed. The sliding type is usually a commercial fitting which has been modified with a plate or slug so that it slides snug in the mast track and doesn't cause damage when the mast is rotated. The PT shop can supply these. The fixed gooseneck attaches permanently to the mast. The type of gooseneck selected will determine how the mast is modified to allow entry of the sail.

Providing for a sliding gooseneck is easiest as all that is required is to cut away about 100 - 150mm of the sail track above the mast step. Round off the corners of the cutout so they don't damage the sail as it's fed in. The gooseneck slides in after the sail.

If a fixed gooseneck is used, the entry point for the sail will have to be located above it. Some cut away part of the sail track, but this potentially weakens the mast. A preferable method is to carefully open the sail track to slightly wider than the sail boltrope from a point just above the gooseneck for a distance of about 150mm.

To achieve this, get a piece of hard timber, which is slightly wider than the slot width desired (the slot will spring back a little), and taper one end so that it will fit in the sail track. Carefully hammer it into the track on a flat angle and work it along, opening the track as you go. Once the right width and length of widening is



achieved, round the other end of the timber and hammer it in at a low angle to round the ends of the slot. If you can get hold of an old piece of mast, try a test before attacking the new one.

THE HOUNDS

The rule says:

8 - SPARS - 5. Hounds attached to mast at 2590mm and 5180mm + or - 40mm measured from top of beam to shackle pin position.

Again, note the measurement positions. **The "shackle pin position" is the bottom of the hole in the hound.**

The location of the lower hound determines the support given to the most stressed area of the mast. The stated dimension is halfway between the top of the main beam and the stated position for the upper hound. While the 80mm range for locating it is not much, the mast usually overbends below this hound, so perhaps locating it at the lower limit may be beneficial. If this is the chosen position, ensure that it is accurately located to avoid embarrassment when officially measured.

The location of the upper hound determines how much of the sail's power compresses the lower mast and how much pushes the upper mast to leeward. A heavier skipper may prefer it at the upper limit to hold power in the top of the sail in a blow, while a lighter skipper may prefer it lower down so that the mast top is more likely to lay off and shed power. Checking what top skippers of similar weight are doing (as mentioned previously) may be a good guide.

There are a number of hound fittings produced by manufacturers. The arms of the fitting should be long enough to reach the widest part of the mast when it is sitting flush against the front of the mast. Use the same size fitting for lower and upper hounds.

It is important that the shackle attachment point is centrally located on the mast. If it isn't, it will result in the mast bending differently on each tack, which will affect the sail performance. Take time to measure accurately from each side of the sail track and mark the centreline on the front of the mast, then measure again. A strip of cardboard can be wrapped around the mast and folded into the sail track, then remove and measure half way between the folds. Put it back and there's the centreline. Flip it round to check for accuracy.

Attachment of the hounds can be with 4.8mm stainless steel or Monel rivets. However, some hounds have large attachment holes, which only suit bolt attachment. Locate the hounds accurately on the mast, then mark through the attachment holes with pencil. Centre punch the hole locations, then clamp the fitting back in place if possible before drilling. This will help to stop the drill drifting if it isn't sharp.

Recent APT articles describe mast stiffeners and their

potential benefits. Apart from reinforcing the lower mast, they can also improve sail performance. If a mast stiffener is to be used, the lower hound is installed after it is fitted.

Severe corrosion can occur under the hound if the aluminium mast isn't protected, so use plenty of anti-corrosive paste. Dip the rivets in sealer and inject some in the holes before inserting them to reduce the risk of leakage if the mast is submerged. Remove surplus anti-corrosive and sealer as soon as the fitting is attached.

Bolt attachment of the hound is similar, but care has to be taken not to over-tighten the nut and crush the mast. Choose a bolt length that will not have thread in contact with the aluminium mast, as it can chew its way down the mast over time. The bolt needs to be trimmed off flush with the nut and the nut locked in place with a centre punch or appropriate glue. Bolt attachment creates additional air turbulence so is not ideal. For this reason, don't use a bulky "nylock" nut. The bolt head and nut can be filed down to a more domed shape to improve air flow.

THE MAST PLUG

Before proceeding with this step, the mast should be cut to length. Carefully measure the total mast length desired and mark it. Now decide how the halyard fitting will sit, ensuring that the top of the fitting is level with the mark. Also think of how the top of the mast will be finished off (mast cap). Now cut the mast tube to the appropriate length to accommodate these. To ensure that the cut is even, measure down from the end of the blank at a number of points around the circumference and join up the dots. Now to the plug.

The rule says:

8 - SPARS - 6. Mast must be sealed.

The mast plug is located at the top of the mast and its purpose is to prevent the mast filling with water during a capsize. This can make the boat difficult to right, as the water has to drain as the mast lifts out of the water. The mast can also fill with mud if capsized in shallow water. A mast plug that leaks can be even worse as it holds water in the mast and can make the boat unrightable by the skipper.

The plug needs to be bonded firmly into the mast, as water pressure is quite high when the boat is inverted. The mast plug can be located above or below the halyard fitting, but below may be preferable as it gives easy access to the fitting attachment and any water above it will quickly drain. (a drain hole can even be added in the mast track).

The plug can be made from many things including hard, closed cell foam, cork or cedar. It should be shaped to fit snugly in the mast and bonded in with polyurethane or silicone applied to the mast and plug.

THE HALYARD

There are two basic systems that are currently in use. The first is the wire and slug system that has carried through from the early days of PT sailing. It is simple and effective but has two issues:-

- The first is the halyard tail, which has to drape around the mast or run forward over the lower forestay bridle. Both create turbulence near the sail luff.
- The second is the tendency for the halyard wire to break where it sits on the masthead sheave. Doubling the wire at this point reduces this risk.

The second system is the "parrot beak" and ring system. This has become the most common type and there are a number of variations in use. The benefits are:-

- The halyard rope is located within the sail track, so does not cause turbulence.
- The sail attaches to the mast top with a solid fitting, so there is no wire to fray and break.
- As the fitting can be tucked in behind the mast, turbulence at the masthead can be reduced.

The parrot fitting usually consists of a sheave for the halyard rope and a stainless steel or aluminium hook, both of which are attached to the mast head. These two components may be separate items; may be combined into a single fitting with the sheave above the hook; or integrated into a compact unit. There are also versions that hinge the hook so that it swings with the sail headboard.

The sail usually attaches to the hook with a stainless steel ring that shackles to the sail headboard.

All the systems are effective and when set up correctly are simple to operate. The one feature that separates them is the overall length of each system. This will determine how far the sail headboard is from the top of the mast and therefore the under-boom clearance as mentioned earlier. Check out the different systems and choose the one that suits you.

Cutting away of the sail track may be needed to install some fittings. Take care not to cut into the sail track web, and file the track sides flush with the web if necessary to ensure that the fitting is seated flat on the mast surface.

The fitting is preferably attached with stainless steel rivets or bolts as it is under significant load. Again, use anti-corrosive paste and ensure that if any of the fastenings are below the mast plug, they are properly sealed.

The halyard should be made of non-stretch rope (spectra type). Rope less than 4mm in diameter may slip out of the sail track when the mast bends and get jammed, which will make lowering the sail difficult. The rope is led down the sail track to a point on the mast above the top

position of the gooseneck and out through a hole in the side of the sail track (6mm hole for 4mm rope). The hole can be drilled at an upward angle or a rod can be inserted in the hole and carefully levered down (not too much) to create a hole better aligned with the rope when raising the sail. Smooth the edges of the hole to avoid rope damage. If you are right handed, it is preferable to locate the hole on the left side of the mast, and vice-versa. A permanent knot in the end of the rope stops it disappearing back up the mast.

FINISHING TOUCHES

So that basically is it, but you may wish to add some extras. Starting at the top, a mast cap can be added if the mast plug is located below the halyard fitting. This can be made of hard foam or light weight timber. Shape it as desired to fit neatly in the top of the mast and bond it in with sealer. Some resin and/or paint will protect it.

Next, a wind direction indicator at the masthead can be beneficial when sailing downwind, as it is relatively clear of turbulence from the rig. It can be made from 300mm stainless steel car radio aerial or fine fibreglass rod with recording tape attached at the top. Expensive off-the-shelf indicators don't like being buried in the mud. Bond it into a hole in the mast cap/plug with sealer.

Some like to have markings that indicate favoured downhaul positions. These can be commercial stick-on calibrations, electrical tape or felt pen (not very durable).

Some like to limit the movement of the gooseneck so that the downhaul can be easily adjusted under all conditions. This can be easily achieved by drilling a 4.6mm hole both sides of the sail track, 6mm in from the rear edge, and inserting a 4.6mm diameter clevis pin through them. As a guide, the hole should be located so that when the downhaul is pulled on to the max (as well as a tight mainsheet) and the boom is then pushed up as far as it can go (hits the downhaul, no vang), the gooseneck should just be sitting on the pin. If additional positions are desired, additional holes can be added.

If difficulties are experienced with the halyard ring releasing, try adding a loop of 3mm shock cord from the back of the headboard around the ring to pull it back when the ring is raised off the hook.

MAINTENANCE

After the job is done, the end product is worth looking after. If the mast is anodised, all it should require is a good wash with fresh water if used in a salt environment. If the mast is raw aluminium, a good quality metal polish will make it look schmick, and if washed down each time it's used, a once or twice a season polish should be enough.

Don't leave rigging wires in contact with the aluminium, even if they have been washed down, as salt remains between the wires for a long time and will cause corrosion. Don't wrap the rigging around the mast.



PAPER TIGER CLASS MEASUREMENT QUESTION AND ANSWER

Dated 9 June 2014

The International Measurers have been asked the following measurement question.

Question:

Is it legal to construct a trampoline for the PT which is constructed out of solid materials eg. A Nomex core and carbon skin? This tramp would not be permanently attached but would slide in under the beams and be held in place by L plates under the beams.

Thus the tramp would be solid and not constructed from woven or flexible materials as the current tramps are.

Answer:

Class Rules

- **1 General.** In accordance with the ISAF equipment rules of sailing, these class rules fall under the definition of clause C 3.2 "Open Class Rules" which state:

"Class rules where anything not specifically prohibited by the class rules is permitted."

- **3.5** A trampoline support of aluminium section shall be securely fixed along the centreline of the boat.

- **3.6** Trampoline material and attachment method to be optional.

Interpretation

The trampoline material and how it is attached is optional, therefore it is legal to construct the trampoline from solid materials such as Nomex core and carbon skin. It must have a support tube. The trampoline must be attached to the intended parts of the boat. The "intent" being the trampoline and attachments fill the area bordered by the beams and hulls.

International Measurers:

New Zealand – Jamie Sutherland

Australia – Garry Williams

Survey Time Response

Last issue of APT we put out a request for people to take a short 10 question survey about the insurance they have for the Paper Tiger. The request was posted in the Victorian and Tasmanian groups and the NSW page on Facebook.

Thank you to those who have responded, but unfortunately we have only received 10 responses – 5 from NSW; 3 from Tasmania; and 2 from Victoria – so it does not give us a large sample from the Paper Tiger fleet.

So far from these responses, only 3 people use a broker to organise their insurance. The insurance companies vary quite significantly and so does the value of boats – ranging between \$2,500 up to \$22,000. A majority (6) is based on agreed value, while only 2 have their boat insured for replacement value. To attain their insurance, not one responder has had to have their boat valued or assessed by the insurance company.

The good thing is that all responders have their boat insured whilst racing.

The survey is still open and we would love it if you could take the time to fill it in if you have not done so already. It can be found at

<https://www.surveymonkey.com/s/PK7HVGW>



Pre-season CHECKLIST



The 2014-15 sailing season will soon be upon us, so once again it's time to reduce the possibility of gear failure spoiling your chance to shine. The following checklist may help.

DOLPHIN STRIKER

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

BEAM BOLTS

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

TRANSOM AND PINTLES

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

CENTREBOARD CASE

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

TRAMPOLINE AND CENTREBEAM

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

HIKING STRAPS

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

TRAVELLER TRACK

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

HULL SURFACES

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

RUDDER STOCKS

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

FOILS

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

SAIL HALYARD

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

MAST HOUNDS

- Cracks or deformation of stay attachment hole.

MAST BASE

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

MAST SPANNER

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

GOOSENECK

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

STAYS AND THIMBLES

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

SHACKLES

- Cracks or distortion.

BLOCKS

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

CLEATS

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

ROPES AND WIRES

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

SAIL

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

CORROSION

- At any point where stainless steel and aluminium are in contact .

Check out the "FAIL SAFE" articles in APT August and November 2010 issues for a more detailed coverage



MATTHEW RYAN (NSW)

tasmania

GREETINGS GUTTERSNIPEs

Here's the latest gossip from *'the map of tas'*. The nationals preparation is going according to plan and all systems are in place for what should be a memorable event. The TPTCA goblins are working hard to obtain maximum sponsorship and exposure. All entrants are encouraged to get in soon to make the most of the reduced fee!

The sailing side has been very quiet with most helmsman opting to go surfing, toy boat sailing, late night partying, working out or simply laying around watching footy. On the gossip side of things Oliver and Patrick have gone on a European Paper Tiger recruiting mission. They have been instructed by the committee to only return with the most voluptuous specimens of the female variety. Ian Bailey has been seen pounding the beach and has gone from 110kgs down to 85. What an Adonis!

Travis has come out..... of the woodsand has been sighted enjoying a sly solo sail. Bruce has been busy baking biscuits and sailing toy boats. Davin Faux our pin up boy has been modelling underwear for Myers. Steve Price was seen reversing his brand new car into a fence post and then was overheard blaming his missus. Poor Jo. Martin has been house bound trying to turn three kids into four! Canadian Steve is practising righting his boat in anticipation for the upcoming season. Our treasurer Brendan has disappeared to the Philippines and taken the TPTCA cheque book with him?!? I hope he spends our funds wisely.

The monster Nick has gone into hibernation and only a kiss on the cheek by Prince Barney in spring will awake him from his slumber. Perry has been seen..... by Mick Boyle going into the men's gallery dressed in drag. Crackas has been pigging out and has gone from 60kgs to 105kgs! That should even things up in the light stuff. Meanwhile I have been a casual observer watching all these weirdos who call themselves Paper Tiger sailors prepare in their own unique way for the rigours of the upcoming season. I can only come to one conclusion..... they're all mad!

Cheers from **Sean Keady - PT2997 Sssmokin Billy**

PS all information verified and 100% true.



NATIONAL CHAMPIONSHIP 2015



LYC Commodore, Scott Smyth



and the troops



are ready and waiting for the action at Lauderdale in January. Be there!

TPTCA LINKS

<http://www.papertiger2015.catsailor.org/>

<http://www.catsailor.org/index.php?ptca>

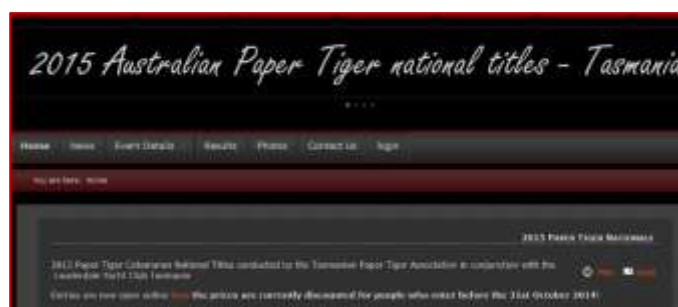
<http://www.facebook.com/groups/505734976112991/>

NATIONAL CHAMPIONSHIP WEBSITE

The official Nationals website is up and running thanks to Darren Flannigan. Please keep your eye on this site as we get closer to the event. All the latest news will be posted on the site enabling all entrants to be fully informed as we go.

<http://www.papertiger2015.catsailor.org/>

If anyone has any information or requests regarding the website please contact Davin or Sean.



Interview with Mr Davin Faux

PT2932 - Chilli Toes

by Sean Keady

How did you first get into sailing?

I first dabbled in sailing when living in Victoria – on a friend’s dad’s Seaway 25, and then crewing on a mirror. My first real crack at it was at St Leonards (Victoria) where I used to go fishing with my dad. We came in from fishing one day and this girl approached me on the beach. She asked if I was interested in sailing and I said “of course I am.....” the end result was the purchase of an Arrow catamaran called “Ripsnorter”. The Arrow was a great 14ft boat (similar yardstick to a PT) but the Arrow has a jib and trapeze.

What other classes have you sailed?

As above.

Who was the biggest influence on your sailing career?

Biggest influence on my sailing career (aside from the girl on the beach) was back in my Arrow days – the guy’s name was Glenn Duff. He was a very good friend and was a real leader in all senses of the word. Glenn provided young guys like myself with opportunities such as weekly expert tuition, and then special treats like escorting us to State Titles and my first National Title, which was in Beachmere, Queensland. Glenn was an extremely competent sailor during the years that I sailed against him, and I noted when getting into the PTs that Glenn also ventured into the PTs for a while.

How did you come to sail Paper Tigers?

I had not sailed for at least 15 years, and then I moved to Lauderdale after buying an old beachfront shack. I went down to the Lauderdale Yacht Club, which was not far from my house, and spoke to a few guys about boats for sale. Barney had his PT for sale and there was also an older A-Class for sale. To be honest I was leaning toward the old A Class (because of my size) until the topic of Nationals

came up. Lauderdale was hosting the next Nationals (2011). Between that and the fact that the PT was a one-design class – I was sold on the PT. The only drama was that I couldn’t find a boat. Then I started talking with Mr David Stumbles – after that initial chat I was convinced that the PT class was for me. DS was very encouraging and helpful, given that I knew very little about PTs. Thanks Dave. Anyway after my fourth or fifth conversation with various people, someone told me that there was a good PT in a farm shed near Lake Bonney in SA. It wasn’t for sale but worthy of a phone call. It was a long shot, and a long distance from northern SA to Hobart!

Anyway after lengthy chats, emailed photographs, and then sail number checks with Dave Stumbles, it was a done deal..... “yeah, that’s Kim’s old boat...”.

It was called “Test Eagle” when I bought it, but was quickly re-named back to “Chilli Toes”. In the end the owner’s dad was driving to Melbourne for a flower show and he kindly offered to bring it to Melbourne. I picked it up from there.



What do you like most about sailing a Paper Tiger?

Well, I found out in my first race that it was easy to get the PT going fast, as I was second around the top mark, but it was more of a challenge to keep it going fast around all aspects of a course and in varying wind strengths. The boat design is really

very good. When you think about it, my PT won a National Title in the early 90s – that's 20 years ago – and the boat is still alive and kicking. In fact the overall boat is in very good condition. Not a bad advertisement for the class and the builder (Larry Fay).

Whilst the boat I have is great, and I am fortunate to own it, the best part about PTs is the people for sure.

What is the best advice you could give to a novice Paper Tiger Sailor?

Boat selection. Be sure to do your homework and canvas the local sailors regarding any PT you are looking at purchasing. Check the sail number and boat details with the national body and try to get a reasonably accurate weight of boat. Purchase the best boat you can get for the \$ you have. The last thing you would want is the boat being the restriction on your performance.

Also get your hands on the PT Catamaran Information CD (from Dave Stumbles) and tuning manual. Very helpful in ensuring that you have the boat set up correctly, particularly mast rake, rudders, stay lengths, etc.

What are your thoughts on sailing a Paper Tiger at Lauderdale Yacht Club?

The LYC is my local club and reminds me a lot of St Leonards YC in Victoria – small, family orientated, mainly catamaran-based fleet. After purchasing my PT prior to the 2011 Nationals everything just went berserk at LYC – the TPTCA reformed, enthusiasm was extreme and next minute you know we had a

National Title to organise and fleet numbers heading well into double figures. We are blessed to sail at Lauderdale as for the better part of the sailing season we have good on-shore sea breezes.

The LYC is a great small club run by a core team of dedicated people such as Scott Smyth (LYC Commodore). Scott does a great job at the helm and does set a consistently good course.

Who is the biggest goose at Lauderdale Yacht Club?

Do I really need to answer this - Where is Barney anyway? Come back Barney we miss you.....

What is the funniest incident while sailing a Paper Tiger?

Well, Sean's efforts at mounting a Hobie 14 in 2 knots of breeze (whilst he was still on his PT) was pretty good. But, there was this one time on a screaming reach, and people were tipping over left, right and centre, and to that point I had not ever tipped my PT. Anyway, the rate of carnage had me in fits of laughter (yes I was alone on my boat in fits of laughter), and I was approaching the lead. I think it was Sean nearby and we were hurling abuse at each other. Sean nose-dived but remained upright and I shot in front still laughing my head off.... when tragedy struck – over I went. Steve Price was behind me at the time and saw the whole thing. The times you wished you'd had a Go-Pro eh Steve.

Davin Faux. What makes you tick!?

Family. I am hoping to get my two boys into sailing this year (looking for a boat now) and hopefully when they get a little older they can give PTs a go. 🚤



DAVIN



Paper Tiger Catamaran Australian Championship Hobart 2015



January 2-9 2015
Lauderdale Yacht Club Tasmania

Proudly presented by Magic Marine



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victoria

EVENTS CALENDAR

The 2014-2015 events calendar will see the Victorian State Titles revert back to the second half of the season. The regatta is proposed to be held at Mt Martha Yacht club in early February. If last season's Mt Martha visit is anything to go by, the event should see great sailing and a strong turn out with 20+ boats expected.

The VPTCA traveller's series will focus on a few key regattas this season. Pre-Christmas, the McCrae Cat Classic will provide a great opportunity to tune up for the Nationals. The event always has a strong showing of PT's and should see some great close racing. Skippers are also encouraged to attend the opening day at Frankston Yacht Club. This will be held in early October and is a great way to kick off the sailing season.

Following the Internationals is the Anzac Regatta at Yarrowonga. This is always a popular social weekend away with great camping and sailing.

Alex Craig - PT3033 Need For Speed



2014 VICTORIAN CATAMARAN CHAMPIONSHIP

NOVEMBER 15-16 McCRAE YACHT CLUB
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EST 1981
McCrae Yacht Club

EVENT	CLUB	DATES
Opening Day	Frankston Yacht Club	4th October 2014
Victorian Catamaran Championships (Cat Classic)	McCrae Yacht Club	15th - 16th November 2014
Victorian Paper Tiger State Titles	Mt Martha Yacht Club	7th - 8th February 2015 (TBC)
Anzac Day Regatta	Yarrowonga Yacht Club	24th - 25th April 2015

BOAT WORK

Luke Stout has been busy this winter re-decking 'Speed Demon' with new carbon foam sandwich decks. A time consuming job, but should be well worth the effort.



The VPTCA has been busy working on a new project in Anderson's hay shed. Construction has started on a plug which will be used to make a trial mould for new hulls.



new south wales

2014 - 2015 NSW STATE REGATTA POINTSORE SERIES

Round 1

WALLAGOOT LAKE REGATTA

Wallagoot Boat Club

Held in March 2014

Round 2

OPENING REGATTA

Wagga Wagga Sailing Club

4th to 6th October 2014

Or alternative:

JERVIS BAY REGATTA

Jervis Bay Sailing Club

4th to 5th October 2014

Round 3

14FT CATAMARAN REGATTA

Manning Park Sailing Club

11th to 12th October 2014

Round 4

ACT MULTIHULL CHAMPIONSHIPS

YMCA Sailing Club of Canberra

18th to 19th October 2014

Round 5

KEMBLA KLASSIC

Port Kembla Sailing Club

29th to 30th October 2014

Round 6

Held in conjunction with NSW PT State Championship

Jervis Bay Sailing Club

24th to 26th January 2015

**Sailing Club
YMCA Canberra**

Come and renew old friendships and make new ones. Enjoy our fantastic modern clubhouse and unbelievable racing in the Nations Capital

ACT MULTIHULL CHAMPIONSHIPS
18th/19th October 2014
YMCA Sailing Club of Canberra
Open to all off the beach multihulls
First Race 11am 18th October
www.canberra.ymca.org.au/sailing

Ph. (02) 6232 4285
sailing.club@ymca.org.au

NSW STATE CHAMPIONSHIP

Jervis Bay Sailing Club

24th to 26th January 2015

Neil Waterman - PT 3018 People Eater



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

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

INCORPORATING THE
INAUGURAL
"DASH FOR CASH"



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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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).

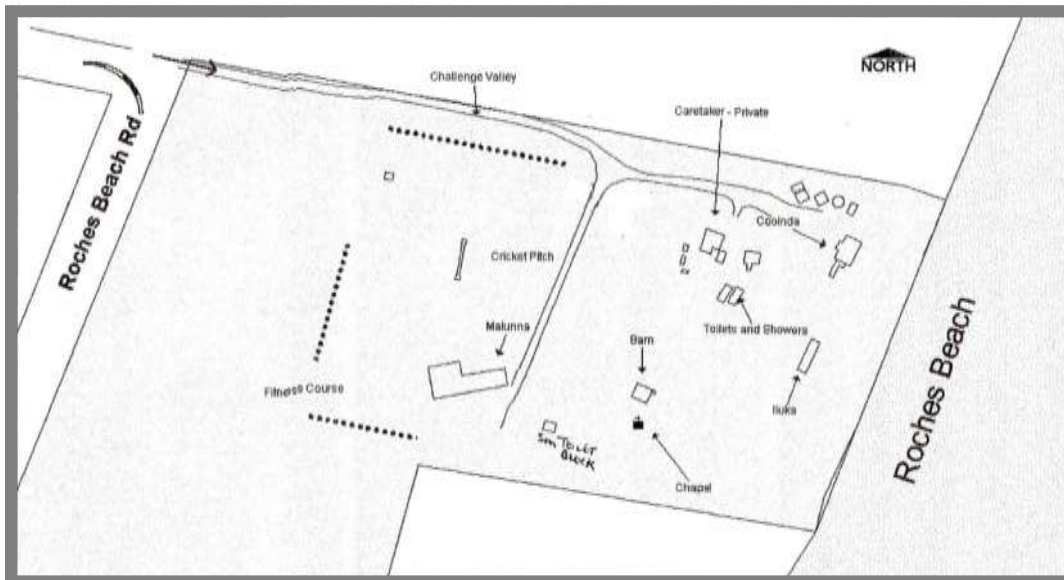
Charges are \$19 per person per night with a minimum \$400 per night for Malunna'. Camping is \$10 per person per night."

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.



NATIONAL REGATTAS

	Queensland	Tasmania	South Australia	Victoria	New South Wales
2014 AUG					
SEP					
OCT				4th Opening Day Frankston YC	4th - 6th SRPS Round 2 Wagga Wagga SC
					4th - 5th SRPS Alt Round 2 Jervis Bay SC
					11th - 12th SRPS Round 3 Manning Park SC
					18th - 19th SRPS Round 4 YMCASC Canberra
NOV				15th - 16th Vic Cat Championship McCrae YC	29th - 30th SRPS Round 5 Port Kembla SC
DEC					
2015 JAN	2nd - 9th National Championship Lauderdale YC Tasmania				
					24th - 26th State Championship + R6 Jervis Bay SC
FEB				7th - 8th Vic PT State Titles Mt Martha YC	
MAR					
APR				24th - 25th Anzac Day Regatta Yarrowonga YC	
MAY					

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

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 Breden at billy.breden@live.com.au

[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]

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-IGreU>. 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)

PT 2878 "Maximum Warp" \$5,000 Neg

Victoria

Positive maintenance has kept this cat in prime competitive condition. Both plywood hulls are waterproof in all sailing conditions and it still weighs 52kg. A Goodall sail, new tramp mat, plus a custom built trailer compliments the value. It has always been kept garaged and sailed mostly on inland waters.

Contact Rod Riding on 0418 503 547 or email

rodsradar@bigpond.com

(Ad placed Aug 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

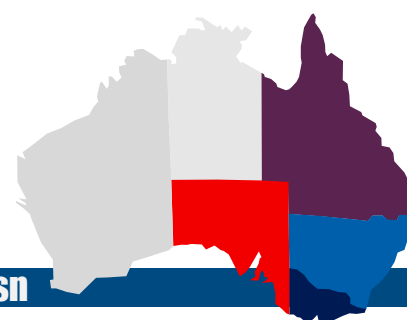
NOVEMBER ISSUE

Closing date for
articles, reports,
results and adverts

24TH OCTOBER

Please send to: ptcia@papertigercatamaran.org

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