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apt quarterly

MAST ROTATION

Interview

ANNUAL CHECKUP

Sailing Lake Eyre

AUSTRALIAN PAPER TIGER CATAMARAN ASSOCIATION

Contents

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Cover: Mike Wold sailing "*Boy At Heart* "at the 2008 Nationals. See interview on page 7 – Photo by Neil Waterman

Editorial

TWO DOWN, MORE TO COME

Welcome to the second edition of **apt**.

The first issue of this publication seems to have been well received. However, as reading large quantities of material online can be a pain for some people, you may be pleased to hear that future editions are not likely to be as copious as the first. This is mainly due to the fact that the previous issue contained reports and results from events which I would normally expect to be spread over two editions.

As this is a volunteer based publication, it relies on input from its readership to produce a range of material which is relevant and of interest. You will notice some new segments in this edition which provide the opportunity for new comers to the class to better understand their boat and the people that they sail against, as well as the opportunity to express views and request information. Suggestions for additional segments or improvements to **apt** are welcomed.

The majority of responses to the request for feedback on the method of circulation were in favour of making this publication freely available on the web to promote the class to a wider audience. Therefore, this is the policy that will be adopted.

A DIFFERENT ANGLE

I expect that the most noticeable change to the class this season, following last season's rule changes, will be the spread of mast spanner modifications that allow a wider range of sail adjustment off the breeze. This change should allow some improvement in boat speed under certain conditions. (See article next page)

It will be interesting to see if there are any significant improvements in performance from boats that make the change. It will also be interesting to see if there is any increase in mast damage due to misuse of the system.

WHO'S THAT GUY

When you have been around sailing for a long time you will notice that there are some people who regularly move between classes, while others find the right boat for them and stick with it. It is the latter group who hold a class together over the long term. A new segment in this issue features the first of what we hope will be an ongoing series of interviews with skippers who have been in the class for many years (see **Interview**). They will be chosen at random, so look out, it could be your turn next.

We are also interested to hear of skippers who made their mark in the class before moving on to bigger things.

OH NO, NOT AGAIN

It's stating the obvious to say that the finish line has to be crossed in order to win a race, and I doubt that anyone would make the commitment of time, money and effort required to race a PT with no intention of finishing. If returning to the beach mid race due to gear failure is not a rare occurrence for you, it may be time to have a serious look at your boat preparation regime.

See **FailSafe** for a rundown on areas of maintenance which should be addressed before they bring your race efforts to an early end.

OUT THERE

The PT 2010 Internationals has received excellent coverage in the Aug-Sep issue of **Australian Sailing** due to the efforts of our cross channel buddies. In the words of New Zealander, Ryan Leatham, *"This is publicity that is absolutely priceless!!"*

REMINDER

It's only 5 months till the National Championships in Tassie and the organisers would really like to know who is coming. So if you haven't told them, do it now. (See race notice, Page 36)

The Right Spanner For The Job

Rule changes allow for greater sail control off the breeze

Larger racing catamarans often have a mast rotation control system but no vang system. This is because they usually travel fast enough downwind in a breeze (reaching, not running) that the apparent wind swings forward sufficiently for the sail and boom to stay above the traveller track when performing optimally....therefore, no need for a vang. However, getting the best from the sail requires trimming the mast angle relative to the sail luff, and hence a mast rotation system is provided. The sail is allowed to twist when sailing off the wind in light weather.

The PT does not have enough sail area to achieve these speeds so, in order to maintain an effective aerodynamic sail form on a broad reach or run, a vang system is required to hold the boom down once it is beyond the end of the traveller track.

Other small cats tend to have fixed stops to allow some mast rotation to improve air flow onto the sail, and this is probably enough mast control as the mast section is round and stiff. The PT, with its tear drop mast section and flexible rig, benefits significantly from mast rotation control.

Attaching the vang system to a mast spanner enables it to serve two functions....mast rotation control whist the boom is over the traveller track and vang function once the boom is beyond the end of the track. Unfortunately the system doesn't allow rotation control whilst operating as a vang. As from October last year, changes to Rules 9 and 11 were passed by a ballot of the international membership which changed this situation.

The new rules allow for modifications to the vang system to allow a degree of independence of the boom vang and mast rotation functions. Some versions are already in operation, particularly in New Zealand. I haven't had the opportunity to try these, so my comments on their performance are speculative.

Previous Rules:

9. *The boom vang shall be connected to one point only on the boom and may be fixed to a saddle or the end of a spanner attached at or near the base of the mast. Such spanner shall have a maximum length of 250mm measured from the centre of the mast heel point to the point of vang attachment.*

Movable spanners shall be measured when positioned at an angle of 45 degrees to the mast.

11. *Devices to specifically control mast rotation are prohibited.*

Revised Rules:

9. *The boom vang shall be connected to one point only on the boom and shall be attached to a saddle or a spanner, attached at or near the base of the mast. The spanner may be designed to control mast rotation.*

11. *Devices to specifically control mast rotation, other than the spanner and vang, are prohibited.*

The main arguments in favour of the change were:

- The changes would allow some development of the mast spanner whilst maintaining the existing requirement that it be confined between the boom and the mast base. Locking, over-rotation devices, as used in "Tornado" and "A" Class catamarans, would still be prohibited for safety reasons.
- This is an area of development that would keep the Paper Tiger Catamaran competitive with other 14ft catamarans.

As seen in the photos (next page), the basic difference between the old and new systems, so far, is the addition of a pivoting arm, attached near the base of the spanner and controlled by a simple tackle which allows the spanner to swing away from the line of the vang when the vang is under tension. This means that the vang is operating almost independently of the spanner and the spanner is operating almost exclusively to control mast rotation.

As the pivot point for the mast is near it's leading edge and the pivot point for the vang arm is located a distance back from this point along the spanner, there is still a tendency for the vang to pull the spanner in line with the boom when under tension. Any independent rotation of the two systems would rely on the forward rotation forces, applied to the trailing edge of the mast by the boom and sail, overriding the reverse rotation forces applied to the spanner by the tensioned vang. Mast curvature makes it very difficult to pull the vang totally in line with the boom with the normal vang setup without the mast reversing. Therefore, I suspect that the system would generally operate as intended.

Conventional spanner

Modified spanner - control system on vang

Modified spanner - control system on spanner

So assuming that there is now an effective mast rotation control available when on the reach and run, how should it be used and are there any potential hazards?

On a broad reach the vang would be tensioned as usual to achieve the required degree of twist in the sail and support for the sail leach for the breeze strength. Then the spanner would be eased to rotate the mast and achieve optimal flow onto the sail luff.

On the run in light weather the sail would be let out to the maximum, the spanner would be eased and pulled towards the centreline of the boat allowing the middle of the mast to bend back and sideways at the lower hounds (lower forestay eased), thus spreading the sail out flat for maximum area and allowing the outer end of the boom to go forward as square as possible to the boat centreline (the mainsheet must be set up so that the boom can **NEVER** touch the back stays). The vang would then be tensioned as much as necessary to prevent the head of the sail twisting too far forward.

Running in stronger breezes requires greater attention to protecting the mast. The lower forestays should hold the mast straight or curved forward at the lower hounds. The boom should be out to the maximum unless the wind is so strong, or the waves so steep, that the sail area needs to be reduced to prevent nosediving. If so, pull the boom in but hold a true course to prevent an accidental gybe. Apply plenty of vang to stop the sail twisting and support the top of the mast. Ease the spanner to rotate the mast forward enough to prevent it whipping in gusts or as the boat plunges into the back of waves.

It should be noted that there is a potential risk associated with the vang/rotation system described. The triangle of forces formed between the gooseneck, and the attachment points for the mast spanner and boom vang, acts to hold the mast at its rotated angle. If the spanner has been eased on a reach or run in strong winds, the increasing pressure on the vang during a gybe will hold the mast in its rotated position all the way to the new gybe position. It could then be held tightly with the wrong rotation until the vang is released. There is a risk that the mast could be damaged by a gybe in strong winds with the mast reversed this way. There is also a risk of nosedive if the skipper has to go forward to release the vang or force the spanner across, as well as a risk of mast damage if the boat does nosedive. It would probably be advisable to pull the spanner in to the "no rotation" position before gybing in these conditions, or if going forward to do this is too risky, don't use the rotation control at all.

Alex Craig – PT3033 - NEED FOR SPEED and Ian Marcovitch – PT3039 - MOJO broad reaching in a stiff NSW nor'easter

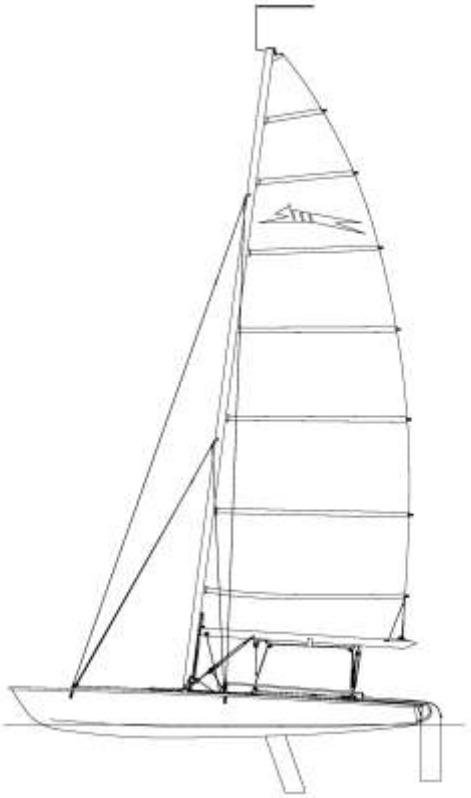
As a matter of interest, the following is a list of the things you can play with on the PT to optimise boat performance (allowable design variables such as centreboard and rudder profiles and rake are not included).

Pre race

- Mast rake.
- Upper stay tension.
- Lower back stay tension.
- Sail batten shape and stiffness.
- Sail batten tension.

During race

- Lower forestay tension.
- Sail luff tension.
- Sail foot tension.
- Sail leach tension.
- Boom vang tension.
- **Mast rotation angle.**
- Mainsheet tension.
- Mainsheet traveller location.
- Centreboard uphaul and downhaul.
- Rudder uphaul and downhaul.
- Tiller.



At least you won't get bored.

Ralph Skea *- PT3065 - SOLITAIRE*

My thanks to Ian Marcovitch for his input. Ed.

Interview

Skippers with a long history in Paper Tigers

by David Stumbles

Mike Wold is 65 and sails "Boy At Heart" (3050) out of Elwood Sailing Club, Victoria.

How long have you been sailing Paper Tigers?
I bought my first PT from the Trading Post in 1976 and taught myself to sail on it. In my first year or two cruising around I never bottled it and I thought I was doing OK – little did I know!

What brought you into the class?
Driving past Safety Beach one Sunday I decided to call in and they invited me to race. The PT fleets were massive then – Safety Beach had more than forty and many of them were on the water that day, including Peter Anderson, Alan White and Mike Croft. I thought yeah, I can compete with these blokes. When Peter Anderson lapped me while I was on my first triangle I was gobsmacked. Later, Alan White in particular was very welcoming and I was hooked.

What was your first Paper Tiger and what was it like?
It was a fibreglass clunker No 638 with an old Boyd & Mac sail, cane battens and a wire hawse traveller. It weighed 165lb (75 kg) dry. No one ever wanted to help lift it onto the trailer.

How many Paper Tigers have you owned and what were their names?
I have had six PT's, two of them ply boats.
638 "Whimsey", fibreglass, second hand.
1984 "Big Brother", gaboon and cedar plywood, home finished.
2222 "Catch-22", fibreglass foam sandwich, professionally built.
2888 "Roaring Forties", gaboon plywood, home built.
3056 "Carte Blanche", fibreglass foam sandwich, second hand.
3050 "Boy at Heart", carbon-fibre foam sandwich, professionally built.

Have you ever built a Paper Tiger?
I launched PT 1984 "Big Brother" at the Largs Bay Nationals 1979; from professionally built bare wooden hulls, and my own foils. This boat was a good performer but 7kg overweight, and I sold it after 2 seasons. PT 2888 "Roaring Forties" I made in 1987 completely from scratch on a jig I constructed with Neil Williams. Neil in particular had a lot of success with his boat winning 3 consecutive National titles 1989-1991.

What has kept you in the Paper Tiger class for so long?
I have never contemplated leaving - it's what I *do.* It provides mental and physical stimulation and the incentive to keep fit, excitement and satisfaction if I handle difficult conditions well, the fun of fiddling with gear, and above all the deep and lasting friendships that Julienne and I have formed with my competitors and their families over thirty years of meeting and travelling together – priceless! Did I mention that it's a beautiful design, perfect for my 73kgs, and I just love the sight of a well-trimmed Tiger powering to windward through the waves. My challenge to you – name a better class.

What do you think are the best features of the class (if not already answered above)?
Need I say more? Well OK – the boat is so tuneable and responsive; you don't just steer it, you *drive* it. With your toes under the strap and your hamstrings over the gunwale, it becomes an extension of your body. It's a wet boat and the spray is in your face.

How many Nationals do you reckon you have competed in over the years?
I have competed in 29 nationals, my first being at Largs Bay SA in 1979 where I came 13th in a fleet of about 65 – a massive thrill.

Which Internationals have you competed in and were they as a Team Member?

After a 7th in the 1981 Foster nationals, my first International was at Torbay NZ in 1981 and again at Napier in 1983. In those days you only competed if you were in the team. I competed in a number of the internationals held in Australia post-1983 as a team member, and two or three outside the team, but I am a bit hazy on which were which. I was a member of the team at Elwood in 2006 and at Koonawarra Bay in 2009.

What have been your best results in the various events over the years?

In one sense I think my best result has been my consistency –I have finished top-ten twenty or more times in my twenty-nine nationals. My best results were 2nd in the internationals at Elwood 1985 and Rye 1988. Most surprising (for everybody) was my 3rd at Torbay NZ in 1981, two years after my first nationals at Largs. I have also had two 2nds and a 3rd in the nationals, and seven or eight placings in Victorian titles including three 1sts. However, these statistics are pale compared to those of many of my great friends and competitors oin the class over all these years

Does any one series or event stand out in your mind as a particularly good one? (or: Which event or series over the years have you most enjoyed?)

The Elwood internationals 2006 was a good tough series and rather stressful for me because I was an event organiser as well as team member. Early on I did well with a 5th and a 2nd place. Then, following a blown-out day, the shore break was so large that it was extremely difficult to leave the beach and the majority of the NZ team declined to start the next race. Although it wasn't too bad on the course, I had aggravated a back injury getting to the start and withdrew during the race. This is a serious decision during a series as it puts great pressure on you not to stuff-up any other race. Did I really have to come in? On the last day, with three races back-to-back to catch up, I gambled on softer battens looking for an edge in anticipated light conditions. But it soon blew up to around 20 knots and I really struggled. On the second start I was OCS and was really down in the dumps. I sailed to the beach, dropped my sail and put in my stiff batten set, getting out for the third start. What a difference; I flew off the line, got up to second ahead of the known heavy weather boys and held that place to the finish. But my series was shot. There are a whole lot of lessons in that lot, including the need for mental toughness and calm rational decisions. I hope I retain some of them.

Of all the Paper Tiger sailors you have competed against, do any stand out as being particularly hard to beat or enjoyable to race against? (or: Who have you most enjoyed competing against over the years?)

I could fill a page on this one. On any given day, virtually any one of your competitors can beat you – that's one reason we keep coming back to try again. But some skippers have abilities that you haven't, and it has always intrigued me to contemplate what powers of observation and decision making they are using to be consistently in front of me (implicitly I rank brain power above boat power). One of the most acute observers and rational decision makers I have met is Peter Anderson, and we have had some great battles over the years – but he rarely makes a bad decision, particularly in unusual situations. Back in the 80's, a wizard named Garry Williams came on the scene. Talk about the pecking order – he just dominated the fleet. At around the same time, Mark Williamson – great natural sailor and hard competitor; won five heats of seven in his first PT

nationals, three months after joining the class, won Internationals and another Nationals before moving on. Glen Ashby – watched him take me to windward as a 14 year old – who *is* that kid? Ben Deed, super tough competitor. Neil Williams, a fine sailor and friend with great insights into boat engineering and sail trim. Bruce Rose, the boat speed king. Bryan Anderson; a cool sailor with his dad's genes and then some – 6 national title wins. Ian Marcovitch, 2nd at Foster 1981, 1st at Napier 2010 –wow! Jon Pinkerton; every time I think I've got him he comes out and turns the tables. Alan White, a generous friend on and off the water and great entertainer. Bob Ramsay – his "what amazes me ..." is what amazes me.

Has there been a particular venue (or venues) that you really enjoyed above others?
Safety Beach Victoria is picture postcard and a brilliant place to sail. Combined with Port Phillip Bay's well-known weather variability, it can provide every wind and wave condition you could ever desire.

I know you have been International President and served as National President for many years, as well as doing the Victorian Newsletter Editor role for the last few years. What other roles have you had within the class?
Having failed to make the team at the Bussleton (WA) Nationals in 1982, I was appointed team manager for the Internationals at Safety Beach in 1982 that were won by Australia and Mark Williamson. I enjoyed that role immensely. I had an earlier stint as Victorian newsletter editor 1980-1983. I volunteered for this job to get on the Victorian committee, which was otherwise difficult because there were more candidates than positions available and the elections were contested (amazing to think, isn't it?). Once there, I could mix with the experts Peter Anderson, Alan Rae, Bob Ramsay, Nick Papas, and hope that something would rub off on me. Prior to becoming National President, I was secretary for several years assisting President Jack Leevers.

Have any other family members been involved in the class?
My wife Julienne has been a great supporter throughout my involvement and is the much more social half of the partnership. She has contributed regularly to our social events, and loves travelling and camping with the PT community, old and new. My two sons (Chris 38 and Tim 34) do not share my interest in things sailing, so now I'm concentrating on my grandsons.

What's the funniest thing you can remember from your years of Paper Tiger sailing?
Nick Papas built one of the first PT's in Australia in the early 70's and was the fastidious Victorian measurer for about a decade. He was then in his fifties, with silver hair and a hearing aid. His beautifully crafted boat was named and sign-written 'Noddy Boffin', which seemed entirely appropriate for his personality. There he was on a sunny drifter day at Safety Beach, floating through the line while we waited for a start *sound asleep!*

I believe you are now retired from working for the CSIRO. What was your role there?
I was a research scientist specialising in stability of underground mines and in later years gas in coal, as a source of energy, as a safety hazard in coal mining, and for greenhouse gas sequestration. My later projects involved gas safety and environmental issues in the Southern Coalfields of NSW, where I consulted for BHP Billiton.

What other classes have you sailed over the years?
None (although my club mates at Elwood are continually at me to move to "A" Class cats. Boys, see my answers above)

What interests do you have outside of Paper Tiger sailing?
Travelling, mainly. In the last ten years I have spent time in USA, Canada, Alaska, Mexico, New Zealand, Vietnam, Cambodia, China, UK, Western and Central Europe, and Iceland, doing the Lonely Planet thing.

What do you see as the main things the class needs to focus on for the future?
I am concerned about our declining numbers but I am optimistic that if we improve our 'presence' in the sailing community and have boats available for purchase, then we can rebuild our fleets. Through the newsletter I see people looking for boats quite frequently. The Mosquito class in Victoria provides an example. They have re-grown rapidly since they commissioned a professional boat builder and typically have 30 boats at their regattas.

Do you see yourself continuing to compete for some years yet?
I'm working on it; to emulate Bob Ramsay, aged 74, who beat me fair and square in two races last month, is my long term goal. In the near term, having joined the Masters category (65+) I'd like to retain my place in the top-ten.

Thanks very much for your time, Mike.

(See cover)

FASAFE

Keeping it together under pressure

Your first State Championships! Results in your first two races in light conditions were better than you'd expected. You've just rounded the bottom mark and tacked onto starboard for the final beat to the finish line. The entire race has been a close, intense battle to cover a regular rival who is normally ahead of you at this stage of the race. The wind is freshening, the waves are getting bigger and victory is in reach when **"THWAANG!!!!!"** ... The jolt goes right through the boat, and you.

Instantly alert, you scan the rig. What has failed? All stays still seem attached, the mast looks OK, the main beam is still straight. It was definitely metallic, so it wasn't the hulls or foils. Was it wire strands breaking, or worse, a jumper strap bolt shearing off???? Whatever the cause, your race concentration is now stuffed and your rival, whom you had worked so hard to conquer, may well get the better of you yet again.

This need not have been the case. If your boat was well built and regularly maintained , the unexpected sound could have quickly been dismissed as a loose leeward stay shackle that had misaligned when coming under tension on the new tack and had simply corrected itself. On the other hand, if your boat was not thoughtfully constructed and your maintenance program consisted of washing the possum poo off the deck at the start of the season, it could have heralded disaster, or at least an expensive day's outing.

There are a few items on a PT which may quickly bring your race to an end if they fail. I say ***may***, rather than ***will***, because I know of instances where skippers have carried on to the finish line regardless. However, these were not your run of the mill skippers and the conditions were favourable. There are other items which may only slow you down if they fail but may well cost you a vital placing. So what can you do to minimise the risk of an early return to the beach?

The following article attempts to highlight areas where problems may arise. Some of these should be checked weekly, some before major series, some annually, and yet others perhaps after many years of sailing. As individual skippers often devise their own operating systems, there may be items peculiar to you own boat that are not mentioned.... but let's continue:

DOLPHIN STRIKER/JUMPER STRAP

This is number one when it comes to a failure causing significant damage. If this assembly fails when under load, the forebeam can break below the mast causing extensive damage to the hulls, and possibly mast damage. Assuming that the central strut is solid enough to take the compression loading, and the strap meets the minimum dimensions specified in the rules, there are three areas to be checked.

Firstly, the strut should be held perpendicular to the lower surface of the main beam. It usually passes through the bottom of the beam and is held in place by a bolt or pin through the top surface. It must not be able to move fore and aft or sideways and should be straight. Also check for corrosion where it is attached to or pierces the bottom of the beam.

Next you should check where the strut presses against the strap. Desirably the foot of the strut should cover the full width of the strap. If it doesn't, look for any deformation or cracking of the strap as this could indicate early signs of impending failure. The strut should also be designed to prevent the strap from sliding fore and aft.

Finally check the attachment points at each end of the strap. The minimum bolt diameter used to attach the strap should be 8mm. The inner bolts where the strap bends (which take the greater load) are shown on the plans as a larger diameter than the outer bolts. However, if the inner bolt fails, a smaller outer bolt is unlikely to save the day. An extra few grams is not going to lose you a race or series but a broken main beam will.

These bolts can also pull out of the beam if the load isn't spread over a wide area. Check for any gap between the strap ends and the underside of the beam

which could indicate that the beam is deforming around the bolt, or the bolt is loose. If the beam is distorting, it can be reinforced on the inside with a 3mm thick aluminium plate drilled to take both bolts, or a stainless steel plate with both nuts lightly welded on. The plates should be the full width of the inside of the beam. They should be installed with anti-corrosion paste.

BEAM BOLTS

Twisting of the hull platform whilst sailing places high stresses on the beam bolts. If the bolts are strong enough to withstand the load, these stresses are taken by the lower beam surface and the hull beam pads. The inner bolt positions on the rear beam are particularly vulnerable to damage.

Check for any gap between the deck and the beam. It should not be possible to slip anything between them. If there is a gap, it could indicate that the bolts are loose, or that the bottom surface of the beam is distorting around the bolt, or that the beam pad is compressing. In a worst case scenario the bottom face of the beam can crack and pull away from the sides.

If the beam and pads are sound, tighten all bolts firmly. If the beam is distorting or the pad is compressing, fix the beam and add large washers or 3mm thick aluminium plates to distribute the load away from the bolt hole. If the beam has cracked, a new beam will probably be required as welding may soften the tempered aluminium.

NZ style inner beam bolt

TRANSOMS AND PINTLES

The rudders can exert significantly different loads on this part of the boat depending on how well the boat is balanced, how often the boat is sailed in strong conditions and how often they impact with jelly fish or run aground. Failure of one rudder can stress and damage the rest of the rudder system.

Pintle pivot pins less than 6.4mm dia. are more likely to bend and crack over time. Check for distortion and cracking and straighten or replace if necessary. Loose pivot pins can be welded at the bottom flange on stainless steel fittings to remove slop in the system. Obviously they should be removed before welding.

Check for loose pintle attachment bolts, due to compression of the transom and packing blocks. Before tightening, check that there are large washers or a plate on the inside to distribute the load away from the bolts. There should also be sealant around the bolts on the outside and inside of the transom to prevent water ingress. Loose bolts can result in leakage and deterioration of the transom.

There have been at least two recent incidents of transom failure in older foam sandwich boats recently. This has involved a significant chunk of transom and the pintle ripping out under normal sailing loads, not due to impact. The hulls were from different manufacturers. As this was a totally unexpected event, it is not known if there were any telltale signs that would have indicated a progressive failure.

Check for any cracking or excessive flexing of the transom and reinforce if necessary. Reinforcing of the transoms in older foam boats may be worth considering.

CENTREBOARD CASE

Leakage through the centreboard case is probably one of the most common and annoying issues for PTs. Leakage in timber boats is usually due to poor construction resulting in failure of the joints holding the sides of the case together or to the bottom of the hull. Foam hulls usually develop leaks when the centreboard wears through the back of the case as a result of the centreboard being pulled forward at the top by a shockcord connected to the main beam. Both hull types can suffer damage from running the centreboard aground. A good, long term fix to this problem in either hull type is a pain.

There is little chance of effectively repairing the centrecase in a timber hull without major surgery. This will probably require cutting a hole in the hull (probably through the side under the trampoline) large enough to easily get an arm all around the case and be able to see what you are doing. The extent of work involved will depend on the nature of the damage.

With foam hulls it may be possible to repair the case from within the slot if the centreboard is sufficiently smaller than the case. Otherwise the same process as used on timber hulls will probably be required. Once repaired, it is worth bonding a length of narrow nylon webbing to the inside rear of the case (if there is room) to reduce wear on the case and board.

TRAMPOLINE AND CENTREBEAM

The trampoline should last a long time if it is maintained. The old style tramps, which were laced

on, were inclined to fail around the eyelets or pull the attachment points out of the hull. The modern track mounted or wire supported versions are most likely to fail when the stitching wears through in the areas where the skipper crosses the boat. They can also wear through where they rest on the centrebeam if the beam is not padded.

The centrebeam can also take a hiding from mainsheet pressure on a beat (if the mainsheet block is deck mounted), and when the skipper changes tack, especially when calorie challenged.

Check for worn stitching and oversew with thick polyester thread, or take it to a sail maker. Pad the centrebeam, if necessary, with light weight closed cell foam. This will also reduce shin bruising.

Check for permanent bending of the centrebeam and corrosion , cracking and loose fastenings at the mainsheet block and beam end attachment points.

If the trampoline support tracks are surface mounted, check for loose screws. If loose, remove screws and reset in epoxy adhesive.

MAINSHEET TRAVELLER TRACK

Gybing in a strong breeze can subject the ends of the traveller track to considerable upward forces, and the stops at the ends of the track will also cop a hiding if the traveller car hits them. The traveller control line should desirably stop or cushion the traveller car before it hits the stops. If the stops fail and a ball bearing traveller car leaves the track, the bearings may be lost.

Check that the track is not pulling away from the top of the beam and replace fastenings if necessary. Consider using bolts rather than rivets to hold the ends of the track. Check the track end stops for cracking or distortion and bent fastenings. Repair or replace as required.

Low profile traveller

HULL SURFACES

Surface damage of hulls falls into two categories. That which is superficial and may result in a microknot reduction in boat speed if it is below the water surface in flat water, and that which is a sign of more insidious damage.

Ply

Minor scratches and chips that penetrate the paint film should be filled and smoothed off to prevent water ingress. Surface splits on ply hulls can occur with poor quality timber, or under dark coloured paints (due to heating) if the ply hasn't been thoroughly sealed and bonded with epoxy before painting. It could also be a sign of a failed joint or deck stringer.
Check that the split doesn't go deeper by flexing the surface. Superficial surface splits can be opened with a fine blade and filled with epoxy, but widespread cracking may require stripping, sealing and repainting. Any structural failure requires a proper fix if it is to last.

Foam Sandwich

Splits in foam hulls usually mean that something significant is going on and it will not necessarily be an easy fix (well, not neatly anyway). Apart from letting water into the foam core of the hull skin, failure of the outer surface layer may quickly lead to failure of the inner surface layer. Therefore any cracks should not be ignored.

RUDDER STOCKS

There are many different styles of rudder stocks used on PT's, but those fabricated from square section aluminium tube are fairly common. If you have these, the bolts and rivets that hold them together can be subjected to considerable stresses. The bottom attachment point to the transom comes under the greatest strain and if failure occurs here, the rest of the stock can be damaged.

Check for obvious cracking of the frame, loose joints and rust leeching from stainless steel fastenings. Aluminium corrosion around stainless steel fittings and bolts is also a concern. Consider disassembling and cleaning the stocks at regular intervals (perhaps every 3 to 4 years). If the aluminium frames are held together with 4.8mm dia. fully threaded bolts, consider replacing at least those at the high stress points. Reassemble using anti-corrosion paste.

If you use flexible plastic fittings to attach your tiller cross bar and tiller extension, check for splits in the flexible joints. These can fail quickly once they start splitting.

FOILS

Centreboards and rudders can be subject to large stresses. Any weakness in construction usually shows up fairly quickly...possibly on the first really heavy day or series. Even well made foils can deteriorate over time or as a result of impact.

Check for any cracking on the centreboards immediately below the hull when the foil is fully down and on the rudder blade immediately below the rudder stock as these are the most stressed areas. Once cracking begins, failure is pretty much guaranteed. Effective repairs to this sort of damage are difficult. A new foil may be the best option.

Surface damage and chipped edges should be filled and smoothed off. Check the rudder blade pivot hole for wear and repair if necessary. Ensure that timber foils are well sealed so that water isn't penetrating the wood.

SAIL HALYARD

The basic sail halyard incorporates a wire strop with a shackle at one end which attaches to the headboard of the sail and a slug at the other end that fits into a notch in the halyard lock at the top of the mast. Check that there are no broken strands in the wire, especially at the swages. Any broken strands indicate that the wire is over stressed and it should be replaced. Using a double run of wire will lessen the risk of sudden failure.

Many boats now use rigid hook and eye halyard locks. Check for wear or cracking.

Of course no system will keep the sail up if it isn't correctly locked in place before leaving the shore.

MAST HOUNDS

Today's hounds are quite robust fittings. However, some of the older designs had a large hole for attaching shackles. These are prone to distortion and failure around the hole. If the hounds have been installed without anti-corrosion paste, significant corrosion of the mast can develop under the hound.

Check for distortion, corrosion and loose rivets. Replace the hound if it is damaged. If corrosion is apparent, remove hound, clean hound and mast and reset with anti-corrosion paste.

MAST BASE

If the mast base isn't tightly fitted into the mast extrusion it can twist out when under load, splitting the mast walls in the process. If the base is fitted with spanner attachment lugs, these are subjected to substantial stress.

Check that the mast base is securely attached and there is no sign of cracking. If it isn't a natural tight fit it should be tightly packed with aluminium and held securely in place with 4.8mm dia. rivets. Check that the spanner bolt lugs are not cracked.

MAST SPANNER

The mast spanner cops a hiding during a gybe in a stiff breeze. If the spanner is loosely attached to the mast, this can increase the impact loadings.

If you have the machined mast base that has been in common use for many years, you will probably have your mast spanner attached to it by a 6.4mm diameter bolt. Over time this bolt can crack and fail in the threaded section.

Check for cracks in the spanner at the attachment points to the mast and adjustment tackle. Check the attachment bolt and consider replacing it every few years regardless.

GOOSENECK

The PT gooseneck may take a hiding in three ways. When sheeted on hard with the mast rotated, forward pressure applied to the boom by the mainsheet tries to twist the gooseneck out of the mast track - when the boom hits the limit of the mainsheet during a gybe it also tries to twist the gooseneck out of the track - and if the boom is not prevented from hitting the backstays, especially during a gybe, it will try to lever the gooseneck out of the mast track (as well as do other nasty things to the mast).

If the gooseneck is fixed to the mast, these issues should not be a problem. If the gooseneck has a large snugly fitting plug or wide plate that distributes the load within the mast track, the potential for damage is considerably reduced. If the gooseneck has a small plug that holds it in the mast track, there is a significant risk of damage to the mast.

Check for damage to the mast where the gooseneck normally operates and modify or replace the gooseneck if necessary. Carefully bend the mast track back into line if it is starting to spread open.

STAYS AND THIMBLES

Stainless steel stay wire comes in different qualities and has a limited life depending on how much heavy weather sailing is undertaken. Strands can break anywhere along their length but tend to fail more

frequently at the ends where the wire is bent around the thimble or pinched by the swage. Thimbles can crack, where they press against a shackle or fitting, and will stress the wire when they collapse.

Check all stays for broken strands and rust stains. Flex the wire at the swages and rust spots to expose any weakened strands. If there are broken strands, the stay should be replaced as it will continue to stretch, deteriorate and eventually fail. New stays will stretch when first installed, so it is best to replace them in pairs. Check all thimbles for cracks and replace where necessary.

SHACKLES

Shackles are one of the hardest working and reliable PT components. However, they can fail with age. If the shackle has distorted, it is possibly too small for the task.

Check all shackles. If the pin is worn and loose or hard to screw in due to distortion of the shackle body, consider replacement.

BLOCKS

Basic, non ball bearing blocks seem to last forever. Modern, ball bearing blocks are also very durable but need to be looked after. Metal sheaved blocks for wire can seize and damage the wire that then has to slide over them. Ratchet blocks that don't work properly are a liability.

Blocks should be flushed with fresh water after sailing in salt water on breezy days. Check all blocks to ensure that they are running freely and lubricate if they don't. I have noticed that non silicon lubricants are sometimes recommended for plastic components. Replace any block that won't free up.

Check the sheaves for chipping of the outer edges. This could indicate that the rope is too large for the block and is putting too much outward pressure on the sheave. Replace the block and/or switch to a smaller diameter rope.

Check the operation of ratchet blocks. They must grip and release reliably or they will cause fatigue upwind and may not release quickly enough to avoid a nasty capsize off the wind. If they have a plastic sheave, check for wear on the gripping surfaces. Once these are worn away, the block is of little use and the mainsheet tension is transferred to your hand (unless you cleat the main).

CLEATS

A cleat that doesn't grip the rope properly, or jambs open, could seriously effect race performance.

Check that the cams move freely. If very tight, carefully disassemble, clean and lubricate, taking care not to lose the return spring. Otherwise hold open the cams and spray WD type lubricant (using the tube) up underneath them. Then work the cams until they loosen up. If the cam teeth are worn away, it is time for a new cleat.

If the cleat has a plastic rope guide and a groove has been worn in one side, swap it with another that is wearing on the opposite side. Otherwise, replace the guide or it will make releasing the cleat harder and the guide will eventually fail.

ROPES AND WIRES

Modern sailing ropes and flexible wire are very strong and durable. However, there are some locations where they are subject to excessive wear. Dragging through cam cleats will abrade rope over time. Also, ropes that are regularly under high stress at the same point, such as a rudder hold down passing over a sheave, can fail.

Single braided mainsheet rope tends to swell up over time and can become tight through the mainsheet blocks making it hard to ease the mainsheet in light weather, especially going onto the run. Double braided mainsheet rope is more stable but doesn't suit all types of ratchet blocks and is a bit harder on the hands.

1 x 19 type rigging wire is not suitable for use around blocks, but even 7 x 19 wire can fail over time where it turns around a sheave. Using wire around plastic sheaves is a bad idea.

Check for obvious wear where ropes are held by cams or drag over ratchet blocks. Basic braided ropes become furrier before eventually failing, but the outer layer of ***Spectra*** tends to fail completely and bunch up along the core strands.

Check that the mainsheet runs freely through the blocks and is gripped firmly and released easily by the ratchet block. If the outer layer of the mainsheet fails (usually at the ratchet block position when on the beat) it will jamb in the blocks. Consider a new mainsheet if it doesn't run freely or is showing wear.

Check **carefully** for broken strands on wire rope as a broken strand through the finger hurts like hell. Replace wire once strand breakage occurs.

SAIL

Sails will last a long time if salt is rinsed off after races, they are rolled without creasing and are stored dry. No fittings should be left attached to the stored sail as they can result in rust stains on the cloth.

Check the sail for worn stitching and wear along the sail batten pockets where they rub against the stays. Worn stitching can be oversewn with thick polyester thread or taken to the sail maker. Wear at the batten pockets will need a patch of heavy sail tape or clear plastic sail material stitched or bonded over it. Self adhesive rip-stop nylon patches aren't a long term solution. Fitting patches before there is a hole in the sail is the best option.

Check any sail telltales that are fitted. The ribbon type will fray and may come unstuck. Check that they are well bonded to the sail. Trim and carefully melt the ends or bond with a waterproof glue.

Between seasons, sails can be hung up and given a gentle wash with mild laundry detergent and a soft brush to keep them clean. Dry thoroughly before storage.

Rust marks used to be easily removed with a product called ***Rustiban,*** which was available from chemists. Apparently this is no longer available as it contained a 10% solution of Hydrofluoric Acid, which can do really nasty things if it comes in contact with people. Actually, if anyone still has a little bottle of ***Rustiban,*** I would suggest that you do some online reading (such as the site below) just so that you learn to treat it with the respect it deserves.

http://www.commerce.wa.gov.au/worksafe/PDF/Bulletins/Hydrofluoric_acid.pdf

The bad news is that there doesn't appear to be a clear cut alternative, although things such as Phosphoric Acid and lemon juice are promoted.

CORROSION

Corrosion is the big enemy. A sleek looking boat can soon look pretty ordinary if corrosion isn't controlled and the damage can lead to gear failure under load if left unchecked.

Stainless steel fittings attached to aluminium, or aluminium components joined with stainless steel rivets, will set off corrosion if not isolated from each other with anti-corrosive paste. Some pastes dry out over time and loose their effectiveness. Pastes that stay "wet" such as Res-Q-Steel" (International Paints) are preferable. Silicones won't provide long term protection.

Remove fittings that are causing corrosion, clean all surfaces and reinstall using paste. Don't clean surfaces with steel wire brushes (unless they are stainless steel wire) as they leave traces of iron imbedded in the surface, which then creates orange rust stains that are hard to remove.

All metal surfaces should be thoroughly washed down with fresh water after sailing in salt water as residual salt will draw moisture from the air and promote corrosion while the boat is stored.

Ralph Skea

"Flex the wire to check for broken strands...."

Moving on.....

News of past PT performers

ASHBY CLAIMS 7th A-CLASS WORLD TITLE

Former Paper Tiger International Champion, Victoria's Glenn Ashby, won his seventh A-Class World Championships in early July, on the Adriatic in Cesenatico, Italy, from a fleet of 100 entries. Another former Paper Tiger International Champion, Victoria's Ben Deed, finished 14th, while another former Paper Tiger sailor from Victoria, Stephen Brayshaw, finished 22nd.

It was an all-Australian podium as Glenn Ashby won from the Australian A Cat champion Steve Brewin and in third place was Darwin sailor Jack Benson. Ashby took an impressive five firsts in the eight race series and didn't count a race finish lower than fourth.

Whilst Ashby and his fellow Australian's are used to heavier conditions, this 2010 championship was sailed almost completely in light wind conditions and Ashby this week used sails which would have seen him seriously overpowered in the kinds of conditions that prevailed when he won the 2009 A Cat Worlds on Lake Macquarie, Australia.

Ashby said *"I accepted early, that light wind was what the weather gods had dealt us and put my head into light weather racing".*

He continued. *"It was super tough mentally today [in the final race] in extremely soft wind conditions. I'm very relieved to have gone the right way in the first upwind to defend my lead".*

This report courtesy of ISAF, www.sailing.org

Return of the C-Class Cats

Glenn, will pair up with fellow Aussie James Spithill, **BMW Oracle's** America's Cup winning skipper, to compete against six other boats in the International C-Class Catamaran Championships. The C-Class is the fastest course racing boat in the world. This event, also known as **The Little America's Cup**, will be held at the New York Yacht Club from August 22nd to 28th, 2010.

These 7.6m long catamarans, with their efficient wing masts, can fly a hull with both crew on trapeze in 6 knots of breeze. With only seven rules limiting the design and no weight or construction material restrictions, designers are free to work at the edge of technology, resulting in boats capable of travelling at up to twice the wind speed.

The fleet will sail 9 races over the first 3 days to select the match race contenders for the actual Cup racing.

KEVIN KAY

Kevin passed away on Sunday, 9th May, 2010 from cancer.

He was well known and respected within the sailing fraternity for his skill and high level of sportsmanship.

He raced 12ft skiffs, Taipans, Cobras, Paper Tigers, Arrows and Impulse dinghies, usually at the top end of the fleet.

Kevin was a past President of Speers Point Amateur Sailing Club on Lake Macquarie, NSW, moving to Melbourne several years ago.

ESSENTIAL KNOWLEDGE FOR BEGINNERS

If your newly purchased Paper Tiger is your first experience of sailing, the following fundamental steps may help to keep you coming back for many years of drama free enjoyment. The Paper Tiger Catamaran International Association produces a series of guidelines specifically for beginners which are available through the Secretary, David Stumbles. These are recommended reading before you get wet.

Phone +61 400 476 449
ptcia@papertigercatamaran.org
www.papertigercatamaran.org

When first learning to sail your PT, it is best to do so in the company of other sailors and a rescue craft. It is highly recommend that you join a local sailing club, especially one with Paper Tigers or other small catamarans, as nothing will help you more than having others who sail these boats available to assist and answer your questions.

The ideal wind strength in which to begin sailing your Paper Tiger is around 8-12 knots. Always wear your personal floatation vest. It's too late trying to get to it once you are in the water and the boat is blowing away from you faster than you can swim.

BEFORE GOING ON THE WATER

Make sure that all shackles are done up tightly. Don't let ANYONE interrupt you while you are tightening a shackle as you may forget to finish the task, and loose shackles can quickly come undone when on the water with embarrassing consequences.

Tighten the lower forestays so that the mast is bent slightly forward in the middle and don't loosen them until you are much more experienced. This will reduce the risk of bending the mast when gybing, or if you nose dive.

Make sure that the sail halyard is properly locked in place so that it won't slip free while sailing. It can be very hard to pull the sail back up the mast once you are on the water.

Tie a knot in the loose end of any rope so that it cannot run out through a pulley or cleat while sailing.

Ensure that all deck hatches are screwed in firmly, but not so tightly that you may break them when trying to get them out.

Tie a knot in the mainsheet rope so that there is no way the boom can touch the stays when the traveller and mainsheet are let right out. There should be at least a 50mm gap between the boom and stays.

If the centreboards are joined with a rope, make sure it goes under the toe straps so that the boards won't fall off if you capsize. If they are not joined, tie them to the boat with light cord.

Make sure that the rudders are locked onto the transom fittings with clips. If they aren't, they will soon float off the boat.

Tie cassette or video tape to the front stays so that you know what direction the wind is blowing from.

If you insist on going out alone, always tell someone who cares about you that you are going and when you expect to be back. A mobile phone in a waterproof bag could be a good idea.

WHEN ON THE WATER

Always pay attention to the wind direction. If you unintentionally turn the boat rear-on to the wind, you could get hit by a fast moving boom.

Don't cleat the mainsheet if the wind is strong enough to lift the hull off the water or you may capsize.

When tacking, keep steering the boat around until it has turned well past 'head-to-wind' or you may stall. Move to the opposite side of the boat before the sail fills on the new tack or you may capsize.

If stalled, release the mainsheet and traveller and push the boom and the tiller away from you. The boat will reverse around until it is no longer pointing into the wind. Then pull the tiller towards you and pull in the traveller and mainsheet to get moving again.

When gybing, if you value your good looks, always keep your head down, and if you value your hands, always move the one holding the tiller out of the way before the boom swings across the boat.

So don't say you weren't warned. Now go forth and enjoy.

Ralph Skea

Letters

OFF-THE-SHELF PT

"Congratulations on your story **'I want it now'** in the last edition. As a national/international association, I feel that this should be the top priority as far as moving forward. In the states outside NSW and VIC, there is a desperate shortage of options that we can offer prospective members.

Due to the fact that these boats are not available off the shelf, the only options for getting a new boat are to build one yourself or have someone build it for you. This alone is very daunting without knowing basic pricing of the final product.

To start with, there needs to be a standard configuration established for this basic version and for this to be fully listed with ball park pricing. Enhanced packages could then be made available as and when required. Another suggestion I heard the other day was to provide a kit version of the hulls with simplified assembly and easy to follow instructions.

Price is the greatest impediment of this process and unless this is kept to a minimum (through bulk purchasing for the APTCA Store) prospective newcomers will look at the off-the-shelf fibreglass boats. We need new boats to get new members.

Well done to the APT team."

Gary Fleming

PT2314 - TIGGER

THIN SKINNED

"Just letting everyone know that I have started building a new Tiger. I am using 2mm, 4 ply, aircraft grade plywood. It is very good and reasonably stiff for its thickness. I am then laying carbon internally and using foam as stiffeners and bulkheads. I am also using Kevlar in certain parts. So far all is going well and it looks like it should be reasonably stiff and should be on weight.

The reason I'm going this way is that I can't get 3mm Gaboon ply and the 4mm that I have seen and weighed is too heavy. This ply may be the future and, as I said, it is very high quality.

I have started the first hull and I'm still waiting for more ply to start the second. The ply is hard to get hold off. It comes in 1200mm by 1200mm sheets, weighing around 2 kilos per sheet.

The ply is laid on the jig as you normally would to build a ply boat. Carbon is then laid inside the hull to stiffen it up. I have then added foam for more stiffness.

The centre case is made from carbon and Kevlar using a mould I built. This is probably not much lighter than the ply but thought I'd try something different. Kevlar has also been used in the hull to strengthen up the bulkheads and foam stiffeners, as well as under the beams and around the chain plate areas. It was used because it's cheaper than carbon and a lot stronger but its not quite as stiff as carbon.

➡

The hull is looking OK weight wise and I have learnt that the resin is the heaviest part. I will cut down on resin in hull 2, which can be done easily without reducing the strength. There are a few air bubbles in the carbon layer inside the hull but I don't think this will reduce any strength as there are heaps of foam supports inside."

Peter Darling

PT2979 - MISSION IMPOSSABLE

SIMPLY COMPLICATED

"As someone who has been sailing the PT for many years, I often get asked by sailors who are new to the class about how the various systems on the PT work. For someone new to the sport of sailing, the boat is fairly daunting and it is easy for people to get confused / frustrated / discouraged.

I understand that for those at the front of the fleet the complexity of the boat is a joy rather than a hindrance, but I think that as a class (especially an entry-level class) we need to be mindful that we don't make the boat too complex for the novice sailor.

The system we have in place for rule changes at the moment is very democratic and caters well for existing PT skippers, but for every new system put in place, like the new vang rule, we are adding another part to the boat that is confusing for people looking to enter the class, and I worry that if there are too many gadgets like this people will buy a simpler boat to start off with.

Just a thought when considering any further fine-tuning systems, do we really need them when 90% of the skippers I speak to are still coming to grips with things like stay tensions? It's no good having a boat that is ultra-competitive in yardstick racing if there are no new skippers that are willing to take the time to learn how to make it go."

Tom Bawden

PT2974 - CARBON COPY

A valid point. As the basic difference between a complex and a simple cat rigged boat is the ability to adjust something while sailing, perhaps it would be helpful if there were a set of "all-round-the course" settings that a beginner could adopt until they understood the consequences of each adjustment. This might be along the lines of the old pre-adjustment era tuning manual. I'm sure that some of our class gurus could come up with something like this. However, the beginner would have to accept that their all-adjusting opponents may finish many legs ahead. If you have ever forgotten to reset something critical mid race, you will appreciate how quickly you can fall behind. Ed.

TASMANIA DREAMING

"Anyone want to share the journey to the Nationals? I Could possibly pick up you and your boat from southern NSW, the ACT or eastern Victoria. The cost would be approx. $7/100km + $650 ferry fare. A total of maybe $800 return each, not including accommodation.

Reply to: tonyquoll@yahoo.com"

Tony Hastings

PT2901 - TIGERDELIC

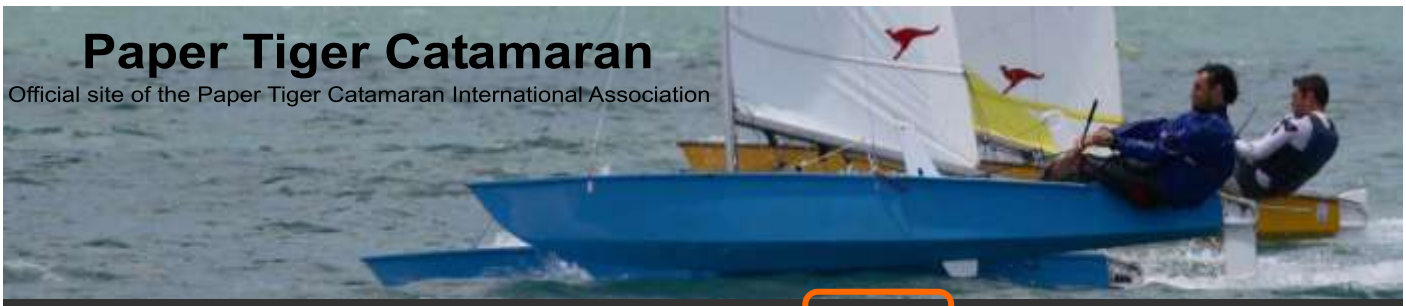
sailing speed records

On Water

http://valenciasailing.blogspot.com/2009/09/video-worlds-fastest-sailing-yacht.html

On land

http://www.youtube.com/watch?v=iJLFQ-1nGz0



Need answers to your PT questions?

Want to share your knowledge and wisdom?

Then have a look at the Paper Tiger Forum!

Are you aware that there is a forum on the PTCIA website? For the uninitiated, a forum is a place where you can ask and answer questions. These are commonplace on the internet. In well-used and popular forums, you can expect an answer to your question in a very short time.

The good news is that there are now over 150 users registered with the Paper Tiger Catamaran website (www.papertigercatamaran.org)

However, despite this, there are currently only a few regular users of the PT Forum. Tony Hastings (NSW) is the clear winner of "most regular contributor". He has answered many questions and usually does so with great detail and enthusiasm. Thanks for your continued efforts, Tony.

Our vision for the forum was for it to be place where anyone could ask a question about Paper Tigers and there would be several people able to provide answers (or opinions) within a short timeframe.

I would like to encourage all Paper Tiger sailors to get involved in the forum, a place where you can both gain and share knowledge. Please be aware that you need to be a registered user of the site (and be logged in) to be able to access the forum, but this is a very simple process.

You can also use the forum to provide suggestions and feedback on the website. This is something Gary Fleming (Qld) has done several times. Thanks Gary.

The site is definitely a "work in progress", but your feedback will give us a good guide about the areas that deserve the highest priority.

So get involved! The more contributors there are, the more effective it will be.

David Stumbles
Secretary
Paper Tiger Catamaran International Association

E: ptcia@papertigercatamaran.org
W: www.papertigercatamaran.org

JUST ADD WATER

A regatta was held recently to celebrate the 10th anniversary of the establishment of the Lake Eyre Yacht Club, based at Marree in South Australia. The following is an edited version of Dave Godfrey's account of his journey to the event with wife, Marilyn, fellow PT skipper Garry Craig and his wife, Kerry.

The Lake Eyre Yacht Club is a tourist attraction, none the less for its lack of water to sail on! Not a drop of water suitable for sailing is to be seen in any direction to the horizon!

This yacht club has been the inspiration of Bob Backway, the club commodore. He has spent the last ten years creating the clubhouse and encouraging other like minded people to become members and participate in building an inland sea yacht club. Each year since 2000, they have looked for suitable waters to run a regatta. This year finally gave them the opportunity to run a regatta on Lake Killamperpunna, 160k's north of Marree on the Cooper Creek, just east of the Birdsville track.

My wife saw the news clip in the HeraldSun. At that point I was determined to be part of this historic trip as it had been some 20-25 years since this amount of water had been in the area. There were several interested PT participants, but other engagements took priority at such short notice. Garry, Kerry, Marilyn & myself headed for Mildura on July 1st to rendezvous for our trip to Marree.

The travelling was uneventful, with a long haul to Leigh Creek from Mildura on the Friday. Leigh Creek was the last of the bitumen and sleeping in real beds for the next two weeks. We arrived in Marree on Saturday and checked in at the Oasis(?) campground, and also visited the yacht club, before heading off to the Camel Cup for camel, donkey and kids races.

Sunday was a trip out to Lake Eyre National Park. Walking over the huge sand dunes, we were awe struck with the vision of the flat white salt plain in front of us. No water within walking distance, however you could see it way off in the distance. This was the southern end of Lake Eyre North. Very close to the top end of Lake Eyre South. We were told that Lake Eyre is about the size of Belgium.

Monday was a relatively short drive of 160kms to the campsite. We set up camp, registered, got the Tigers off the roof, rigged and went for a late afternoon sail. Sailing in some of the NZ international regattas had prepared me for cold water and weather. Kathmandu beanies, booties and thermals were all the go here. There was plenty of water depth for PT foils and we had enough wind to sail with over the four days we were there. Generally lighter winds, but occasionally got to fly a hull.

Cat classes were about 85% beach cats, such as Caper Cats, Hobie and Maricat, then 2 Stingrays and 2 PT's. The regatta was touted as an informal regatta for people to bring their families out to experience something unusual – sailing central Australia. There were around 45 boats entered with close to 50/50 split of monos and cats. Some boats were trailered in from Qld, WA, SA, Vic and NSW.

Tuesday was the first day of racing with back to back races in the morning and afternoon. The courses were set so boats could virtually reach around the course to make it easier for the novice sailors. Results were worked out on class handicaps. In between back to backs, some boats went in and changed crews to give other family members a chance to sail in the regatta.

Wednesday was scheduled as a sail up the Cooper Creek. Marilyn became aware she would be left out so, in as much warm and waterproof gear as I could muster for her at short notice, off we went, probably about the third time in our 28 year married life. My challenge was to not get her wet, so a slow careful trip was made. Up the lake we went, with Garry and Kerry well ahead marking the route.

Unfortunately for Garry and Kerry, at the entrance to the creek a monohull got caught up in shallow water and tipped over with crew thrown out etc. The mono had some steering damage and the child was a bit cold, so G & K took her back to the camp area so she could change and warm up.

We had our own little drama after we got through the neck of the Cooper and into flat clear water. Parked the boat in irons, got the camera out and took a few happy snaps. Then noticed the current was taking us down stream faster than I wanted with all boards up and one rudder down. Quickly got the camera stowed and got all boards down, but too late to avoid drifting into a dead tree. Anyway no damage to hull or sail. We spent about an hour ashore while everyone congregated and we had a group photo taken to mark the occasion.

The water as you can see was not clear, but good enough for washing up in. All the days at the lake were generally very sunny but still very cold. Nights were very cold, but good sleeping bags kept us very warm. The club provided a couple of truck loads of old railway sleepers for camp fires at night.

Thursday was the last official day for sailing at the regatta. This was to be a trip down the Cooper to the Birdsville track and then a race along the submerged section of the track, a distance of a couple of K's I think. The Stingrays had packed up and left before this race. The PT's decided to sit this one out as this section of the Cooper was only suitable for shoal draft cats and monos.

Marilyn & I decided to drive down to the point where the Birdsville track met the Cooper and wait for the boats to arrive, about a 55k trip! When we arrived we could see the boats weaving their way through the trees and scrub. Quite a sight. Garry & Kerry took to their canoe and headed off to the southern end of the lake for a bit of island exploring. Most took to their boats. It took most of the afternoon until about 4.30 for boats to get back to camp.

Garry and I took out our PT's for a last sail in the late afternoon and found a patch of wind which allowed us to skim along under flying hull for about five minutes, capping off a truly different and relaxing sailing experience.

The event was finished off with a presentation dinner at the Marree Hotel. While many had already left for home and work, the room was packed with those still left behind to remember what a great week and declare our interest in another regatta in year 20??.

David Godfrey

PT3041 – WINDCRUISER

QPTCA Report

News from the North

Being the winter months, sailing around the state has been fairly quiet with most guys working on their boats and participating in the odd race. This should start to change in the coming weeks as the weather becomes warmer and the winds start to become stronger.

Recently we have had four Paper Tigers regularly sailing at Lake Samsonvale just north of Brisbane, with a fifth boat soon to join the ranks. This should provide good competition on a club level and will hopefully continue to grow in the future. There are also a number of boats sailing up north near Bundaberg. If we can now get all of these boats together at a regatta soon, it should make for fantastic sailing.

We have recently had a couple of new members join the QPTCA and are hoping that this will give us the numbers to be able to run a state title in the near future. For anyone in Queensland reading this, if you have any suggestions on venues or times that we can run this, please let us know, as all feedback is appreciated.

We will be providing more news on the QPTCA's expansion in future editions of the newsletter, with further details on potential options for a state title.

Enjoy your sailing!

Chris Shannon

PT2920 – THE OTHER WOMAN

queensland

TPTCA Report

How to Breed Tigers

"What class should I get into" has been a question that has plagued many existing sailors and many would-be sailors alike. Here in Tassie the Paper Tiger Catamaran has existed at a number of clubs around the state for many years, but much like the existence of a distant tiger cousin (the Thylacine) competitive racing of the Paper Tiger had begun its potential path to extinction in Tasmania.

Competitive sailing of the PT in Tasmania is now centred around the Lauderdale Yacht Club on the Eastern Shore of Hobart with PT fleet numbers now staring at double figures (if we can get Bruce back on the water!).
Two or three years ago the Paper Tiger was just another class in amongst a mixed bag of "catamaran all-sorts" at the Lauderdale Club. During the 2009-2010 period, interest in the class had been elevated somewhat as a couple of existing Tasmanian boats changed hands as they do, and a couple of sleeping tigers came out of retirement.

The headlines that read "Paper Tiger National Title at Lauderdale" provided additional interest in both the class itself and indeed the Lauderdale Yacht Club also. Numerous people were hunting tigers during early 2010 with little success in terms of boat availability in Tasmania. Some people started to look interstate to find a decent boat. Various "for sale" lists were available on the net, however the bulk of the lists proved to be very dated, and some potential sailors gave up the hunt altogether. With plenty of encouragement and assistance from existing PT sailors (thanks to Bruce, Mick and Sean) a couple of new tigers were introduced to Tasmania. The gene pool has expanded as a result! The PT group in Tasmania is a welcoming and highly competitive bunch that, from what I am told, is typical of the breed. The national body (APTCA) has also proved to be very helpful tonew PT sailors (thanks Dave and Russell)

tasmania

in terms of providing detailed information on the class.

To have a successful Tiger breeding program in your region consider the following:

- Support and contribute to publications such as this Newsletter and on net-based forums if you are that way inclined, and of course promote the class when on the road/water.
- Keep your state websites, for sale lists, and publications up to date, as this will reassure the audience that the class is 'on top of things'.
- Be mindful that some potential PT sailors do not regularly use the web – use traditional methods also for boat sales and event advertising.
- Know the contact details of your state's office bearers so that you can pass on details to newcomers.

PTs ready for a mid-winter training session at Lauderdale

- Get your local club to put their hand up to host a regatta, state title, or even a national title.
- Encourage and foster junior PT development at your local club.
- Consider sailing at a neighbouring yacht club to spruik all of the good things about the PT.
- Consider a buddy system with less experienced and/or junior PT sailors at your club.
- If you have a PT in the back shed, then don't let it waste away – dust it off and use it OR advertise it (there are plenty of people currently looking for PTs).

The positive and welcoming nature of guys like Dave Stumbles, Mick Boyle, Sean Keady, Bruce Rose, and Ian Marcovich is certainly an asset to the class and something that is much appreciated by sailors that are new to the class.

A mid-winter training session was held at Lauderdale during July. The usual suspects participated with a new-to-Tas tiger participating for the first time (welcome Nathan Whitton – ***Gulf Buggy***). Some boat-swapping was undertaken and the debate on hulls, sails, and rigging raged! One thing was clear and agreed on the day by all participants – that is, ensure you reinforce your tramp before lending boat to Sean!

Nathan Whitton and GULF BUGGY

We are all eagerly looking forward to the National Titles at Lauderdale in January 2011. Some great racing is expected, along with great Tassie food and of course the odd beverage or two. Hope to see you all there for some competitive racing in a beautiful part of the world. Be sure to book your ***Spirit of Tasmania*** ticket ASAP!

Davin Faux

PT2932 - CHILLI TOES

Firstly I would like to thank our Vice President Davin Faux for his contribution to this newsletter. He had plenty to say so I'll keep my report short. One thing Davin did touch on in his report was a matter of a tramp that was damaged while I was sailing his boat a few weeks ago. It is common knowledge that the alleged tramp was already 'pre-stressed'. There are some things that should be left in the bedroom and not in the back yard on top of a PT. Enough said.

Preparations for the nationals are in full swing and we have had many meetings with the Lauderdale Yacht Club and the Tassie PT association. All those involved are determined to make these nationals a raging success. Good sponsorship has been obtained for each heat, and Series Sponsor, **Goodall Yacht Sails,** will provide two new sails as major prizes. At least ten PTs from the host Lauderdale club are planning to enter.

We are also looking forward to gauging how competitive our local fleet is as not many of us have raced on a national scale before. We will conduct a few more training sessions between now and the start of the season and I'm sure all those who attend will reap the benefits, not to mention a dose of frostbite!

A major regatta is scheduled to be raced on the Derwent River, Hobart, in October. The Showdown Regatta attracts about 300 dinghies and keelboats. We usually have a mixed catamaran class sailing but this year we should have enough PTs to race with our own class/start with up to 10 boats entering. Exposure at these big mixed regattas is one of the best ways to promote the class. There is nothing like a bunch of PTs on a screaming reach to turn a few heads!

If there is anybody coming to the nationals in Hobart who likes to go for a bit of a surf then strap your board to your PT for the trip down. Lauderdale is only 10 minutes drive to some great surf beaches with some class waves to be had. Half of our crew down here are keen surfers so a trip to a local secret spot on a lay day could be on the cards. The sharks here are well fed and don't eat too much!

Well that's it from Tassie, hope to see you all here in January.

Sean Keady

PT2997 - SSSMOKIN BILLY

Paul Matthews – PT2955 NO EYE DEAR, Andrew Barnard – PT2773 (3060) BARBADIAN TSAR
Davin Faux – PT2932 CHILLI TOES, Mick Boyle – PT2927 RE-ENTRY, Sean Keady- PT2997 SSSMOKIN BILLY
at the 2010 Tasmanian State Championships

SAPTCA Report

AGM

The SAPTCA AGM was held on Friday 28th May at the Adelaide Sailing Club. It was great to see so many members present, almost as many skippers as we saw at our State Titles this year. Office bearers remain unchanged:

President:	Peter Darling	**Secretary:**	Lyall Daly
Treasurer:	Russell Jolly	**Measurer:**	Tom Bawden

There was a lot of discussion about PT suppliers and the issue of getting a reliable source of “off-the-shelf” parts as was discussed in the previous issue of "APT".

PT RE-UNION

One of the areas most clubs and associations struggle with is gaining new members and keeping enthusiasm high amongst existing members. At the moment in SA there is good momentum with several new skippers. One of the things that has been pointed out is how often, when we are setting up on the beach, someone stops to talk and mentions that they either have a PT sitting at home or know someone else that has a PT sitting in their shed.

An idea raised at our committee meeting was to hold a “re-union” at Somerton YC, where it is advertised in the newspapers for anyone with a Paper Tiger to come along and talk about their boats, and if necessary get a hand from experienced skippers to set up their boats. It is hoped that this will be a good opportunity for people with PT’s that have never sailed competitively to get some exposure to the association in a non-pressure situation. A fun sail will be held to give everyone a chance to get out on the water together. The SAPTCA will also take this opportunity to promote a “swap-meet” which will give us an indication of how much PT gear is around and also the chance for people to see what is available and perhaps take the opportunity to upgrade some equipment.

SA STATE TITLES 2010/11

The 2010/11 SAPTCA State Titles will be held at the Arno Bay Yacht Club. Owing to the Australia Day holiday being held on Wednesday 26th January next year, and thus not providing us with a long weekend, the titles will be held on the weekend of 29th and 30th January. Whilst it is realised that holding the titles on a two-day weekend is not ideal, it is hoped that this timing will still allow for a strong fleet to enjoy the close racing that Arno provides.

The last three times the SA states has been held at Arno Bay the result has been up in the air until the final heat, and twice has been decided on count back. With the fleet getting closer and a lot of new sails and equipment making its way to Arno Bay, it will be very interesting to see how this pans out.

Tom Bawden

PT2974 - CARBON COPY

This photo goes to show that Paper Tiger sailors do not hold any grudges and are a happy mob. The Somerton Yacht Cub championship was a close run event for the Paper Tigers.

Picture shows Russell Jolly handing the trophy to Lyal Daly, who won on a count back from Russell. Bruce Russell was third on a count back from Geoff Cashman

VPTCA Report

The committee for the coming season was elected at the recent Annual General Meeting. Welcome to new member Alex Craig and many thanks to retiring members, Keith Deed and Bernie Brayshaw, for their services over a number of seasons. The principal members of the new committee are:

President:	Luke Stout	**Secretary:**	Mark Wiggins
Treasurer:	Trent Godfrey	**Measurer:**	Bryan Anderson

The VPTCA has been approaching boat builders with the aim of increasing the availability of foam sandwich hulls. Consequently, **Formula Sailcraft** have taken up the challenge and are almost ready to produce a sample set of hulls. If successful, they have expressed an interest in producing a complete, off-the-shelf PT. (see article on page 32). There have also been ongoing discussions re the making of PT specific components to fill the gap which currently exists.

The 2010/11 State Championships will be held over the Labour Day weekend at Somers Yacht Club and the 2012 International Championships will be held over Easter at a still to be determined Victorian venue. The venues for the final six races of the Traveller Series program have been selected with final details still to be determined (see regatta program page 35)

Heat one of the series was held at the Hazelwood Sauna Sail Regatta at the Latrobe Valley Yacht Club. It was won convincingly by Mike Wold, sailing *Boy at Heart*, with Keith Deed and Bob Ramsay taking second and third placings.

Peter Anderson – PT3077 – JUST IN TIME – top placed Victorian at the 2010 Internationals

NSWPTCA Report

2011 STATE CHAMPIONSHIPS

After much discussion and debate by the NSWPTCA committee, the venue for the 2011 State Championships has been decided. They will be held at Koonawarra Bay Sailing Club, on Lake Illawarra, near Wollongong.

As the Australia Day public holiday will be on a Wednesday next year, we will again be having a two-day event (rather than the usual three). We have decided to use the weekend after Australia Day, which will be the 29th and 30th January. We went for the later weekend to assist anyone who will be attending the Nationals in Hobart, giving them more time to holiday in Tassie and also time to get back.

At the last States, a motion was moved that on two-day States, we should not hold the event at the extreme ends of the fleet range. This was to make it fairer on all who had to travel. As the NSW fleet is quite widespread, with probably a seven-hour drive between the fleets at either end, this was a sensible motion and was universally accepted.

2010/11 STATE POINTSCORE

This season's State Pointscore (Travellers Trophy) will be held over six events. They are:

- **Mannering Park 14ft Cat Regatta**
  - Mannering Park ASC, Lake Macquarie – 9th & 10th October 2010
- **ACT Multihull Championships**
  - YMCASC, Canberra – 30th & 31st October 2010
- **Kembla Klassic**
  - Port Kembla SC, Lake Illawarra – 27th & 28th November 2010
- **NSW State Championships**
  - Koonawarra Bay SC, Lake Illawarra – 29th & 30th January 2011
- **Koonawarra Bay 14ft Cat Regatta**
  - Koonawarra Bay SC, Lake Illawarra – 12th & 13th February 2011
- **ANZAC Regatta**
  - Batemans Bay SC, Batemans Bay – 9th & 10th April 2011

2012 NATIONAL CHAMPIONSHIPS

The NSW committee has put a lot of effort into sourcing a venue for the 2012 Nationals, when it will be our turn to host again. We have done some site visits and had discussions with clubs as well as investigated accommodation options. We hope to be able to announce a venue within the next couple of months.

David Stumbles

PT3076 – RAPTURE

Wagga Wagga Sailing Club

Lake Albert, which has been unsailable for a long time due to a serious lack of water, will be at capacity again for the beginning of the season, which starts on 4 September 2010.

This year we hope to bring a new Wagga Wagga sailor, Club Secretary Dennis Davis, to the PT State Championships. He has just built a new boat off the Williams jig.

Garry Williams

PT3085 - CharacinIV

International Scene

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

SOUTH AFRICA

The building of Paper Tigers is underway! One hull has been built and the second one is on the jig and the joints are being glassed. The team involved is Keith Ribbink, Wayne Ribbink and Bill Ellens (a former PT builder in South Africa). The first two boats are for Bill and Keith. This will be followed up by a plug hull to allow them to make a fibreglass mould for production of foam sandwich hulls.

In regard to the plywood being used, Wayne Ribbink said "We've ended up using the Indonesian ply, 4 - 4.5mm. It looks really good, but a little heavier than we hoped at 6.5kg per sheet. We are going to see if we can bring in some French ply ourselves at a later date. We couldn't get real 4mm marine ply here for years, but now this is on the market."

What has been a pleasant surprise for the South African team is the level of interest in plywood hulls. As it stands, they have orders for three boats after the two mentioned above and considerable interest outside of that as well. While numbers are hard to judge, Wayne Ribbink tells me that if they all 'come to the party', another six boats wouldn't be a bad guess. In total about eighteen have said they 'are interested'.

These are pictures of the South African hulls being built.

CANADA & USA

Plans have been purchased by a builder of 'Unicorn' class catamarans in Edmonton, Alberta, Canada. He is very interested in the class and knows the guys in South Africa through their history in the Unicorns. He has had several conversations with people here about options and ideas on construction techniques.

Plans have also been purchased by a person in Jersey City, New Jersey, USA. He is eagerly awaiting arrival of the plans and is keen to start construction. As he is located relatively close to the last two Paper Tigers built in the USA, we are hoping competition between them may eventuate once this one is built.

Both of these people have been supplied with the free PT Info CD, which contains numerous articles and many photos on building PTs, as well as fitting them out and sailing them.

NEW ZEALAND

The Kiwis had a great publicity bonus recently, with a double-page spread in the latest issue of ***Australian Sailing Magazine*** about the recent International Championships. There were some great pictures and an accompanying article that was well written. Well done to all those involved, as this publicity is excellent for the class. With 46 entrants at the NZ Nationals, the fleet is very healthy indeed, but they have the same issue that we do in Australia of not enough boats available to meet demand.

NZ skippers Jane Thomassen - PT2668 - POM PUSS
and Lynley Manning - PT2800 - ONE FISH-TWO FISH

INTERNATIONAL CHAMPIONSHIPS

Despite the impression the Kiwis may have of the class struggling here in Australia, I am seeing strong evidence that it is actually growing in most states. The Kiwis are very keen to retain the Teams Trophy at the next Internationals, to be held in Australia in 2012. And, given their placings last time of 2nd through to 8th, they are very motivated to get their first overall win since 1981.

For those interested in statistics, out of the 27 times the Internationals have been held, Australians have won the event 25 times. In the Teams Trophy, New Zealand has won eight times, while Australia has won 19 times. Since 2003, the host country has won the Teams Trophy each time. As mentioned, the New Zealand team will be doing their utmost to reverse this trend next time.

Three sailors have won the event four times:

- Peter Anderson (Victoria, AUS) 1976, 1977, 1978, 1997
- Garry Williams (NSW, AUS) 1983, 1985, 1986, 1988 (these four were sequential)
- Ben Deed (Victoria, AUS) 1998, 2000, 2001, 2009

Only one other sailor has won it more than once, being Bryan Anderson (Peter's son) who won in 2003 and 2004.

The two New Zealanders who have won are Harry Handley (1979) and Peter Gray (1981).

As far as I am aware, there has only been one occasion when more than the two countries competed, which was in 1980 at Yarra Bay, on Sydney's Botany Bay. A team of around seven from South Africa attended and they competed on borrowed Australian boats. With the enthusiasm currently being generated in that country and others, we are hoping to see more countries involved in the near future.

David Stumbles
Secretary
Paper Tiger Catamaran International Association
www.papertigercatamaran.org

I want it update NOW!

Some excellent news from the Victorian PTCA. Formula Sailcraft, based in Williamstown, will build-to-order foam sandwich Paper Tigers based on a Ken Fay mould.

The status is that the mould preparation is essentially complete and has been check-measured by the VPTCA measurer. Formula Sailcraft will shortly manufacture the first pair of hulls for inspection by prospective purchasers prior to taking orders.

Formula Sailcraft (www.formula15.org) builds the high performance **Formula 15 skiff**, and the **125** and **Impulse** class dinghies. It also builds high performance foils, currently used by top A-Class and PT skippers.

The PT hulls will be built from polyester / vinylester resin, woven E-glass and Klegecell foam sandwich, finished in white polyester gelcoat to class minimum weight. Other gelcoat colours will be available at slightly additional cost, depending on colour.

Each hull will contain four bulkheads and comprise two sealed halves for safety. High load areas will be reinforced with carbon fibre. Extensive use of carbon fibre will be by special order at additional cost.

Carbon foils will also be available with the possibility that a new PT specific centreboard mid-way between the very narrow A-Class and conventional PT profiles, may be produced.

Base price for a pair of finished hulls will be $6380, including GST, current until the end of December 2010.Formula Sailcraft proprietor Jim Scott has expressed his intention to offer fully assembled and fitted PTs to the market. From VPTCA observations of the Formula 15 high performance skiff, that Jim has designed and builds, a fully fitted PT is anticipated to be state of the art.

The VPTCA is also pursuing the manufacture of Paper Tiger specific fittings such as goosenecks and halyard locks to fill the void which currently exists.

ONLINE STORE

The online store is now operational. So far only a limited number of items are available. These include:

- American and PT Star mast lengths.
- Mast bases to suit both sections, by Keith Deed.
- PT Star section booms.
- Stay wire.

As more PT specific components become available, they will be added to the list.

The site now has SSL security for safe ordering. It is already attracting interest from overseas PT owners looking to buy parts as soon as they become available. So now is the time for any entrepreneurial types among you interested in starting up a cottage industry.

The shop is accessible through the Paper Tiger Catamaran International Association's website www.papertigercatamaran.org under **Marketplace / Shop.**

If you have ever found yourself recording sail numbers on a busy regatta start or finish line, or compiling results after the event, you will be aware of the confusion which can occur when two boats carry the same sail number. Also, duplicate sail numbers could endanger lives when the weather turns nasty and boats are being accounted for. It is an **International Sailing Federation** (sailing's governing body) rule that the correct boat number be on the sail.

This situation can come about because some slackers find the whole sail number replacement exercise too much of an effort. So when on-selling a sail, consider removing the numbers yourself before parting with the goods.

But seriously, number removal can certainly be a pain and, if poorly done, sticky, grime collecting glue residue, which is not easily removed, can be left on the sail. The internet doesn't seem to provide any simple method for number removal, but the following is the one that I have had most success with, and apparently so have others.

The aim of the exercise is to remove the glue and number from the sail, not the number from the glue and sail. Therefore, turn the sail over so that the numbers to be removed are facing down and apply solvent from the back of the number. Turpentine or acetone can be used, although acetone is probably the most effective. **Protect your hands with suitable gloves** (acetone eats latex gloves) **and work in a well ventilated area**.

Use a paper towel or cloth pad with solvent to wet the glue along the back of the number (don't try to do it all at once as acetone evaporates quickly). Leave the pad and solvent on the sail for a minute or two to loosen the glue, but not long enough to turn it into a gooey mess. Turn the sail over and carefully peel the number away. Allow more time for penetration if it won't remove easily. Cut off the loosened part of the number to avoid softened glue getting onto other areas of the sail as you work, then continue the process until the whole number is removed. Once the number is off, use fresh pieces of solvent soaked paper towel or cloth to wipe away any residual glue, being careful not to spread glue onto the surrounding sail. If using turps, clean residue away with metho before the next step.

Once all numbers are removed, gently wash the sail with a soft brush and mild washing detergent or soap. Now that you have your nice clean, blank sail, new numbers can be bought from a sailmaker or drawn up full size on your computer, printed out and traced onto self adhesive sail cloth.

Ralph Skea

TO PLY, OR NOT TO PLY?

Ply PTs are totally competitive with foam composite boats and can be much cheaper to put on the water. The current International Champion (*PT3039 - MOJO*) is a ply boat. If you have the skills, building in ply can be very rewarding.

Wayne Eager – PT3040 - SECOND WIND (foam) and Kim Marcovitch – PT3060 - BROKEN WIND (ply)

NATIONALS 2012

The case for a shorter national championship series

As discussed in the last edition of APT, the APTCA decided to survey the members about the idea of a shorter duration Nationals. As the idea was aimed at growing fleet numbers again, we wanted to gauge whether shortening the event would be popular with the sailors or not.

As mentioned previously, the New Zealand Nationals is sailed over four days with eight races, which is also very similar to the Internationals. The New Zealand Nationals fleet numbers are very healthy and are growing, as reported in the latest edition of Australian Sailing Magazine.

It is worth recapping the cases for and against the idea of shortening the event.

The Case FOR a Shorter Nationals

- Would make it easier for people to attend, which will hopefully result in larger fleet sizes for the event.
- Less annual leave required to be used to attend.
- Could get away with booking only one week's accommodation, as most places require multiples of whole weeks to be booked at the time of year when the Nationals is held.
- Easier on the families who attend with the sailors.
- Easier for those who have to leave families at home.
- It still gives the freedom of staying longer if desired.
- Similar to format used for Internationals.
- Similar to format used for the New Zealand Nationals, where fleet sizes are growing.
- Many clubs are not prepared to run longer events (as per current duration) as it can be difficult to get enough volunteers to commit to be there for the whole time.

The Case AGAINST a Shorter Nationals

- More intense racing, therefore less non-sailing time.
- Harder on the older members of the fleet (less recovery time).
- The current format has served us well for a long time.
- Less flexibility for re-sails.
- Less time for socialising with other sailors.

Responses

We received 23 responses. These came from NSW (11), SA (5), Vic (5) and Qld (2). Of these, 20 were from members and three from non-members. Age-wise, these were represented by 20's (2), 30's (1), 40's (8), 50's (7) and 60's (5).

Understanding the Results

In order to gauge the "feel" of the responses, I have given each reply a score from "-2" to "+2" corresponding to the five possible survey responses to each question. These values were used to construct the table on the next page.

Strongly negative: **-2** Negative: **-1** Neutral: **0** Positive:**+1** Strongly positive:**+2**

Nationals Attendance

Shows number who selected each option best describing their attendance at the Nationals. The "Other" response received was "I would like to go once I have more experience."

I try to never miss it (I try to go every year)	**4**
I like to go to it most years	**5**
I like to go occasionally	**3**
I rarely go	**0**
I've been once and would like to go again	**3**
I've been once and won't bother going again	**1**
I've never been but would like to go	**5**
I've never been and am not likely to go	**0**
Other:	**1**

Current Duration

The current typical duration for the Nationals is 9 days with 9 races, as shown (L=Long, S=Short):

Day	1	2	3	4	5	6	7	8	9
Races	Meas	Inv	2L	2S	Lay	1L	1L	2S	1L

David Stumbles
Publicity Officer APTCA

Overview of the Results

I have listed what I believe to be the general overview points that can be taken from the results:

- Nearly all the respondents enjoy attending the Nationals and are positive about it.
- There is a slight leaning towards dissatisfaction with the current format.
- People are more likely to attend the Nationals if it was shorter.
- The things that are most important to people when considering whether to attend are:
  - Proximity of available accommodation to the venue and distance to the venue from their home.
- The things that are least important to people when considering whether to attend are:
  - Tourist attractions in the area, if it is a selection year for the International Championships held in New Zealand and if it is a selection year for the International Championships held in Australia.
- If the Nationals were shorter, the things that would be important to people would be:
  - Being short enough that only one week of annual leave was required to travel and compete, and starting after New Year so there was more time after Christmas.
- If the Nationals were shorter, the things that are least important to people are:
  - Having an Invitation Race and having a Lay Day.
- On the question of preferred duration, the least desired options were:
  - 3 days (no lay day), 8 days (no lay day) and 4 days (with a lay day)
- The non-members clearly favoured the shorter options, with 4 days proving the most popular with them.

	Current Duration & Format	Very Un-Satisfied	Not Satisfied	Partly Satisfied	Satisfied	Very Satisfied
1	Rank your level of satisfaction with the current format,					
	Shorter Duration	Far Less Likely	Less Likely	No Change	More Likely	Far More Likely
2	Would shorter duration Nationals make you more or less likely to attend					
	Importance of Various Items	Not At All Important	Not Very Important	Neutral	Fairly Important	Very Important
3	The state in which it is held					
4	The club at which it is held					
5	The water conditions (lake, bay, open ocean, etc)					
6	Distance to the venue from your home					
7	Tourist attractions in the area					
8	Cost of available accommodation					
9	Proximity of available accommodation to the venue					
10	Cost of the entry fee					
11	Selection year for Internationals in Australia					
12	Selection year for Internationals in New Zealand					
13	Social program					
14	Not sharing the venue with other classes					
15	Number of races per day					
	If Nationals was Shorter – Importance of Items	Not At All Important	Not Very Important	Neutral	Fairly Important	Very Important
16	Having a Lay Day					
17	Having an Invitation Race					
18	Short: one week annual leave to attend and travel					
19	Starting after New Year (more time after Christmas)					
20	Having shorter races (say 60-minute target times)					
	Possible Shorter Durations	Terrible	Not Good	OK	Good	Excellent
21	3 days (no lay day)					
22	4 days (no lay day)					
23	4 days (with lay day)					
24	5 days (no lay day)					
25	5 days (with lay day)					
26	6 days (no lay day)					
27	6 days (with lay day)					
28	7 days (no lay day)					
29	7 days (with lay day)					
30	8 days (no lay day)					
31	8 days (with lay day)					

National Regatta Scene

The following calendar brings together regattas which are organised by national or state Paper Tiger associations, used by state associations as rounds of their annual traveller series, or are regularly attended by Paper Tiger sailors.

Regatta details are provided in this issue when available. The calendar will be added to as event dates are set. For further details, contact your state association or the regatta venue.

	Queensland	Tasmania	South Australia	Victoria	New South Wales
OCT					9th – 10th Mannering Park 14th Cat Regatta
				30th – 31st Rose Festival Reg. Albury Wodonga YC	23rd – 24th ACT Multihull Champ YMCASC
NOV				TBA McCrae YC	27th – 28th Kembla Klassic Port Kembla SC
DEC				4th Somers YC	
2011 JAN	2nd – 10th Paper Tiger Catamaran Australian Championships – Lauderdale YC, Tasmania				
			29th – 30th SA State Titles Arno Bay YC	TBA Aust Day Regatta Yarrawonga YC	29th – 30th NSW State Titles Koonawarra Bay
FEB		26th – 27th Crown Series Bellerive YC		TBA Elwood SC	12th – 13th Koonawarra Bay 14ft Cat Regatta
MAR		5th – 6th Tas State Titles (TasCat Regatta) Lauderdale YC		12th – 14th Victorian State Titles Somers YC	
APR				TBA Anzac Regatta Yarrawonga YC	9th – 10th Anzac Regatta Batemans Bay

International Championship | National Championship | State Championship

State Pointscore Series | General Regatta

2011 AUSTRALIAN PT CHAMPIONSHIPS

Lauderdale Yacht Club Roaches Beach Lauderdale Tasmania

3rd – 10th January 2011

Entry

Entries close 3rd December. Late entry fee applies after this date.
Enquiries: Sean Keady Pres. TPTCA Mob. 0410 487 762 E-mail: mailto:papertiger@aapt.net.au
For up to date information, see the event web page up at papertiger2011.catsailor.org

Schedule of Events

2nd – 3rd January:	Measuring
3rd January:	Invitation race
4th January:	First race (9 races scheduled) and welcome night
6th January:	Lay day
10th January:	Last race and presentation.

Venue

The LYC is located at Roaches Beach, Frederick Henry Bay, is only 20 minutes drive from the CBD of Hobart and is within 10 minutes drive of most facilities. The LYC is the only yacht club on the east coast of Tasmania and enjoys pristine southern ocean waters. Lunches can be ordered each morning prior to sailing. At other times snack food will be available from the club. The club has extensive car parking, a trailer park, lawn, boat launching ramp, large beach access, and barbeque. Boats may be left overnight with masts up on the rigging area adjacent to the club house at the owner's risk.

Accommodation Options

The LYC has limited camping facilities that would be suitable for tents and campervans. Please contact the Tasmanian Paper Tiger Association to make your reservation.
Like all tourist destinations over the holiday period, accommodation is often booked well in advance. Early booking is recommended to avoid missing out.
See one of the many websites for Tasmanian accommodation; www.discovertasmania.com.au

Barilla Holiday Park - 75 Richmond Road, Cambridge, Hobart 7170 Tel: 03 6248 5453
Bowen Park - 673 East Derwent Highway, Bowen Park, Hobart, Tel: 03 6243 9879
Elwick Cabin & Tourist Park - 19 - 21 Goodwood Road, Glenorchy, Hobart 7010 Tel: 03 6272 7115
Mornington Park - 346 Cambridge Road, Mornington, Hobart 7018 Tel: 03 6244 7070
Richmond Cabin & Tourist Park - 48 Middle Tea Tree Road, Richmond, Tel: 03 62602192
Seven Mile Beach Cabin And Caravan Park - 12 Aqua Place, Seven Mile Beach, Tel: 03 624864

tasmania