

Australian Paper Tiger



**Interview with National
Champion Bruce Rose**

**Organising a Nationals
- what's involved**

**ZOMBIE PAPER TIGERS
back from the dead**

NEWS - Clubs, States, Nationals & Internationals
June 2017 **No.21**



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Cover photo: The world’s most beautiful Paper Tiger? This stunning boat is for sale, details p.26.

Editorial

This is likely to be my last issue as Editor of APT.

The Paper Tiger Catamaran is the most fun boat I've ever sailed. The light weight hull platform and highly adjustable rig makes it a fast, lively and responsive boat, suitable for a wide range of body weights.

For the past few decades, the NSWPTCA has run a State Pointscore, consisting of various regattas and the State Titles. I enjoyed these fabulous times, of racing with other PTs at these regattas, the States, Nationals and Internationals.

While some sailors prefer events dedicated exclusively to Paper Tigers, I enjoyed racing against boats of other divisions and making friends with their skippers. It's fascinating to see how the different boat designs perform in different conditions, and when you climb on board, the different sailing experiences each class offers.

Last season I raced an NS14 at Wallagoot, came 2nd in the Club Championship, and 19th / 45 in the NSW State Titles – pretty good for a \$600, 30 year old Aero7, racing against \$10,000 newer boats, with faster hull shapes. It's also great to be sharing the experience with a 14-year old crew, who is learning about sail trim, reading the wind, boat handling and race strategy through direct experience.

I've also added bowsprit, spinnaker and trapeze, so we both now look forward to the fresh challenge of sailing it as an MG14 next season.

Next season the NSW PTCA have cancelled the State Pointscore, while the NSW NS14 Association have created the "Great Southern Regatta Series", including Jervis Bay, Canberra, Eden and Wallagoot, which strongly pushes me to sail the NS instead of the PT at these regattas.

While Tigerdelic may be the best boat I'll ever own, it looks like it might not get on the water at all next season.

It would be better if APT were written and edited by people currently racing PTs and attending the major events, so I call for a volunteer to take over this role. I'm happy to supply artwork and templates and for the format seen in the past few issues, and tutorial help if any problems arise.

Thanks everyone for the great racing and good times.

Tony Hastings
APT Editor & APTCA Publicity Officer

President's Report

Congratulations to Bruce Rose on winning the Australian Paper Tiger Catamaran Championships held at Eden in January. It was a tight battle, with Mark Wiggins and Luke Stout coming in a close 2nd and 3rd.

A huge thank you to Neil Waterman and Garry Williams for all their work in organising this event. They worked tirelessly and I appreciate everything they did. It is often the work behind the scenes that we don't see that takes true commitment to the cause and they have done us proud.

At the AGM we discussed designing a racing instructions pro forma and a trophy pro forma which Mark Wiggins and Luke Stout are working hard at compiling so that we will have a structure that can be used at all Paper Tiger National Titles. This will take some of the strain off organising committees and it will hopefully reduce the stress surrounded around providing a regatta structure that will suit the varied needs of our fleets age range. At the moment the proposed structure remains unchallenged by a quorum we held at the Yarrowonga Regatta and so we will continue to work towards getting it finalised so that it can be voted in by the association representatives and implemented.

As a result of the meeting discussions I am also looking into converting the Australian Association into an incorporated Association. And having a central organisation that new members can come to join on a central website. This will be a long process and I look forward to keeping you updated along the way.

Jani Marcovitch, President

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2017 Redhead Sails Paper Tiger Australian Championships

28th December 2016 – 3rd January 2017, Twofold Bay, Eden, New South Wales, Australia



photo: Rodney van Berkel

A fleet of 29 Paper Tigers turned up to race at Twofold Bay (Eden, NSW), sharing the event with a fleet of 18 B14s. It's usually a great bit of water to sail on, with seabreezes, ocean swells, plenty of rigging area, and a big clubhouse. We were all set for a fast, exciting series when the wind died.

We sailed courses set close inshore, while the B14s sailed courses set further out. It seemed to us we'd be better off if we were further out too, while the B14s thought they were in an awkward transition area, where land breeze met sea breeze, and wished they could come in closer. The organisers did a great job in running races for both divisions and keeping us on schedule despite the fickle conditions.

Special thanks to Doug Gilson, who came all the way from Wagga Wagga to volunteer as Race Officer. We all appreciate the efforts of all involved, including Garry Williams, Jani and Maureen Marcovitch, myself, Neil Waterman, and event sponsor Redhead Sails, major sponsors Ronstan, Dimension Polyant Sailcloth, Rohan Nicol Designs, PT Star Masts, Club Sapphire Merimbula, Permax, and minor sponsors On the Perch, Eden Fisherman's Club and the Eden Killer Whale Museum.



Above: Rigging on the shore of Twofold Bay

Following race reports written during the event:

Dec 28 (practice day): Great fun out there today, 15knots and 1.5m swell out near the chip mill. Lighter winds forecast.

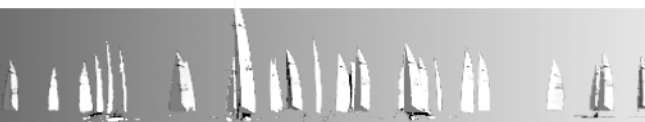
Dec 30 (races 3,4,5) My score 16, 12, 11, 7, 2 for 8th overall. Happy with that! Now to keep the trajectory going. If I make 7th I get to be called an "A grade" sailor. Good results from watching the clouds, and going for the favoured side of the course.

Dec 31 (races 6,7): Light winds again today. The wind changed direction after the course and start line were set. This led to 2 general recalls and then some individual recalls, as everyone tried to cross the pin end together. This turned out to be HUGE for the final results, with Bryan Anderson carrying an OCS in his final score.



Above: Looks boat-end favoured

Chasing lifts through the middle of the course found holes of no wind, while those who went right generally found more wind and did better. Rob Cracknell and Ian Marcovitch today's winners.



January 2 (races 8,9): Moderate - strong gusty winds today. Sometimes there were gains for chasing a shore lift, and there were also holes to get stuck in.

The wind shifted at the start of 1st race. I couldn't cross the line on starboard, so tacked, then got stuck in irons on port with the whole fleet coming at me. Eventually started, did a penalty turn, and continued to stuff up for 16th place.

The second race went better; was up with the leaders on the first leg, lost a dozen places as a big pack took all my wind and passed on the reach, lost a few more with weed on a downwind leg, then recovered from about 20th to 7th by going left and scoring a massive lift on the last beat.

Now in 10th, just 2 points behind 9 and 2 ahead of 11. As the top 10 get trophies, will be trying hard in the final races tomorrow.

January 3 (races 10,11): 1st race delayed as the wind shifted around from S to SE, and it was inevitable that it would later shift NE with seabreeze.

Peter Breaden was OCS and went back to re-start, then tacked from lift to lift straight up the middle to round about 6th. I've headed left off the line, anticipating the shift, and instead found no wind, then a knock. Rounded the 1st buoy near last. On the reach, most of the fleet had gone high - to the east - while I went low and straight to the buoy. Caught some flukey bit of wind, and glided along under everyone to 2nd!

Peter Breaden also stayed low on the reach, and was way out front. He needed to score big points over me to claim the B-Grade title, and with him leading and me at the back, he thought he'd got them. Then he looked back to see me right behind and couldn't believe it!

I tried to tack and cover the fleet, but Bruce Rose and Mark Wiggins just sailed straight past - out to the left (east). I tacked back and went up the middle, back into 2nd by a good margin. Ran out of wind at the buoy, tide drifted me onto it, then past it, then finally got out of there.

The seabreeze finally started coming in, so as soon as I got a puff I did my penalty turn, then took off fast on a reach to what became the shortened-course finish. So lucky!

Peter Breaden went on to win by a huge margin.

2nd race was into about 10knot easterly seabreeze. It swung NE at the start, making it massively pin-end favoured, and the boats there took off in a gust along the shoreline. They continued in good breeze and pulled a gap on the fleet. Jason Dunsmore went on to win. Luke was 2nd then cartwheeled, still recovered to a good place. I thought right had more breeze, while left appeared shifty and risky. Wrong - no wind in the middle of the bay. Rounded the first mark near last, made some ground by catching waves on the reaches.

I needed to catch Peter Anderson, who was about 100m and 10 places ahead. Between us were Mark Wiggins, Bruce Rose, Ben Deed, Rob Cracknell and other superstars - so it seemed unlikely.

On the final beat, I tacked at the buoy and went for the shore, picked up a lift and pressure, came back to the finish in 10th - just ahead of Peter A and a pack of others who had found a hole of no wind in the middle.

All good fun. Stoked to end up 9th overall and 1st B Grade.

- Tony Hastings



Above: The racing was close all week – a few seconds could cost you ten places. Photo Rodney van Berkel

Results: 47th Paper Tigers Catamaran National Championships

Sailed: 11, Discards: 2, To count: 9, Entries: 29, Scoring system: Appendix A

Rank	Fleet	Boat	Sail	Club	Skipper	Rat.	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	Pts
1	A	The Apprentice	3036	LYC	Bruce Rose	V	1	5	1	4	6	2	4	(7)	4	3	(8)	30
2	A	Firestorm	3104	MYC	Mark Wiggins		4	4	3	2	4	4	(8)	3	(18)	6	5	35
3	A	Go'n Wild	3131	MYC	Luke Stout		6	6	5	6	1	(11)	9	4	2	(11)	4	43
4	A	Unknown Zone	2117	MMYC	Jason Dunsmore		8	2	9	8	(11)	6	2	5	6	(14)	1	47
5	A	Macattack	3100	LYC	Rob Cracknell	V	3	11	4	9	3	1	3	(20)	(15)	5	13	52
6	A	Need Speed For	3033	NEWC	Alex Craig		11	(14)	7	3	13	3	6	6	3	(30 DNF)	3	55
7	A	Fly'n Bry'n	2958	MYC	Bryan Anderson		(30 RET)	1	2	1	8	(30 OCS)	30 OCS	2	1	12	2	59
8	A	Reco	2912	MYC	Ben Deed		2	3	8	5	9	(30 OCS)	7	(17)	5	9	12	60
9	B	Tigerdelic	2901	WLBC	Tony Hastings		(16)	10	11	7	2	10	14	(16)	7	2	10	73
10	A	Just In Time	3077	LSC	Peter Anderson	SV	5	9	6	15	10	8	5	(18)	(16)	8	11	77
11	A	The Blue Peter	2919	NEWC	David Anderson		13	15	12	(30 DNF)	5	9	(19)	1	8	18	7	88
12	A	Characin IV	3085	WWSC	Garry Williams	SV	7	7	13	14	12	13	12	(30 DNC)	(30 DNC)	4	16	98
13	B	Hot and Spicy	2888	TBSC	Peter Breden	V	12	12	16	13	7	(20)	18	11	10	1	(23)	100
14	A	Mojo	3039	MPSC	Ian Marcovitch	SV	(30 DNC)	(30 DNC)	19	12	18	12	1	9	16.4 RDG	7	17	111.4
15	B	Romper Stomper	2909	LYC	Steve Price		17	13	(22)	(19)	16	7	17	13	17	10	6	116
16	B	3	2927	LYC	Mick Boyle	V	9	(18)	10	16	14	(17)	15	15	13	13	15	120
17	B	People Eater	3018	KoBSC	Neil Waterman		15	16	17	11	15	(30 DNC)	(30 DNC)	10	14	23	9	130
18	B	Ere Wiggo Again	2993	MYC	Ron Wiggins	SV	18	19	18	(21)	(25)	15	16	8	9	17	20	140
19	A	Boy At Heart	3050	ESC	Mike Wold	SV	10	8	15	17	20	5	11	(30 DNC)	(30 DNC)	30 DNC	30 DNC	146
20	B	Calamity	2918	MMYC	Michael Thorn	V	21	(23)	20	(22)	21	18	13	14	12	16	18	153
21	B	Vendetta	2915	SYC	Russell Jolly	SV	20	(24)	(26)	18	22	19	24	12	11	21	14	161
22	B	Sssmokin Billy	2997	LYC	Sean Keady	V	14	26	14	10	19	14	10	(30 DNF)	(30 DNC)	30 DNC	30 DNC	167
23	C	Mr Percival	2944	SYC	Neville Rowe		19	(25)	(24)	20	24	16	21	21	20.5	22	21	184.5
24	B	Imagine	2911	MYC	Keith Deed	SV	(24)	17	(27)	24	23	23	23	19	19	15	22	185
25	C	Phantom Tiger II	2577	WWSC	Martin Gregory		22	21	25	23	(27)	21	20	22	(30 DNF)	19	24	197
26	B	Katrick	3055	MYC	Rick Stout	SV	(30 DNF)	22	23	25	17	24	22	(30 DNF)	30 DNC	20	19	202
27	C	Pocket Rocket	3019	MMYC	Ian Gould	SV	23	20	21	26	26	22	25	(30 DNF)	(30 DNC)	30 DNF	30 DNC	223
28	C	Fat Chance	1181	SLSC	Nick Mitchell	V	25	(30 DNS)	29	(30 DNC)	30 DNC	25	26	30 DNC	30 DNC	24	30 DNF	249
29	C	Barnowl	2955	LYC	Andrew Barnard		(30 DNF)	(30 DNF)	28	30 DNC	30 DNC	30 DNC	30 DNC	30 DNC	30 DNC	30 DNC	30 DNC	268

Sailwave Scoring Software 2.19.8 www.sailwave.com

Overall: 1st Bruce Rose, 2nd mark Wiggins, 3rd Luke Stout

B-Grade: 1st Tony Hastings, 2nd Peter Breden, 3rd Steve Price

C-Grade: 1st Neville Rower, 2nd Martin Gregory, 3rd Ian Gould

Best Presented Boat: Steve Price

Snoopy: Ian Gould

Interview with the Champ

Current National Champion Bruce Rose shares his thoughts on Paper Tiger racing and boat setup:

Strategy

Q. Did you back your judgement on which way to go, or cover the other boats?

A. A bit of both really, where I was in the fleet on a particular beat or how far into the event determined that.

The front of our fleet is very competitive so generally I don't like to have too much separation from my main competition. If I can stay in touch with them, especially up the first beat, tactical decisions sometimes, but usually better boat speed, especially reaching and running will be the thing that eventually helps me get passed them or stay in front.

Q. The wind was flukey, with variation coming from a building seabreeze, or synoptic systems, all affected by local topography. Did you study these factors and formulate a plan of attack, or read the water and clouds as it happened?

A. Generally I'm a believer in listening to my own intuition (mistakenly I don't always) which is really just the subconscious tapping into the knowledge bank, having said that, I did try to acquire local knowledge and test it, preferably before but also during races. After sailing a beat/partial beat before a start I formulated a "flexible" plan of attack but after that I generally read it as it happened given how changeable it was. Interestingly it ended up mostly being close to what I first thought.

Q. How do you approach the start?

A. I'll start by saying, I'm by no means the best starter in the PT fleet. I don't have to have the best start, that would be nice of course but I'm happy to have a very good clear air start!

5 mins approx before the start I establish which is the favoured end of the line or which side of the course I feel is favoured, of course this will determine which end of the line I will start. This will be confirmed by where most of the top skippers choose to start. I do some housekeeping and double check my settings are correct!

It will come as no surprise that my no 1 aim at the start is to have a clear air start with the aim of settling into my own rhythm asap after the gun fires with the goal to be at the top mark within the top 5.

I am often one of the first on the start line putting my mark on a preferred spot. Before committing to

that spot 100% if there is a skipper to leeward I would rather not start beside, if possible I will usually find a better spot. Then the countdown continues and the real fun begins. It's always exhilarating starting in a fleet of 40+ boats, all wanting a good start!!

Boat setup

Q. Mast bend characteristics with stiffener

A. "The Apprentice" has Larry Fay built hulls, Davie Norris NZ long centreboards and Larry Fay rudders and a Goodall crosscut sail with either glass shaped or fibre foam battens depending on wind and sea conditions.

Since changing to the separate vang and rotation I have inserted a carbon stiffener which has meant slight changes to rear lower stay tension (approx 3mm looser) same upper stay tensions and slight changes to mainsheet trim. I have also softened the top 4 battens of my fibreglass set mainly to maintain an even sail shape as the mast above the lower hounds now bends easier relative to the lower section and as a consequence the head of the sail flattens earlier under the same mainsheet tension as before without a stiffener.

The reason for inserting the stiffener is to reduce over bend in the lower section of the mast when major vang tension is required either for an off the traveller reach or upwind in stronger gusty breezes when the vang will take over from the mainsheet when springing the sheet during gusts. Under enough vang tension to maintain leach tension without mainsheet applied there is a lot of forward thrust into the mast.

Mast stiffener begins just above my swivel cleats and finishes at the lower hounds, approx, 1.4m. It's a tapered top section of a 2 piece wind-surfer mast.

Shown right:



In my opinion the carbon section more closely matches the flex of our mast than the standard aluminium tube some are using so I think is more responsive to changing sail trim. Nylon spacers wrap around completely and fit inside mast shape almost perfectly.

Spacers are at each end and then between 700-800 apart on the full length which is 3020. One section is 1.8 the other 1.4, so if I use them separate, which I now do a couple of the packers will be closer together.

Q. Evolution of masts: Elliptical > aussie > American > PT Star > anodized > Goodall. Differences?

A. Masts have come along way and are a major performance improvement since the original tiny oval section. I have sailed with all of them except the latest Goodall section. I am still using the USA section and am still happy although I am keen to try the new section.

Q. Boat setup - vang and benefits. Reading your Facebook page, it seemed that your system evolved a little as you experimented. What did you find worked or didn't work?

A. The main evolution has been the anchoring point on the boom and cleat positions to create as much separation as possible so they don't interfere with each other during tacking or gybing. Both vang and rotation are double sided, the vang will be a continuous rope system soon as is the rotation.

The benefits of the separate vang and rotation are quite subtle but overall I think worth changing to.

The benefits of the separate vang and rotation is to maintain optimum leech tension and rotation through gusts and not to lose so much height upwind when springing the sheet through the gusts. Maintaining mast rotation with the correct leech tension via the vang and separate rotation also translates to better depth and speed during an off the traveller reach. This has been quite noticeable when competing locally against those without it.

In Auckland at the last Internationals the reaches were really broad, it became quite apparent it gave the Kiwis with separate vang and rotation systems a big advantage over those of us who didn't.

I'm very happy with the setup and performance now!

Q. Change mainsheet ratio? If the vang is able to hold the leech tight, a lower ratio could be used and therefore the sailor could sheet in and out

faster. Have you tried this?

A. No I haven't but I also wouldn't change it as I do prefer trimming via the mainsheet for most points of sailing and as before, vang sheeting is at the expense of excessive lower mast bend, also to obtain enough upwind leech tension would probably require a stiffer stiffener to prevent further lower mast bend. I also can't imagine being able to trim the main as effectively and quickly with vang sheeting in a changeable breeze!

Q. How do you manage the spanner when tacking or gybing? Do you manually pull it over? Before or after the turn?

A. I ease the vang slightly before the tack and pull the spanner through as I go through the tack. If I get it right, speed is maintained through the tack more than with a single vang system.

Q. Boat setup - sail

A. I used the same Goodall Sail that I first used at Wallaroo last year and finished a close 2nd overall!

As usual it was very consistent across the full range of conditions this year, my highest score was an 8th which is testimony to the sails consistency across the full range of conditions we sailed in. The more varied the conditions the better chance I give the sail of winning an event!

As a side issue it's also why I prefer more races and less drops...the most consistent should be rewarded in my opinion!!

Q. You favour carbon battens. Do you use heavier at top and bottom and softer through the middle?

A. I've never tried carbon battens but my understanding after talking to Mark Orams who sails with them is they are more responsive than other materials.

The bottom batten is the softest, the middle 3 are all similar but heavier and the top 3 progressively get stiffer, but the overall shape is very even. Pic below with glass shape battens.

Both the glass shape I use and the fibre foam which are more drive forward and stiffer/flatter exit are available of the shelf at Goodall Design.

Q. Do you work the downhaul/cunningham a lot as the wind changes? Or set and forget?

A. In changeable conditions I do change gears a lot/as required using not just Cunningham but also mainsheet, vang and rotation.

It's important to squeeze every bit out of your sail and often the best way to do that is to fiddle,

especially if it's obvious you're off the pace, even a little!

Q. What about the lowers?

A. Rear lowers have been eased off to compensate for the stiffener (3mm looser) The front lowers I occasionally use as an extra sail trim tool also.

The future

Q. Any thoughts on the Lauderdale nats or Frankston inters?

A. Unfortunately I won't be able to defend my Title at Lauderdale but putting that aside I'm sure it will be a fantastic Nationals, it's an awesome place to sail with pristine water and fair winds usually and swell to surf downwind during a sea breeze. The TPTCA and Lauderdale YC will ensure it's a very enjoyable time for all and a Nats to remember

fondly!!

The Tassie fleet should be extra strong this year and I wouldn't be surprised if 4-5 make the top 10. If the conditions are favourable a Tasmanian could even take out the event again, that would be awesome!!

Frankston should also be fantastic and I hope to be back or at least close enough to fly back to compete and make amends for last time, but then again the cruising life may have grabbed hold and I just watch from afar...I hope I'll still be keen enough though!

Happy sailing, hope this helps and remember sharing knowledge is beneficial to everyone, winning is most satisfying when you are really challenged and everyone improves as a result :-)

Bruce Rose and Tony Hastings

2018 Paper Tiger Internationals – Frankston, VIC

The Frankston Yacht Club will be the venue for the 2018 Paper Tiger International Championships next Easter. The dates are Friday March 30 – Monday April 2, with program yet to be announced.

Frankston is a south-east suburb of Melbourne, which makes it convenient to transport the shipping container of New Zealand boats. There is a wide range of accommodation available nearby,

including rentable houses, motels and caravan parks.

The VPTCA recently held State Titles there, and reported it has excellent sailing conditions, good rigging area, good launching and dining.

The club's website: www.fyc.com.au

Lauderdale ready to host Paper Tiger Nationals

48th Paper Tiger Catamaran National Championship, December 28th to 2nd January 2018

Draft Schedule:

Thursday Dec 28, Registration + Practice race.

Friday Dec 29, Race Session 1

Saturday Dec 30, Race Session 2

Sunday Dec 31, Race Session 3

Monday Jan 1, Lay Day

Tuesday Jan 2, Racing Session 4 + Presentation

Right and Below: Racing during the 2011 Nationals at Lauderdale



Accommodation

Orana Camps at 146 Roches Beach Rd, Roches Beach TAS 7170, which is on the foreshore 150 meters from the Lauderdale Yacht Club. Website: guidestas.org.au

After much negotiation a booking has been secured for the dates of December 26 to January 4, 2018.

The Group Booking is held under the title "Paper Tiger Catamaran Event". Each Party that wishes to camp at Orana Camp ground must ring or email Robyn at Orana Camps. Quote 'Paper tiger Catamaran Event' to book your spot, and pay the

booking charges directly to Orana, and sign the indemnity forms required.

Please provide the following information to Robyn Harrison, Booking Officer (0447 692 460, oranacamp@guidestas.org.au):

Name, Address, Ph No, Email, Number of People, The Dates you wish to stay.

Charges will be \$10 per person per night with children 4 and Under No Charge.

For more information contact Janica Marcovitch, APTCA President, janica@redheadsails.com, 0458707014.

2019 Nationals in South Australia

You all know Big Pete Darling.

Peter has been lobbying our association to have the titles held at his home club of Arno Bay. Peter has to travel 530 km to Adelaide before going on to Eastern State venues.

I am also a member of Arno Bay club. It is all very well to choose this location, however when we last held the Nationals at Wallaroo, which is 160 km north of Adelaide we only had 16 entrants, and this was in a year of selection for the Australian Team to go to NZ. This will once again be the case. Those that sailed at Wallaroo said that it was one of the best venues they had attended.

In an endeavour for the committee to make a decision my question to all Paper Tiger sailors in Australia is – will you attend the Nationals if we hold it in Arno Bay?

I would like ALL APTCA sailors to notify me whether they will or not attend the Nationals if we hold them in Arno Bay!

I can be contacted on email; - ruffy42@gmail.com OR 0490 050 239 and would appreciate your response in the next month.

You may think this is a long way, in the past



Nationals have been held in Perth. Let me also point out that Peter has in the past and on a number of occasions, to help fill the team, travelled 5200 km each time just to take his boat to Victoria and collect it after the internationals.

Russell Jolly

Organising a National Titles

A huge amount of work goes into organising the annual Paper Tiger National Championships. Planning begins well over a year in advance. This helps with promotion; so people attending a Nationals can begin planning their trip next year. As you can read in the following "Major Task List", many other tasks need to be completed well in advance.

At the Australian Paper Tiger Catamaran Association's Annual General meeting, which is held during the Nationals, representative of the State Associations discuss which of them will host the events in future. Generally the States take it in turns, but as International Titles are hosted every 3 years, sometimes a State may skip a turn in order to host that instead.

The PT association protocol for organising a National Titles is that the state that is offered and accepts the organising of the next National Titles has their President elevated to Vice President of the APTCA for that year and is responsible for the organising and running of that national title. This normally provides a working relationship between the organising chair of the next nationals and the current National President.

National Titles Task List

Task	Time Prior	Requirement	Who?	Complete
Determine venue	18m	Essential		
Finalise dates of Nationals	1y	Essential		
Budget				
Prepare Preliminary Budget for: sponsorship; entries; trophies;	8m	Essential		
Finalise Budget	6m	Essential		
Determine entry fee (Senior & Junior) and late entry fee	4m	Essential		
Determine prices for social functions	1m	Essential		
Determine closing date for entries	3m	Essential		
Documents				
Advance notice information to hand out at previous Nationals	14m	Essential		
Write Notice of Race	6m	Essential		
Submit NOR to YA	4m	Essential		
Finalise & produce NOR	3m	Essential		
Distribute NOR to all states	3m	Essential		
Write Sailing Instructions	4m	Essential		
Submit Sailing Instructions to YA	3m	Essential		
Entry form	4m	Essential		
Sign on sheets	1w	Optional		
Forms for measuring stations & chief measurer	2w	Essential		
Measurement procedure for handing out on the day	2w	Optional		
Registration form for getting info at registration	1w	Optional		
Top Ten gear list for completion on Presentation Night	1w	Optional		
List of entries for display and for handing out (for spectating)	1w	Optional		
List detailing entrants for media	1w	Optional		
Media contact list	1m	Optional		
Receipt of Entry (to be sent to entrants)				
Measuring arrangements & procedures	4w	Optional		
Directions to venue & accommodation	4w	Optional		
Program of events	4w	Optional		
Camping details	4w	Optional		
Dress regulations for host club	4w	Optional		
Sponsor details (at least a list)	4w	Optional		
Competitor's Handbook (contents)				
Sailing Instructions	6w-2w	Essential		
Map of local area and relevant facilities/services		Optional		
Course area map		Essential		
Sponsor's ads, logos		Optional		
Commodore's Welcome		Optional		
State President's Welcome		Optional		
Previous winners		Optional		
Club history/info		Optional		
Association & Club office bearer list		Optional		
Programme of events (racing & social)		Essential		
List of entrants		Optional		
Telephone contacts; repair facility & boat shop/chandler		Optional		
Get it printed and assembled	3w	Essential		
Handout bag				

Task	Time Prior	Requirement	Who?	Complete
Obtain bags from a sponsor	4w	Optional		
Organise & prepare Contents	2w	Optional		
Obtain sponsor samples & other items for handout (NO JUNK)	4w	Optional		
Organise copies of tourist info for area	6w	Optional		
Competitor identification stickers for each bag (Name, Boat, Sail No.)		Optional		
Accommodation				
Seek Council approval for use of park around club for camping	8m	Optional		
Tentative bookings: nearest Caravan Park (10 cabins, 5 sites) - see end	12m	Optional		
Assemble brochure for potential competitors	14m	Optional		
Reminder in national and state newsletters	10m	Optional		
Promotion of Event				
Determine list of media we want contact with	4m	Optional		
Obtain contact details for all media (phone, fax, internet)	2m	Optional		
Can we get Australian Sailing Magazine involved?		Optional		
Submit press release for advance notice of event	2m	Optional		
Create & maintain event web site	14m	Optional		
Obtain & paint a banner or billboard for display at club		Optional		
Design poster for distribution		Optional		
Print posters & deliver posters to relevant places		Optional		
Determine methods of encouraging people to compete		Optional		
Article for local paper(s)		Optional		
Set up an agreement with local TV to obtain raw footage after the event		Optional		
Organise event photographer		Optional		
Organise use/hire of video and/or operator to video the racing		Optional		
Write report after event for media (incl Australian Sailing mag)		Optional		
Some "special" things to set this event apart from previous Nationals		Optional		
Appoint People to Positions				
Race Officer (OOD) & assistants	4m	Essential		
Chairman & members of Protest Committee	3m	Essential		
Measurer & assistants	3m	Essential		
Registration of entrants on measuring day	2m	Essential		
Publicity & press relations (before & during event)		Optional		
Results organiser / scoring	2m	Essential		
Social events organiser	2m	Essential		
Trophies/prizes organiser	2m	Essential		
Security		Optional		
Sailing Committee (reps from each state, APTCA??, Host Club)		Optional		
Measurement				
Arrange necessary equipment	4m	Essential		
Produce req'd Measurement documents (forms for each measuring	1m	Essential		
Class rules on hand	2w	Essential		
Obtain ACCURATE, calibrated scales	3m	Essential		
People to assist (3 weighing, 3 sails, 2 masts). Check if measuring day	2m	Essential		
Organise control system (neck card, stickers, stamps, etc)		Optional		
Plan procedure for sailors to follow		Essential		
Determine exact areas to be used	2m	Essential		
Determine what info needs to be conveyed during briefing	1m	Essential		
Bright hats/shirts for officials on measuring day (so they can be easily		Optional		

Task	Time Prior	Requirement	Who?	Complete
Graphics				
Design event logo	4m	Optional		
Design & produce measuring control systems	2m	Optional		
Event poster	3m	Optional		
Event Shirt				
Determine costs & format	4m	Optional		
Design event shirt	3m	Optional		
Get shirts produced	2m	Optional		
Sponsors				
Compile hit list	10m	Optional		
Letters to sponsors	8m	Optional		
Follow up sponsors	6m	Optional		
Finalise sponsors	4m	Optional		
Obtain flags and/or banners from sponsors	2m	Optional		
Determine event name sponsor	8m	Optional		
Determine major sponsor	6m	Optional		
Determine heat sponsors & other minor sponsors	2m	Optional		
Invite sponsors to the functions (especially Presentation)	1m	Optional		
Can we get sponsors out on a spectator boat????		Optional		
Compile sponsor report & thank-yous after event	-1m	Essential		
Prizes/Trophies				
Perpetuals to be returned	2m	Essential		
Trophies - try to get someone to hand make them	3m	Optional		
Trophies - design & make		Optional		
Determine what prizes & trophies are to be awarded	3m	Essential		
Trophies to be purchased	2m	Essential		
Trophies to include "top ten" trophies (even if not a selection year)		Optional		
Prizes - purchasing	1m	Essential		
Arrange for engraving prior to presentation (if possible)		Optional		
Arrange "Pick the Top Ten" competition & prize		Optional		
Host Club Facilities				
Preliminary visit	14m	Essential		
Accomplish all on "Preliminary Visit" list	12m	Essential		
Sufficient Rescue Boats, radios, buoys		Essential		
Computer Terminal		Optional		
Internet and/or fax access for distribution of results to media		Optional		
Accurate wind speed gauge		Essential		
Press/Spectator boat(s) - availability?		Optional		
Jury room equip.		Essential		
Correct flags and instructions for use as per NEW rules (provide		Essential		
Facility for displaying signals ashore		Essential		
All regatta office equipment		Essential		
Ensure no conflict with other events		Essential		
Loud hailer for individual recalls		Optional		
Competent Protest Jury		Essential		
Computer & software; results program; good printer		Essential		
Photocopier		Optional		
Document to host club explaining how we want the event to be run		Essential		

Task	Time Prior	Requirement	Who?	Complete
Arrange suitable venue for APTCA AGM		Essential		
Can we get EFTPOS access for registration (as per SA) - Is this worth		Optional		
Results				
Provide a non-corruptable results program	3m	Essential		
Obtain a board suitable to hang the pre-made scorecards		Optional		
Prepare and print scorecards		Optional		
Video of finishing line for close results?		Essential		
Get copies of results straight after series - print for each competitor for		Essential		
Social Functions				
Arrange suitable venue for each function	6m	Essential		
Programme for each social function	1m	Essential		
Plan for "Nibbly Nights" and "Beer & Prawn" nights		Optional		
Organise possible Lay Day functions		Optional		
Compile information about competitors for Welcome Night		Optional		
Spare Masts				
Should we ensure sufficient supply of spare masts are available?		Optional		
Organise spare masts if required		Optional		

ZOMBIE PAPER TIGERS

There's a great variety of Paper Tigers for sale. They vary in age, hull material, weight, rigging, mast profile, foils, sailmaker and condition of all of that. Some are ready-to-go racing boats, fully equipped with carbon foils, newish sail, streamlined mast and near minimum weight hulls, might even have specially built beach trolley and road trailer. These tend to start at \$3000, ranging to the \$10,000 work of art shown on the cover of this issue.

Then there are the Zombies. Boats that have died in someone's backyard, and are going to need some work before they can even be sailed, let alone raced. Some will never be competitive. Some require so many parts and repairs that they're just not economically viable to restore. And there are some that without too much expense, can be given new life as a properly quick racing boat.

Right: an actual ad seen on Gumtree recently.

My PT journey began 11 years ago, when I scored a couple of derelict PTs for \$250, and made one working boat out of the parts - 1464 "Why Worry?". The hull weighed 76kg, it had the old elliptical mast and original sail from the 1970s, yet we didn't come last in the 2006 Vic State Titles.


I scored another derelict boat for \$200, number 2128, which turned out to have quite good 52kg foam-core hulls. I shaped up some hardwood foils, upgraded the mast and sail, and turned it into a regatta winning boat. It's still being raced.

However, to be competitive at State and National

← Back to results | Home > Seymour > Sail Boats > Ad ID 1147214206

Twin hulled ocean yacht

\$500.00 Negotiable



Seller's description

Other Hulls in great condition Yacht is complete with both masts, Sails, ropes, Bibs n bobs Perfect restoration project

titles, I felt that a Redhead Sail and Fay carbon foils were needed. The most cost-effective way to achieve this was to buy a 2nd-hand boat with the parts I wanted, or as it turned out, parts from 2 different boats.

These 3 boats demonstrate the range typically available; pre-1978 hulls made from chopped-strand fibreglass, which are always heavy and not competitive racing boats. Foam-core hulls are the ones to look for; they last forever, stay near minimum weight, and are easy enough to repair. Timber boats have to be evaluated case by case, as they are all unique.

When looking at a boat, these are the things to look for:

Hull construction. Open up a hatch cover and peer inside.

Chopped-strand fibreglass has a distinctive random arrangement of fibres. Not for racing.

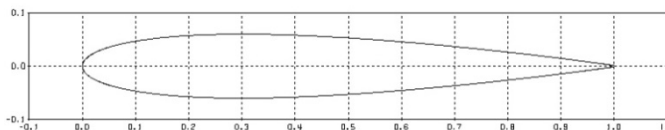
Foam-core boats have an even weave of cloth visible. They are typically just open canoes with decks; no frames or stringers. That's OK; the material is stiff enough to be competitive with them. There's often some ply embedded under each beam, check that it hasn't gone all soft and rotten.

Plywood boats are obviously timber inside. The good ones are made from 3 or 4mm ply, have a foam "half-deck" in the nose, bulkheads with holes cut to reduce weight. The others are built as shown on the plans, out of 5mm ply without much internal bracing; these are not as competitive.

Hull weight: 50kg is the minimum class weight. Dave Shaw won the internationals on a boat that weighed 56kg. Above 60 however, you'll start to notice that it accelerates slower, is harder to get the hull to lift out of the water, and is generally unresponsive. The heavier it is, the less fun it is. An easy way to get an approximate weight is to stand on the bathroom scales, and lift one side of the hull platform. Subtract your own weight from the total weight, do each side, then add the weight of each side together.

Foils: chances are the old boats will come with old wooden rudders and centreboards. These are crucial to performance, and new carbon ones are

around \$900/pair. It is possible to make your own boards, in a variety of ways, or to cut down and re-shape the ones it comes with. The shape your after is a NACA profile, named after the National Advisory Committee for Aeronautics.



Above: A NACA0012 profile

Basically there was a lot of research done on wing shapes when planes were invented, and it turns out the same shapes work well in water. NACA0012 has 12% thickness to width, and is perfect for rudders blades. Thinner profiles are good for centreboards, with the latest designs being a NACA0010: 140 x 14mm.

Rigging: All the ropes, blocks and adjustable fittings are expensive to buy individually. Just a set of mainsheet blocks can cost more than one of these 2nd-hand boats. Look for cam-cleats rather than the old V-jam cleats, and black roller-bearing blocks instead of the old white nylon ones.

Mast: Not as critical, because a new mast is only around \$300. While there's a few hours work in fitting one out, a bent, corroded or obsolete section isn't a deal-breaker.

Sail: similarly, a good second-hand sail can be bought for a few hundred, once you've got the rest of the boat race ready.

Tony Hastings

SON OF ZOMBIE PAPER TIGER

A professional boat builder & fibreglasser, Chris Malcolm, picked up a Zombie PT on Gumtree that came with a huge bonus – a set of PT moulds.

The old boat was made from the moulds, so it's possible to see exactly what shape the boat will be, and it appears to be fairly standard, in the middle of the measurements, similar to the excellent boats Fay have been making.

Chris would be delighted to be commissioned to make someone new PT hulls. Fibreglass foam-core or carbon would be available as options. The mould could even be modified with a narrow centerboard slot to fit the latest foil design.

The old boat and trailer are also for sale.
Contact: Chris 0477605273



News from Paper Tiger State Associations

Tasmania

Good day from the pelvis of Australia ,it's now in the depths of winter and the season has finished.

Nationals A good turn out of Tassie sailors attended with a great win being taken by Mr Bruce Rose who sailed consistently in the variable conditions. Crackas had a crack and finished well up the fleet while the rest of us had a great time with some mixed results and some misfortune.



Bruce Rose at Lauderdale

Planning for the 2017 nationals is now in full swing with naming rights sponsors Goodall Design and Brierley Marine coming on board, many thanks to these two fine companies. This is going to be a hotly contested event with Australian guernseys up for grabs!

Local Scene A few new skippers have bought boats the first being International megastar and all round great bloke John Brierley sailing Curlew ,great to see a former commodore and club sponsor having a red hot dip!

Aaron Smyth has also thrown his hat into the ring after purchasing Que Sera from Darren Eggins who has sadly left the class. Aaron told me he is going to win the nationals in his first year! His more slightly built brother Jason is champing at the bit to purchase a boat and kick his brothers butt! I can already hear the banter from their legendary dad Scott as he mans the start boat.

The season was predominantly sailed in light conditions with wins spread across the fleet. Nick Browne was a standout sailing consistently on the monster and will be a force to reckoned with at the nationals.

Big beastly Davin Faux is threatening a comeback and told me he wants to whip a few arses this

year I don't know what he means by that! Woman's champ Danica has disappeared, I hope she hasn't been abducted by aliens.

Enough stirring and down to the crown series and the states. The crown series at Bellerive Yacht Club in February saw 3 PTS: Bruce, myself and Steve and the gloves were off in an extremely hard fought and competitive series, with Bruce winning.... just. It was a pity only three of us turned up for this event. 11 boats started the state titles and turned out to be a great series. Bruce won every race, but only 4 points separated between second to fifth place, and what a dog fight it was.



Brownly took out second and yours truly third. Sadly, Crackas couldn't make it, as he was fiddling around in the bush.

Great to see Brendan Amos make a come back on 'slack Patrick's boat'. Could be some more canteen hurdling at the next nationals!

Early spring we will run some training days for new and interested skippers, we will keep you posted on that. We wish national champ Bruce well on his new sailing adventure, and I'm sure everyone will be anticipating his facebook documentaries. Good luck Bruce and remember there will be kiddies watching. Well that's all for now cheers.

Sssmokin Billy

Victoria

State Titles

The 2017 Victorian state championships were sailed at Frankston Yacht club on the weekend of the 4-5th of March. The event was well represented with 24 boats competing, including four entrants from NSW.

Saturday saw the first three races completed in light winds, with Peter Anderson, Ian Marcovitch and Alex Craig each winning heats in some very close racing.

The club put on a great meal on Saturday night, with the newly renovated facility proving a first class venue to socialise after sailing.

Sunday morning saw a building offshore breeze of around 12-15 knots, making for exciting sailing with

plenty of fast reaching. Bryan Anderson reveled in these conditions to win both heats and subsequently take the Victorian Championship. Ben Deed sailed consistently across the series to take second overall, with Alex Craig finishing third.

A special mention should go to Ian Marcovitch from NSW, who displayed excellent speed to finish equal first with Bryan in the overall regatta. However, as an interstate entry he wasn't eligible in the Victorian Championship results.

Frankston Yacht Club did a great job both on and off the water. They provided excellent race management and hospitality leaving all competitors keen to return again soon!

Alex Craig

Pos	Sail	Skipper	Club	Ht 1	Ht 2	Ht 3	Ht 4	Ht 5	Total	Nett
1	2958	Bryan Anderson	McCrae YC	(25 OCS)	2	7	1	1	36	11
2	1	Ian Marcovitch	Mannering Park SC	3	1	-9	2	5	20	11
3	2912	Ben Deed	McCrae YC	5	3	3	-7	4	22	15
4	3033	Alex Craig	North East Wind Sports	-14	5	1	5	6	31	17
5	3104	Mark Wiggins	McCrae YC	2	6	4	6	-10	28	18
6	3086	Greg Williams	Wagga Wagga SC	7	9	-11	3	2	32	21
7	3131	Luke Stout	McCrae YC	4	4	5	8	-11	32	21
8	3077	Pete Anderson	Lysterfield SC	1	7	6	-11	8	33	22
9	3052	Jacob McDonald	Bendigo YC	6	8	2	-12	7	35	23
10	3085	Garry Williams	Wagga Wagga SC	8	-11	10	4	3	36	25
11	3050	Michael Wold	Elwood SC	9	-13	8	9	9	48	35
12	2833	Garry Craig	Yarrawonga	10	-15	12	10	14	61	46
13	2918	Michael Thorn	Mt Martha YC	15	10	-18	13	12	68	50
14	2898	Robert Ramsay	Lysterfield SC	11	14	-19	14	13	71	52
15	2919	David Anderson	NEWSC	18	12	13	16	-19	78	59
16	2993	Ron Wiggins	McCrae YC	12	-17	15	17	16	77	60
17	3055	Rick Stout	McCrae YC	17	16	14	15	-18	80	62
18	2577	Martin Gregory	Wagga Wagga SC	13	18	17	-20	20	88	68
19	3019	Ian Gould	Mt Martha YC	16	-19	16	19	17	87	68
20	2911	Keith Deed	McCrae YC	19	(25 RET)	21	18	15	98	73
21	2848	Dean Stone	Mt Martha YC	20	20	20	-23	23	106	83
22	2835	Gary Richards	Mt Martha YC	21	21	-22	22	21	107	85
23	1010	Glen Weeks	Cairn Curran SC	22	22	(25 RET)	21	22	112	87
24	1181	Nicholas Mitchell	St.Leonards SC	(25 DNF)	25 RET	25 RET	25 DNF	25 DNC	125	100



Above: Paper Tigers ready to race at Frankston Yacht Club

Training Day

Spy photos show Mark Wiggins, Mike Wold and Bryan Anderson volunteering to give joy rides and training to potential PT sailors:



Yarrowonga Anzac Regatta



A competitive fleet of 19 Paper Tigers turned out for the 2017 Anzac Regatta at Yarrowonga Yacht Club. As always, the event provided a great mix of close racing on water and a relaxing atmosphere back on shore.

Three races were sailed on the Saturday in variable 5-12 knot winds. Ian Marcovitch from NSW maintained his great form at the recent Victorian States to lead at the end of the day with two second places and a race win.

Competitors awoke to heavy fog and light winds on the Sunday, which caused racing to be postponed. This gave a great opportunity to have a few informal tuning sessions for people to compare

set-up and tuning ideas for that extra bit of boat speed next season.

At 11:00am the wind still hadn't made an appearance, so the club cancelled racing for the day. This left Ian as the regatta winner and first recipient of the new Paper Tiger perpetual trophy for the event. Bryan Anderson and Ben Deed sailed consistently to finish second and third respectively. Bailey Hord from NSW showed boat handling and tactics beyond his years take out the junior trophy and finish just outside the top 10 in a very competitive fleet.

Alex Craig

Pos	Boat	Sail No	Club	Helm Name	R1	R2	R3	Total
1	Mojo	1	Mannering Park	Ian Marcovitch	2	1	2	5.0
2	Fly'n Bry'n	2958	McCrae	Bryan Anderson	3	4	3	10.0
3	Reco	2912	McCrae	Ben Deed	5	3	6	14.0
4	Shadow Boxing	3086	Wagga Wagga	Greg Williams	1	2	11	15.0
5	Firestorm	3104	McCrae	Mark Wiggins	4	6	10	20.0
6	Unknown Zone	2117	McCrae	Jason Dunsmore	6	5	9	20.0
7	Need for Speed	3033	NEWS	Alex Craig	9	11	1	21.0
8	Magic Marine	3052	BEYC	Jacob McDonald	8	10	4	22.0
9	Go'n Wild	3131	McCrae	Luke Stout	11	7	5	23.0
10	Blue Peter	3077	Lysterfield	Peter Anderson	7	8.5	8	23.5
11	Custard Pumper	1785	Mannering Park	Bailey Hord	12	8.5	12	32.5
12	Miss Redhead	11	Mannering Park	Janica Marcovitch	16	12	7	35.0
13	Ere Wiggo Again	2993	McCrae	Ron Wiggins	14	15	13	42.0
14	No Name	3039	Mannering Park	B. Hord	15	13	14	42.0
15	For External Use	2833	Yarrowonga	Gary Craig	13	14	16	43.0
16	The Blue peter	2919	NEWSC	David Anderson	10	16	20.0 OCS	46.0
17	Imagine	2911	McCrae	Keith Deed	17	17	15	49.0
18	Fat Chance	1181	St Leonards	Nick Mitchell	18	18	20.0 DNF	55.0
19	Katrick	3055	McCrae	Rick Stout	20.0 DNF	20.0 DNS	20.0 DNS	60.0

Traveller Series Results 2016/2017

The traveller series consisted of 5 regattas this season. It was great to see so many skippers on the water - 30 participated in at least one event. The overall scores were calculated on a high point scoring system i.e. if there was 5 boats at the regatta, first overall gained a maximum of 5 points to their score for the traveller series. It definitely paid to have a good regatta at the well-attended venues. Other classes and non-Victorian boats were eliminated from the point scoring system, however the placings in each race remained the same.

Final Results

Pos	Skipper	Cairn Curran	Cat Champs	Mt Martha	Yarrowonga	Somers	Total
1	Bryan Anderson	14	8	12	14	12	60
2	Mark Wiggins	12	9	11	12	10	54
3	Ron Wiggins	11	2		6	9	28
4	Luke Stout	13	7		8		28
5	David Anderson	7		5	4	11	27
6	Alex Craig	10	6		10		26
7	Jason Dunsmore	9	4		11		24
8	Keith Deed		1	9	3	8	21
9	Ben Deed		5		13		18
10	Michael Thorn	8		8			16
11	Ross Tebbutt	5		6			11
12	Garry Craig	6			5		11
13	Warren Smith			10			10
14	Jacob McDonald				9		9
15	Peter Anderson				7		7
16	Soren Pederson			7			7
17	Simon Boadle					7	7
18	Stephen Schwarz					6	6
19	Ian Gould	1		4			5
20	Gary Richards	3		2			5
21	Malcolm Kemp					5	5
22	Glenn Weeks					4	4
23	Bob Ramsay	4					4
24	Nick Mitchell			1	2		3
25	Rick Stout	2			1		3
26	Mike Wold		3				3
27	John Manders			3			3
28	Peter Thompson					3	3
29	Rowena Davies					2	2
30	Phil Johnson					1	1

New South Wales

It is exciting times in New South Wales for Paper Tigers.

Our new Vice President Rohan Nicol has just about got both hulls of 'Magic Carpet' off the Jig. It just shows the talent this past state champion has winning on a duct tape clad 30 year old girl. It will be really exciting to see the new boat take off, with the entire New South Wales fleet standing on Rohan's shoulders for the ride.

We are looking at a fast year ahead with training sessions run by Greg Williams. I know we will all be in better shape for the Lauderdale Nationals as a

result of attending these and sharpening up our skills more details available soon.

Bailey and Archie our two new class juniors did the Paper Tiger class proud at the Youth Nationals at Kurnell Cat Club last week. Youth training days are available to all juniors. Darren Bundock former World Champion and Olympic medalist followed the boys around on the water in a rubber ducky and coached them all weekend. Watch out they will be even harder to beat now!

Janica Marcovitch

2017 NSW State Titles

The NSW State Titles were held over the Australia Day weekend, Saturday and Sunday 28th and 29th of January.

Four sailors Ian Marcovitch, Garry and Greg Williams and Martin Gregory arrived a day early to undertake some training and for Greg a new sail (loose foot) to play with. Which considering Greg's results, this training day must have been a worthwhile adventure. In fact, NSW PT sailors plan a couple more training days at the Koonawara club later in the year and we will keep everyone informed.

Numbers were down a little this year with 11 entries. Clubs represented included Wagga Wagga (4), Koonawarra Bay (3), Concord Ryde (2), Mannering Park and Tanilba Bay (1 each).

Several sailors missed the event due to injury (partaking in other sporting activities) and we wish them all the best and hope to see them next year, or sooner.

5 Races were run for the series, 3 on Saturday and 2 on Sunday. Winds were light to moderately stiff, I broke my rotation spanner in the final race which was blowing nicely at the time.

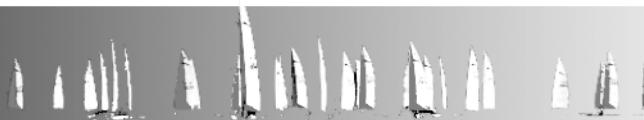
Greg Williams PT 3086 gave the rest of us a master class with his new loose foot sail winning all 5 races and taking the title with a clean sweep. But he did not have everything his own way and many in the fleet made him earn those number 1's, by pushing him all the way, including yours truly who took great pride in overtaking Greg on the first leg of race 3. 3 minutes of pure glory on my part, never to be repeated during the series.



Greg Williams with his new Loose Foot Redhead sail



Saturday morning prep.



Rohan Nicol PT 2826 and Ian Marcovitch PT3039 racing hard

Wayne Eager (who had not sailed his PT 3040 since the 2016 state titles) gave a great show in second place, securing himself 2nd's in races 2 and 5, making sure we kept Greg honest. David Stumbles secured himself a very respectable 3rd overall and being another sailor to only sail part time or not at all for the year did very well indeed.

Rohan Nicol PT 2826 enjoyed the light breezes for the first race but Pussy Foot faded a little in the heavier wind, with a new boat currently being built in his workshop I'm sure Greg will have to watch out as Rohan will want to add to his previous title. Ian Marcovitch PT 3039, Garry Williams PT 3085 also secured 2nd's in individual races, all trying their best haul in Greg, however in every race Greg

managed to find something to get him to the line. At the other end of the fleet, the racing was just as tight and maybe even tighter and Paul Scotland and myself harassed each other every race, swapping positions most legs for the entire series, credit where its due Paul beat me for the trophy for the second year running. Well done Paul and looking forward to next year.

Well done to all and we are all looking forward to next year and hopefully a larger fleet with the return of those injured and others. Watch and like the NSW PT face book page for event updates and anyone out there with a PT in the shed, no matter your level come out and play.

Martin Gregory PT2577.



Above: Rohan Nicol PT 2826, winner of the traveller series for the year, Paul Scotland PT 2457 winner B grade, Wayne Eager PT 3040 2nd A grade, Greg Williams PT 3086 1st A grade, and David Stumbles PT 3076 3rd A grade.

OVERALL RESULTS

Place	Sail No.	Boat Name	Skipper	Club	Grade	Category	1	2	3	4	5	Points
1	3086	Shadow Boxing	Greg Williams	Wagga Wagga	A		1	1	1	1	1	4
2	3040	Second Wind	Wayne Eager	Koonawarra Bay	A		4	2	4	8	2	12
3	3076	Rapture	David Stumbles	Koonawarra Bay	A		3	4	3	5	3	13
4	2826	Pussyfoot	Rohan Nicol	Wagga Wagga	A		2	5	6	4	6	17
5	3039	Mojo	Ian Marcovitch	Manning Park	A	Master	5	6	2	7	7	20
6	3085	Characin IV	Garry Williams	Wagga Wagga	A	Master	9	7	DNC	2	4	22
7	2888	Hot & Spicy	Peter Breaden	Tanilba Bay	A	Veteran	8	8	8	3	5	24
8	3016	Wet Dreams	Steve Levi	Concord Ryde	A	Veteran	7	9	5	6	8	26
9	3018	People Eater	Neil Waterman	Koonawarra Bay	A		6	3	7	DNC	DNC	28
10	2457	Bonny Jane	Paul Scotland	Concord Ryde	B	Veteran	11	11	9	9	9	38
11	2577	Phantom Tiger II	Martin Gregory	Wagga Wagga	B		10	10	10	10	DNF	40
12												

The State Regatta Pointscore Series for 17/18

The series has been abandoned for the 2017-18 season. At the AGM it was suggested that training days would improve the fleets performance. Due to the vast distances PT sailors are separated from

each other in New South Wales, it was resolved that training days would spike interest and improve skills beyond what could be achieved with a purely racing format.

NSW Club News

Manning Park

We are very lucky to have two new boats join us at Manning Park. The Hord Family are putting together a double decker trailer to be able to take them to regattas. With 5 boats now we are looking forward to lots of training and racing during the Mad Month of May races hosted by Budegewoi sailing club. My boat has had an overhaul Bret, Nick and Bailey stripped her back down to the bare

Gaboon. Reapplied the resin coat on her and Painted her for me. They have done an amazing job Im really stoked with the results. Ians boat will be done next over winter we are hoping to get 4 kilo off Mojo's weight as well and hopefully make the boats more competitive.

Janica Marcovitch

Yarrawonga Regatta

The Yarrawonga Regatta was held on Lake Mulawa on the Murray river. It is always a fantastic event. This year we had a great turn out. It been a Traveller series event for Victoria. With 14 boats from Victoria and 5 from New South Wales attending. Greg Williams brought his new Jayco Camper with the boat on the roof for its maiden regatta the van was a great success.

Right: On the road to Yarrawonga two boats on top of the Jayco.

Ian Marcovitch altered his winching rack system to accomodate my boat as well. It worked really well with a bit of fine tuning it will be ready for the journey to Lauderdale.





Above: Paper Tigers racing in the 2017 Anzac Day Regatta.

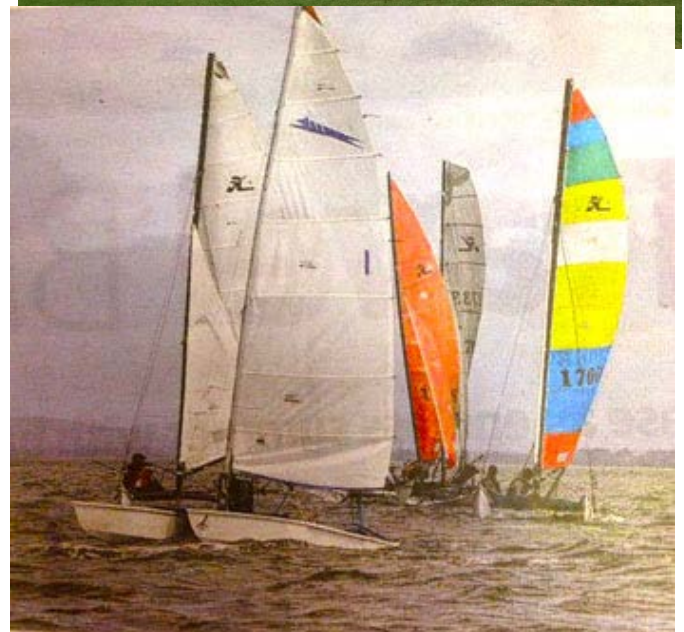
Right: Ian Marcovitch Bailey and Bret Hord rigging their boats at Yarrawonga

With security camping around the club and rigging on plush green grass it couldn't have been a more picturesque event. The three races were held on the Saturday and on the Sunday a thick fog prevented more races. It did however allow us to get the 8 hour journey home underway.

It was tight racing with Greg Williams winning the first race Ian Marcovitch second and Bryan Anderson third. Ian Marcovitch Managed to take out the second race with a close second to Greg Williams. A new winner took out the third race, Alex Craig on home turf won deservedly with Ian in a close second.

Congratulations to Ian Marcovitch on Mojo who won the Paper Tiger division as well as the overall regatta. Bailey Hord our junior Paper tiger Sailor in his first proper Paper tiger regatta came home a very creditable 11th Place.

Janica Marcovitch



Ian Holly Memorial Regatta.

Toukley Sailing Club at Canton Beach on the Central Coast of New South Wales played host to the Ian Holly Memorial regatta. The regatta is held each year in honour of Ian Holly, who lost his life while sailing racing on his Paper Tiger Catamaran at Terrigal.

Sailors from across the state travelled to contest the event, The racing was tight with State, and National title winners, as well as Olympic champions competing in the driving rain and windy conditions to contest the title. Over 80 sailors fought it out over a two day event. Ian Marcovitch who won each race convincingly on his Paper Tiger, placed first in the regatta.

Ian was thrilled to win the event "This event holds significant sentimental value to me. Ian Holly was a very close friend and fellow Paper Tiger sailor who

lost his life enjoying the sport in a tragic accident at Terrigal in the early 90's"

The event was not without mishaps with French Olympian Niko Lin capsized and his crewmate injured. Most of the trophies won across the divisions were won by Toukley sailors showing that the sailing coaching program and development of the club is paying dividends.

Janica Marcovitch

Queensland

Steve Halliday, a PT sailor from New South Wales' Central Coast, has been travelling Australia for the past two years. He has decided to settle and sail his PT in Harvey Bay Qld.

Bundaberg club an hour and a half north of Harvey Bay is home to more PT action.

After being away from PTs for a few years Dave Vockler has just bought his old boat back 'The Other Lady' and Gordon Myers Ex Australian Multihull Champion sailor has just done an amazing job doing up the hulls. Dave's just putting the new rudder stocks together so he can go sailing

this weekend in 25 degrees makes me wonder what we are all doing down here!

Gordon has put two more Paper Tigers together one is going to the learn to sail program at the club and the other one he is hoping to find another PT sailor to join the QLD team!

Gordon is in the process of building a new PT for himself to sail. It should be on the water very soon. We look forward to hearing all about its progress. We welcome Gordon to PTs and we welcome Steve and David back to the class and look forward to hearing all their news this coming season.

Jani Marcovitch

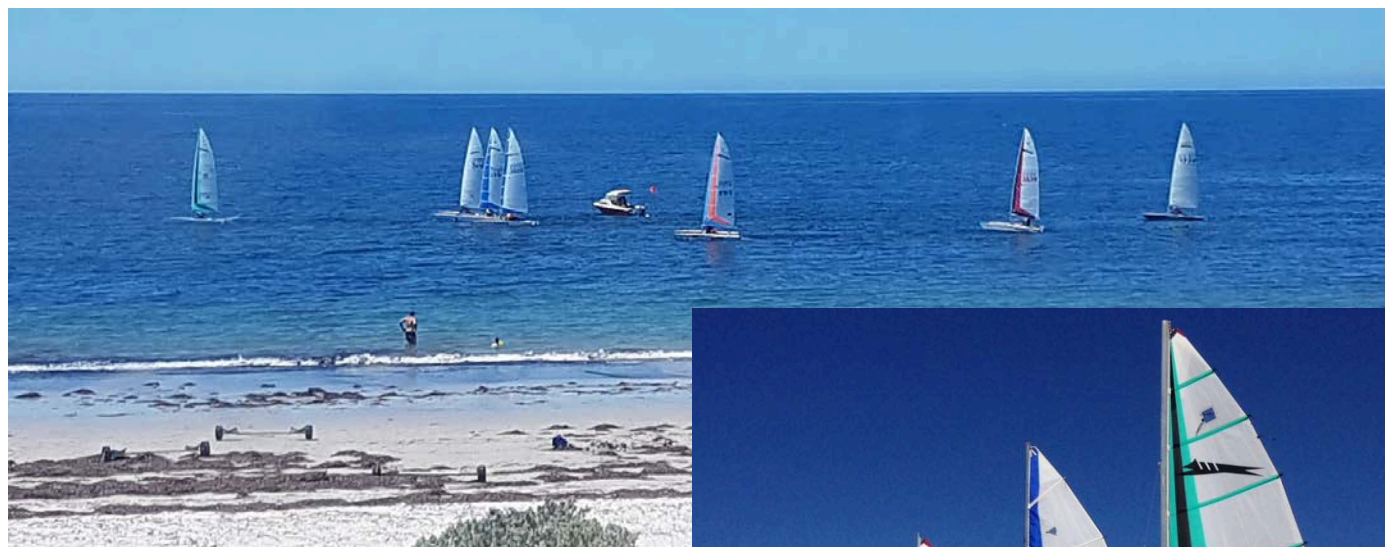
Right: The website of the Harvey Bay Sailing Club www.harveybaysailingclub.org.au shows a PT in its banner

The Bundaberg Sailing Club Facebook page indicates that they have a large, diverse fleet, including Arrow catamarans and Weta trimarans that PTs will race closely with. They also have a winter sailing races.

www.facebook.com/BundabergSailingClub



South Australia



The South Australia State Championships were held at Arno Bay In January and the champion is Greg McDonald from Arno Bay.

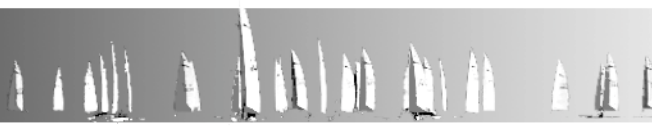
Above: Racing during the State Titles

Right: the SA PT fleet lines up at Arno Bay

Peter Darling won race 6 in 6 knots wind, which he said was his first win in under 18 knots. He said it was "the worst conditions for my weight so very happy with the sail." Pete won the auction held during the Nationals, for a new Redhead sail. He also used an old moth mast as a stiffener.

Russell Jolly





Right: Russell Jolly congratulates SA State Champion Garry Fleming

Below left: President Neville is club champion for the Somerton Club

Below rRight: Phil Johnston from Victoria at the Goolwa Wooden Boat Regatta. They are given 3 sheets of ply, nails glue and had to build a boat in two hours.

Bottom: The next day they have to sail it around a course. The winner of the event was the one with the paddle wheel. Note: The sails, oars, paddle wheels could be made outside the two hour time limit.



Regattas and Titles Series

	Queensland	Tasmania	South Australia	Victoria	New South Wales
October					Sept 30 – Oct 1 Jervis Bay & Wagga Regattas 7 - 8 Manning Park 14' cat regatta 21-22 ACT Multihulls
November				Cairn Curran Regatta McCrae Cat Champs	25-26 Kembla Klassic
December	28 Dec – 2 Jan, 48 th Paper Tiger National Championship, Lauderdale, Tasmania				
January				Yarrowonga Australia Day	27-28 State Champs Venue TBA
February					
March				State Champs, Venue TBA	10-11 Wallagoot Lake Regatta
30 March – 2 April, Paper Tiger Internationals, Frankston Yacht Club, Victoria					
April					

International Championship	National Championship	State Championship	State Pointscore Series	General Regatta
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Notes:

Victorian State Pointscore events yet to be confirmed. Contact the State Associations for further details.

For Sale

Paper Tiger Sail Number 3127, built in 2015 is made of Mahogany plywood with white wood Gunwales and stem, with inlay timbers around centrecases and decorative Marquetry arrow on the foredeck.

Transom is Huon pine ply, all anodising is in gold colour, centreboard and rudders are laminated whitewood and queensland cedar as is the bum comforter wings.

A beautiful example of cabinet making expertise has gone into this classic PT. a beach trolley with fibreglass support cups and gold anodise aluminium axle completes this beauty.

Sailed at Somers Yacht Club on Western Port Bay and finished in Yacht Club Colours of Green and Gold. Green Red Head Sail to match.

\$10,000.00 Contact Phil Johnson
0427 820 444,
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Contacts

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www.catsailor.org/index.php/tptca

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New Zealand Paper Tiger Owners Association

www.papertiger.org.nz

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