

FEB 2011

# apt *quarterly*

## National's Report NSW and SA States Reports

Interviews with Bruce Rose and Garry Williams

AUSTRALIAN PAPER TIGER CATAMARAN ASSOCIATION

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# Editorial

When I first accepted the offer to edit a newsletter for the APTCA, I had no idea what form it would take, nor if there would be the support or content to keep it going for long. Well, this issue marks the first year of production and so far, so good.

I can't let this moment pass without expressing my appreciation for the support and the effort that the Publicity Officer, David Stumbles, puts into accumulating info and writing many of the reports that form the bulk of this magazine. I would also like to thank the State representatives and Association members who let us share in their experiences of sailing PT's.

This issue contains an excellent article by ex Wagga Wagga, now Canberra skipper, Bill Arthur. In response to my request for articles, Bill has drawn on his experience in sailing and running to produce a guide to improving performance. There is a lot of PT experience out there that would make interesting reading, especially for those looking to lift their standing in the class. If you reckon you can't write pretty enough, that's OK, it's content that matters. Others can do the prettying up for you. Give it some thought.

## NATIONALS 2011

Tasmanian, Bruce Rose, borrowed a boat to claim his third National Championships. Read the in depth interview with Bruce on page 8 for an insight into what makes a champion tick.

## View from the Top

I was reminded recently, while lunching with Ken Fay to celebrate his 80<sup>th</sup> birthday, that it is more than forty years since the launch of the first Paper Tiger (built by Ken) in New Zealand. And still we race in enthusiastic, highly competitive fleets on both sides of the Tasman Sea. On that evidence alone you'd have to say the design is a classic. We've added a few bits and pieces, but that original boat would still be instantly recognizable on the water as a PT, and well sailed could probably get around a current day course pretty quickly.

## SPEAKING OF CHAMPIONS....

We are also fortunate to have scored an interview with 4 times International, 3 times National and 20 times NSW State Champion, Garry Williams. A book of what Garry knows about sailing PT's would be a valuable resource. Unfortunately.....

## SLOW BOAT TO NOWHERE

This issue's article for seekers of wisdom is on the fine art of static racing, commonly known as 'In Irons'. Actually it is more to do with getting back in the race. This may be a quick and easy way to improve your finishing time. If it's old news to you, then there's plenty more to read

## NATIONALS 2012

Although it is nearly a year to the next National Championships (to be held on Lake Macquarie in NSW), accommodation is an issue that should be addressed now if you will be competing. The most popular site, adjacent to the club, is booking up fast. Refer to the race notice on page 38 for options and act soon.

Also note that the dates for the event have been changed since they were originally advertised and are now the 3<sup>rd</sup> to 8<sup>th</sup> of January, to better fit with accommodation booking periods.

**Ralph Skea**

**Editor**



In 2010, a new group of PT enthusiasts formed itself at Lauderdale Yacht Club in Tasmania and ran the 2011 Nationals in outstanding fashion.

This was my 30<sup>th</sup> Nationals. As President, newly elected at Lauderdale, I ventured at the presentation night that the event ranked with the best we have ever had, in terms of both hospitality and management. But the most important thing was that they put ten local boats on the water, comprising 40% of the fleet, and got two of them in the top ten (well done Bruce Rose

and Mick Boyle), which goes to show just what can happen when people get a taste of a PT – if they can get their hands on one! Good boats are in strong demand, but as they say, it's a tightly held market.

The class numbers in New Zealand are growing, with something like 50 boats at their Nationals this year. Their talent pool is also increasing. .

In Australia, while there are currently not as many PTs on the water as in the hey day of small cat sailing and the average age of skippers is increasing, the standard of the top boats is better than ever.

Good things have been happening in Australia recently, such as:

- A new national newsletter of outstanding quality.

- A professional builder offering fully fitted foam sandwich boats.
- Revamping of the PT plan drawings.
- The APTCA Constitution brought up to date.
- The 2012 Internationals are to be held at McCrae YC, which has many good young sailors with potential to redevelop the PT fleet.

We should build on these advances and generate, in all our member states, similar levels of enthusiasm to that which we saw at Lauderdale. The Paper Tiger still gives me so much fun and I want to share it all around.

**Mike Wold**

**APTCA President**



## Publicity Perspective

It has been really great to hear reports from various people about the recent Nationals in Tasmania. Everyone I have talked to has heaped praise on the event, with some saying they can't recall a better Nationals. What makes this effort so impressive is that the team who organised it (the Tasmanian PTCA committee) has had very little experience of sailing at a Nationals themselves, let alone experience in organising them. In discussions with them prior to the event, I could tell they were very well organised and that the event was in good hands. So, a huge "Well Done!" to the team in Tassie, including those from the host club and the others that the committee co-opted to do various tasks.

One of the many great things about the Paper Tiger class is that it is very inclusive. National Championships are rotated around the states that have active fleets, so everyone gets the chance to have a "home-state" Nationals. The benefit of this has been demonstrated in Tasmania, with their fleet growing from only a couple of boats two years ago to over ten by the Nationals, with several other people wanting to buy boats.

It was excellent to see 24 boats at the recent NSW State Titles. Only two of these were interstate boats. We have not had this many NSW boats at the States since 1994. Interestingly,

there have been 57 different Paper Tigers competing in significant events in Australia over the past two months (Nationals, NSW States and the SA States).

The Queensland association is active and they are working to build enthusiasm in the class there. Some of them have expressed interest in competing at the upcoming Nationals.

This all augurs well for the next Nationals at Mannering Park in NSW. From the interest and positive feedback we have received, we are confident that the shorter program will enable more people to attend. Throw in the fact that this Nationals will be the selection series for the upcoming Internationals in Australia, and we might just see the biggest Nationals fleet for many years.

So, if you are interested in competing, please ensure you sort out your accommodation now! Don't miss this golden opportunity.

And, as the Kiwis had 47 boats at the recent New Zealand Nationals, we can expect a strong fleet at next year's International Championships.

Regards,

**David Stumbles**

**APTCA Publicity Officer**





by Tony Hastings

**Goodall Sails**

# PAPER TIGER NATIONALS

# 2011

## LAUDERDALE YACHT CLUB - TASMANIA

The various state Paper Tiger Associations take it in turn to host the National Championships, and this year was Tasmania's turn. A recent surge in numbers at the Lauderdale Yacht Club meant that the Tasmanian Association had fresh enthusiasm and keen locals ready to compete.

The series began with measurement and registration, then an invitation race. While a few of the sailors took this opportunity to test and tune their boats to the local conditions, most just enjoyed a good race in the variable 6 to 15 knot breeze. The seven times National Champion, Bryan Anderson, confirmed his number one ranking by leading from start to finish.

**Race 1** was sailed in a light 5 to 7 knot breeze with a shore lift providing huge advantage to those who tacked early and went up the starboard side of the course. Former National and International Champion, Bruce Rose, used his local knowledge to take a borrowed boat the best way and extended his lead throughout the race.

**Race 2** saw a tricky wind begin at 10 knots, die to 6 knots, then come in at over 15 knots near the end of the race. Whilst Bryan and one group went off in search of pressure on the first leg, Bruce and another group tacked up the middle of the course and gained an advantage. Bruce gained most ground on the fleet with good windward mark roundings and off-wind speed. The wind began oscillating on the second windward leg and favoured those who tacked on the shifts. Bruce lost some ground as he tacked to cover but held on to win.

**Races 3 and 4** were held back-to-back with the wind increasing from 10 knots at the start to 15 knots by the end of Race 3, then to almost 20 knots by the end of Race 4. Bryan demonstrated his great boat speed, consistently going for



J. Austin

**Bruce Rose**



J. Austin

**Bryan Anderson**



J. Austin

**Alex Craig**

pressure, rarely tacking, and winning both races. Bruce was caught out chasing lifts but recovered from 10<sup>th</sup> to 3<sup>rd</sup>.

**Race 5** began with a general recall as an outgoing tide carried boats over the line. This also affected lay-lines between marks with a few skippers surprised by the curved trajectories sailed. The breeze was mostly 5 to 10 knots, increasing to 15+ knots by the last leg. While some gained ground by tacking on shifts, Bryan simply picked a side and minimised tacks, using superior speed to win the race. Bruce was down in the fleet on the first leg but gained places throughout the race to take 2<sup>nd</sup> place.

**Race 6** began after two general recalls. As the flag dropped on the third start, the shackle holding up Bryan's sail snapped, leaving him bobbing along with the boom on the deck. The race began in 15 to 20 knots, died to 5 to 10 knots, then came back in at 15+ on the last lap. Bruce developed a good lead, followed by Alex Craig and Jason Dunsmore. The reaches in this

race were a highlight of the series with everyone going full speed and surfing the 1m swells.

**Races 7 and 8** were also held back-to-back, in a 12 to 18 knot wind and on a very choppy 1m swell. The challenge was to sail high enough on the beat to clear a reef, which then allowed the mark to be layed in one tack. Those who headed offshore into the swells on port tack, or tacked to clear the reef, lost ground. Bryan won both of these races.

With only 2 points separating Bruce and Bryan (after dropping their two worst results) **Race 9** could decide the series winner. Bryan powered away at the start in a solid 15 to 20 knot wind and 1m swell, with Bruce and the others close behind. The fairly steady breeze didn't allow for much tacking or covering, with boat speed and hiking endurance playing a major role in the placings. Bryan won his 6<sup>th</sup> race of the series, but Bruce achieved the 2<sup>nd</sup> place he needed to clinch the Championship.



## The Nationals Top 10



<b>Michael Boyle</b>	<b>Tony Hastings</b>	<b>Luke Stout</b>	<b>Peter Anderson</b>	<b>Jason Dunsmore</b>	<b>Alex Craig</b>
<b>Mike Wold</b>		<b>David Anderson</b>	<b>Bryan Anderson</b>	<b>Bruce Rose</b>	

A special thanks to photographer Jane Austin for generously allowing us to use her photos in this edition. To view her photos check out [www.flickr.com/photos/janeaustin2010/show/](http://www.flickr.com/photos/janeaustin2010/show/). Contact Jane at [janeaustin@tassie.net.au](mailto:janeaustin@tassie.net.au) or on 0409 458 125. For additional coverage, also visit <http://papertiger2011.catsailor.org/media.html>

## 2011 Australian Paper Tiger National Championship

Place	Skipper	Boat	Grade	No.	R1	R2	R3	R4	R5	R6	R7	R8	R9	Tot
1	Bruce Rose	Wind Breaker	A	2	1	1	[-4]	[-3]	2	1	3	2	2	12
2	Bryan Anderson	Fly'n Bry'n	A	2958	[-9]	7	1	1	1	DNF	1	1	1	13
3	Alex Craig	Need For Speed	A	3033	2	4	2	4	3	2	[-5]	[-11]	3	20
4	Jason Dunsmore	Unknown Zone	A	2117	5	6	3	5	[-8]	3	[-8]	4	5	31
5	David Anderson	The Blue Peter	B	1	[-14]	[-12]	9	2	10	4	2	3	4	34
6	Peter Anderson	Just In Time	A	3077	6	3	6	[-7]	4	5	7	6	[-8]	37
7	Luke Stout	Speed Demon	A	3031	7	2	5	[-8]	7	6	[-10]	7	6	40
8	Mike Wold	Boy At Heart	A	3050	4	[-9]	8	[-13]	5	7	6	5	7	42
9	Tony Hastings	Tigerdelic	C	2901	3	5	7	6	9	9	[-13]	[-12]	11	50
10	Michael Boyle	Re-Entry	C	2927	8	10	[-11]	[-12]	6	8	9	10	9	60
11	Russell Jolly	Vendetta	B	2915	[-17]	11	14	[-15]	14	10	4	8	14	75
12	Sean Keady	Sssmokin Billy	C	2997	[-19]	8	[-16]	9	16	11	11	9	12	76
13	Jacob McDonald	Unleashed	C	3052	[-16]	14	12	14	12	12	15	[-17]	13	92
14	Davin Faux	Chilli Toes	C	2932	12	17	17	10	[-19]	13	12	14	[-18]	95
15	David Godfrey	Windcruiser	B	3041	[-18]	16	13	16	11	16	14	[-18]	10	96
16	Rick Stout	Katrick	B	3055	11	15	15	[-17]	17	[-18]	17	15	15	105
17	Keith Deed	Imagine	B	2911	10	13	10	11	13	DNC	DNC	DNC	DNC	111
18	Paul Mathews	No Eye Deer	C	2955	13	18	18	[-21]	[-22]	17	16	16	19	117
19	David Rees	Pan Galactic Gargle Blaster	C	2799	[-24]	[-23]	19	19	18	14	21	13	17	121
20	Peter Humphries	Salty Dog	C	2895	[-25]	19	21	20	15	15	[-25]	DNF	16	129
21	Neville Rowe	Mr Percival	C	2944	15	24	DNC	DNC	20	20	18	19	20	136
22	Bruce Clayton	Barbadian Czar	C	2773	21	DNF	20	18	24	19	19	DNC	DNC	147
23	Patrick Amos	Go With The Flow	C	2679	22	22	[-23]	22	23	DNC	20	20	21	148
24	Oliver Bailey	Bongo Fury	C	1100	20	21	22	[-23]	21	DNC	22	21	22	149
25	Mitch Wiley	Depth Charge	C	2094	23	22	24	DNF	DNF	DNC	DNF	DNC	DNF	169
26	Andrew Barnard	Gulf Buggy	C	3020	DNF	DNC	DNC	DNC	DNC	DNC	DNC	DNF	DNC	189

Tasmania

South Australia

Victoria

New South Wales

# Interview with **THE CHAMP**

by David Stumbles

## **Bruce Rose wins 2011 National Championships**

***Congratulations Bruce on your third Nationals win. This is a great achievement. Your results were incredibly consistent, dropping a third and a fourth. How did you rate your chances before the series?***

Thanks Dave! Other than planting the seed in my mind before the event that it's possible to win, I really did make an effort not to create unneeded pressure by thinking about winning. I did however have a few goals, to get the new Goodall sail tuned, to make the top three again, to win the Nationals at age 50, and to win the veteran's trophy.

***And to beat Bryan Anderson, a six-times National Champion, must make it very special, especially considering he won six of the nine races?***

Yes, absolutely, it feels extra special! Six-times National Champion is incredible! Bryan is "The Man" of Paper Tigers, especially in the heavier breezes. I have beaten Bryan, or been very close to Bryan, in "his conditions" in many races over the years, however a regatta over this many days often produces a variety of wind strengths, hopefully, and when it occurs as it did this year, I feel reasonably confident I will have pretty good results in all the conditions. Therefore, I always believe Bryan is beatable.

***What do you see as the reason for such consistent results across the series?***

I would have to say my sail/batten combination. The Goodall cross-cut sail and, importantly, the batten shape and poundage have been a reliable combination for many, many years, across all wind strengths and all angles, in particular reaching, especially in conditions that allow the leach line to be applied. On several occasions during this regatta my reaching / running speed

got me back in touch with the leaders after making some poor upwind decisions. Twelve top-three overall finishes at Nationals and four or five top-three overall finishes at Internationals using the same combination is, I think, testimony to this. I think many years competing against Rob Cracknell in Hobart in light to medium shifty conditions has also helped a lot.

***This is not your first series win on a borrowed boat. Most people talk about time on the actual boat being very important, being comfortable on it and getting used to the rig and sail. Why do you think you are able to jump onto any good boat and be instantly competitive?***

The good boat helps a lot! Trent and David Godfrey certainly know how to put together a good boat. Given they are Larry Fay platforms and foils and set up very similar to my past boats, I instantly felt comfortable. Also I think because I have put together five brand-new boats, all successful, and countless hours adjusting rig tension etc off and on the water, I can get the rig in the ballpark and competitive very quickly. I did take time to prepare Trent's boat, checking the essentials eg. rudder alignment, stay lengths, systems etc and I fixed or modified them as required. I also spent almost the entire regatta tweaking the rig in search of more speed and height upwind.

***Lauderdale has received a good wrap from everyone I have talked to about the Nationals. As this is your home club, for those of us who weren't there, can you tell us what makes it so special?***

A combination of the people and the pristine waters of Frederick Henry Bay. It has only been my home club in recent years but there is a core group of people who have been a part of

Lauderdale SC for many, many years and they are very dedicated and enthusiastic about keeping the sailing club alive and thriving. As many experienced at these Nationals, they are also extremely hospitable and generous people.

***From all accounts the Tasmanian committee did a fantastic job of organising the series. Can you spell out some of the highlights of the series?***

They did do a fantastic job! Apart from arranging some sponsorship, I am no longer a committee member so I played no role in the organising of the event, the current committee should feel very proud of what they achieved as a first time organising committee. The partnership between the TPTCA and the Lauderdale SC was also a very good one. I guess the fact that there was nothing really to complain about is kind of a highlight. Arranging to have a pod of five or six dolphins accompany me halfway down a reaching leg was a highlight. Not sure how they organised that one and they were incredibly well trained!! The seafood night in particular was sensational with crayfish and abalone freshly caught the day before by locals Chris and OOD Scott. The Presentation night with Maori singer/guitarist was a nice way to finish along with the many shots of vodka/water?? The next day not so good?

***Were there any particular defining moments during the event when, looking back, you think "this is where I won the series"?***

I certainly didn't feel like I had won it until I crossed the finish line in the last race. However, looking back, my race 1 and 2 wins in light airs and Bryan's 9<sup>th</sup> and 7<sup>th</sup> became very important as even with 2 drops (I'd like to see only one drop again) Bryan's bad luck in race 6 meant he had to carry his 6<sup>th</sup>. My three National title wins have all been won in a good mix of conditions and the first two were when we still only dropped one race, so consistency played more of a part in who won in those events, which for me is what these events should be about.

***Were there any surprises of any kind during the event?***

I guess the only surprise was the shifty wind conditions....It's never like this here!!!!

***As mentioned, Bryan Anderson has won the event six times and he's the only person to have won it more than three times. Now that you've won three, you've joined some elite company, with the other three-time winners being Peter Anderson (Bryan's father), Garry Williams, Neil Williams and Kim Fairhall, all of whom you've raced against many times. Is it a special feeling to have joined this group?***

It's funny, during the last race I had a brief

thought, I would win the Championship. I also had a thought for Ben Deed and that I would get to three National title wins before him, which was a goal of mine and his while we were still racing PT's together. After Bryan got to four, then five, then six, it became less important. But now that I've achieved it and because I consider the group you mentioned as exceptional PT skippers, I must say it does feel very special to join them on the list. I have loved learning from them and to be able to use and apply that knowledge to mix with them at the front of the fleet has always in itself been rewarding. I love learning!! Joining them has also renewed my enthusiasm to perhaps try and achieve more!

***You've been in the class a long time. Looking back, does any one event stand out as being your favourite or being particularly special?***

Not really, all of the events, including my very first Nationals, have special and funny memories attached to them that I reminisce about from time to time. I feel very fortunate to have joined the class when I did and have shared some wonderful and funny times on and off the water with some great people, including you Dave! My lips are sealed!!!

***Do any particular competitors stand out over the years as providing the most enjoyment to compete against?***

Far out! There are so many from my early years to now and for different reasons. I have learnt so much from so many: Neil Williams, Graham Ince, Mike Wold and Kim Fairhall were especially helpful in the early days.

I love determination in a competitor and it doesn't matter where I have been in the National fleet there has always been plenty of it. However at the front of the fleet there's an extra dose of it. Some of my closest and most enjoyable racing has been with the likes of Kim Fairhall, which cost me many slabs of beers as I was always convinced I could beat him long before I actually did.

The Mike Wold "it's inevitable" moment, I will always remember. In a race, I think at a Victorian States, Mike came up behind me on a reach expecting me to pull over and let him pass by, as was usual back then. When I resisted he said, with conviction, "it's inevitable Bruce" and of course it was. Sometime a couple of years later after I'd finally mastered reaching, partly thanks to Mike's early advice, I found myself chasing down Mike on a reach. As I went past, you can guess the exact words I said to Mike. I waited for that moment for a long time.

Ben Deed and I over a few years had really close racing for Titles as has happened with Bryan and I. I think all of my 2<sup>nd</sup> overalls at Nationals have

been to either Ben or Bryan.

I still remember the first time I passed and beat Garry Williams in a Nationals heat at McCrae, a big moment for me! I also remember clearly when Peter Anderson beat me at the 96 Internationals by a quarter of a point after he wasn't prepared to go out and match race me in the last race. It was only 30 knots when they decided to call it off, just not fair!! Neil Schneider and I had an enjoyable battle at the 99 Nationals having won 4 heats each, very close!!

Of course I have to mention Greg Williams, Mark Wiggo and Ian Marko, each of them providing extremely close racing and plenty of banter. I also have to mention of course Rob Cracknell again and also Peter Harris. Locally they were both able to push me, Rob in the light and Peter in the heavy, and over the years we did a lot of training together, which really helped me remain competitive at the National and International levels.

***What advice would you offer to those who want to do well in the class?***

Set some goals, become a student of the class, ask lots of questions, listen hard, study hard, learn what makes a Tiger go fast, learn how to sail fast, as without speed you'll win nothing, apply all you learn and make it your own, pay attention to the detail. Never be afraid to make rig-setting changes, especially during the major events, as this is your best tuning opportunity. Some of my best light bulb moments were from making adjustments that didn't work.

After setting a goal, take your focus off the actual goal and instead focus on the important steps along the way that will help you achieve your goal eg. boat tune/trim, tactics, starting, boat maintenance and improvement, fitness (both physical and mental). And remember, whether you think you can or you think you can't, you are right, so be careful what you think. Be in control of the little voice in your head and what it says. Everything we do begins with a thought, so think big! I did a long time ago and look what happened.

Winning is easier than you think!!!! If I can do it so can you!!! A big part of winning is having a "winning state of mind". It is amazing what the mind will help you achieve if you just ask it. Finally, be serious about winning.... but don't take it too seriously. It's much easier to win in a relaxed state. Enjoy the competition, wish the very best for your competitors, but just hope you do better.

***What has kept you in the Paper Tiger class for so many years?***

PT's are a fun, affordable, challenging one-design class, but mostly the people in the class along with the strong on-water competition is what has kept me in the class for so long.

***Lastly, do you plan to defend your title next year at Mannering Park?***

I would love to have a crack at a fourth title and knock off the young ones again.

***Congratulations Bruce, and thanks for your time.***



## SUMMARY OF THE APTCA ANNUAL GENERAL MEETING Held at Lauderdale Yacht Club

As per usual, the Annual General Meeting of the APTCA was held during the Nationals, this time in Tasmania. The following are the more significant items that were dealt with:

- The draft version of the revised Paper Tiger construction plans was presented by the VPTCA. Many hours of work and effort has gone into this project, with the drawing work being done in AutoCad by Trent Godfrey. The draft plans have been distributed to the various State Associations for review and they have been asked to return any corrections, comments or suggestions by the end of March. Following approval by the APTCA, the plans will be presented to the New Zealand Association for their approval.
- The VPTCA had previously circulated a proposed revision of the APTCA Constitution, which was intended to bring it up to date with current practices and to refine other parts of the document. After consideration of submissions from other states, the modified document was submitted to the APTCA and approved. The revised document can be viewed at [http://aptca.papertigercatamaran.org/index.php?option=com\\_content&view=article&id=50&Itemid=58](http://aptca.papertigercatamaran.org/index.php?option=com_content&view=article&id=50&Itemid=58)
- The NSWPTCA presented its proposed program for the 2012 Nationals. The six-day program will be much shorter than in past years. Given the support for a shorter series in the survey held last year, it is hoped that this may appeal to more Paper Tiger sailors and thereby encourage a larger fleet. The event will be held at Mannering Park on the NSW Central Coast, around an hour's drive north of Sydney. (See the preliminary event details on Page 38) and visit the event website at <http://austnats2012.papertigercatamaran.org>



# GOOT BEVERSE

Boat speed is everything...right? Well, sometimes backwards is fast too.

When racing boat-for-boat with skippers who tend to finish at the front of the fleet, or skippers who don't, there is often not a whole lot of difference in boat speed. So why should there be such large margins at the finish line? The difference is not necessarily how fast a boat can go, but how often it is not going as fast as it can.

There can be a number of reasons for going slow; for example, starting slowly; tacking slowly; adjusting to wind changes slowly; rounding marks slowly; doing penalty turns, and inverting the boat. I won't include going the wrong way because you may still be going flat out, just in the wrong direction. For this article, I am going to focus on one of the slowest ways to get where we want to go when racing, and that is to stop going altogether; to be **'IN IRONS'**.

The term 'in irons' is thought to have originated in the early days of square rigged warships. These vessels could make little progress to windward because of their sail plan and were unable to manoeuvre to fight in battle if caught with the wind forward of the sails –

like a prisoner restrained in chains and shackles (i.e. In irons).

Even experienced skippers can end up in irons, but they will usually recover quickly. For the less experienced skipper, it can be enormously frustrating to sit motionless with the boat refusing to respond to any amount of mainsheet tugging and rudder waggling as the rest of the fleet sails off into the distance.

Thankfully a PT is more manoeuvrable than a square rigger. However, there are two common situations that can lead to an 'in irons' predicament. The first occurs if the boat stalls, pointing straight into the wind, midway through a tack.

The second can occur when sheeting in the sail while stopped with the boat pointing at its highest sailing angle. In this case, when the sail starts to develop power there will be a natural tendency for the boat to turn into the breeze. As the boat is not moving fast enough for the rudders to effectively resist this turn, it will continue to round up slowly into the wind until stalled. This can occur when stopped on a start line or at the end of a tack if all boat speed has been lost.

So how might one avoid getting into irons in the first place and what is a fast and effective way to get out?

Let's start with tacking. Catamarans resist being turned and lose speed quickly when tacking. Power from the sail will be lost well before the turn is completed, so maintaining momentum is all important. Therefore:

- The boat should be travelling at maximum speed for the conditions before starting to tack.
- Power should be maintained as far into the turn as possible.
- Both rudders should be down and the boat should be steered **right through the turn.**
- Power shouldn't be fully reapplied to the sail until the boat is pointing slightly below the direction for the next beat.

Now, how might one achieve all of the above? Well, here are some suggestions:

- Don't commence a tack if the boat has been slowed by a large wave, a wind shift, or by manoeuvres to avoid another boat.
- Look for a relatively flat spot in the waves to tack on, as hitting a wave before passing head-to-wind can stop the boat.
- Move into the centre of the boat once the turn has started, but don't cross to the other side until the boat is past head-to-wind.
- Don't ease the mainsheet until the wind pressure on the sail stops.
- Steer the boat right through the tack by changing hands on the tiller (around the mainsheet) as the traveller changes sides. If you find it awkward to do this while keeping control of the mainsheet, and prefer to throw the tiller across, keep steering until the traveller shifts to the new tack then throw the tiller to the new side, grab it quickly, and continue steering the boat around to the new beat as you change sides. **If the tiller is released too early or for too long, the rudders will centre, the boat will stop turning and the trap will be sprung.**
- Once past head-to-wind, ease the mainsheet so that the sail doesn't fill too early on the new beat and drive the boat back into the wind.

Then follows a quick bit of hand swapping, foot inserting and bum positioning; by which time the boat should be pointing slightly low and ready for you to sheet in and power away. Easy eh?

If, on the other hand, you find yourself going nowhere rather than powering away after the opposition, obviously all did not go well.

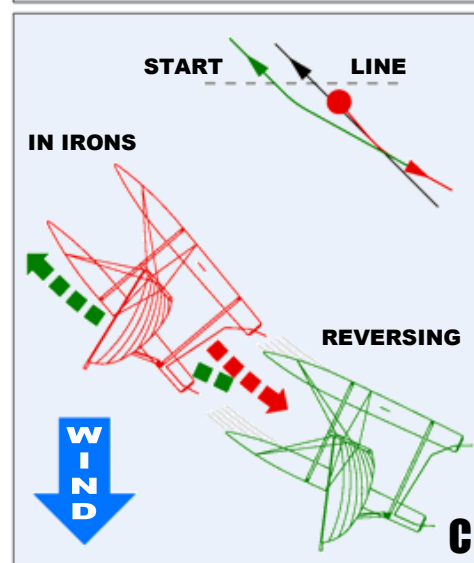
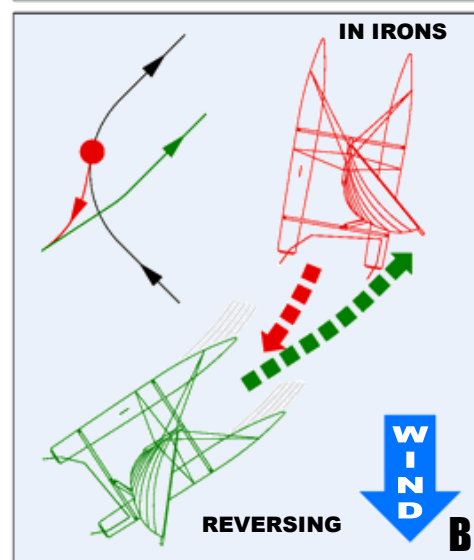
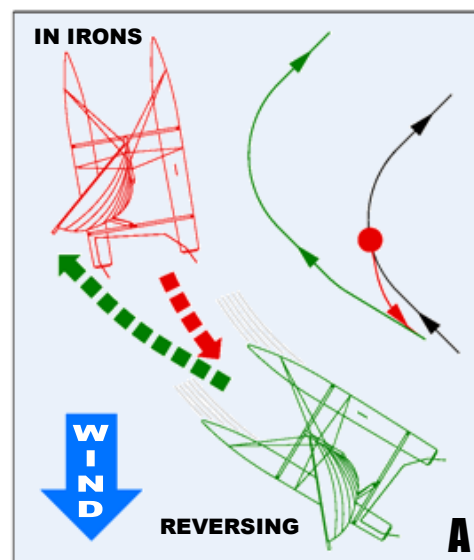
So what now? **Aggressive recovery, that's what.**

The boat has to be steered out of irons and it won't do this by going forward any time soon. However, although it may feel so wrong to be going backwards when racing, the boat can actually be steered out of irons quite quickly in reverse. To do this we must create the situation that the square rigger crews feared most, wind pushing on the wrong side of the sail.

If the boat didn't pass head-to-wind before stalling and you are still sitting on the original side:

- Release the mainsheet.
- Push the boom and tiller hard away from you.

The boat will reverse and the stern will turn to windward. Once the boat is pointing slightly below the angle of the next beat, release the boom, pull the tiller towards you and sheet in gradually as the boat accelerates. (See Diagram A). Note that sometimes it is possible to steer the stern to leeward instead of to windward wind and end up on the beat that you were trying to get to before stalling (provided that



**Intended course** —————→  
**In irons** ●  
**Reversing** —————→  
**Recovery** —————→

the boat is almost head to wind when you begin and the waves aren't too big). If trying this, as soon as the boat has reversed past head-to-wind, release the boom, move to the other side of the boat and carry on as in Diagram A.

If the stall occurred after passing head- to-wind, and you are sitting on the right side of the boat for the new beat, the procedure is the same as described for Diagram A (See Diagram B).

Now lets turn to the almost-but-not-quite situation. You are on the right tack and seemingly at the right angle to get going, but the boat won't go. This can occur if all momentum was lost when tacking, or if the sail has been sheeted in hard before the boat has fallen away far enough on the new beat. It can also happen on the start line if pointing too high to avoid crossing the line early or to avoid running into the boat ahead. The way to prevent these situations occurring should be self evident.....don't do it!

The way out of this 'in-irons' situation can be a bit trickier than the head-to-wind one. Pulling the boom to windward will turn the boat further into the wind or push it sideways rather than backwards. To push the sail far enough to leeward to be effective, the traveller has to be released and the boom pushed out to the stays with the tiller pushed hard to leeward. The boat may not turn far because, even when the boom is pushed right out, the sail is almost in line with the

wind. However, it should turn the boat far enough that when the traveller and rudders are centred, and the sail sheeted in, the boat will get going (See Diagram C).

The crucial point in all the situations mentioned is the need to realise quickly that the boat has stopped, then act immediately to reverse out of trouble and get going again. Any time spent in irons could lose a place or a race, so it's worth spending time practicing your recovery technique.

As always, listen to other skipper's techniques for tacking and 'in irons' recovery, then adopt and perfect what works best for you.

Finally, two important points to consider when getting out of irons:

- **Point 1:** Check for other boats before getting under way; what may have been clear water when you got into irons, may now be occupied by a right-of-way boat.
- **Point 2:** A boat sailing backwards does not have right-of-way over anyone, so take care not to reverse into someone crossing or sitting astern of you. Pay special attention to this point when on a start line or it could be a very short race.



Masts are still being broken because booms are allowed to push on the stays. **Tie that knot!**

# Interview

Skippers with a long history  
in Paper Tigers

by David Stumbles

**Garry Williams is 60 and sails "Characin IV" (3085) at Wagga Wagga Sailing Club  
in the southern inland of New South Wales**



***How long have you been sailing Paper Tigers?***

I started sailing them in 1978-9 although my sailing career started back in the 60's.

***What brought you into the class?***

I had previously sailed a Quickcat. This is a 16ft one man Cunningham designed catamaran with a wooden bridgework and a leaning plank. The class was in decline and Danny Fitzgerald was sailing a Paper Tiger at the Wagga Wagga Boat Club. The Paper Tiger, although lighter and with less sail than the Quickcat, impressed me as a performance boat, using a flexible rig.

***What was your first Paper Tiger and what was it like?***

My first PT was "Snagglepuss", a ply boat which was a sister to a well performing PT of the day. It had no internal structure and had 3 portholes per hull, so I could wedge foam between the sides near the bow to keep the hulls from collapsing in a nose dive. I won a state title on it and came 2<sup>nd</sup> in the first Nationals I attended at Paynesville.

***How many Paper Tigers have you owned and what were their names?***

I have owned (and sailed) "Snagglepuss", "Characin 1,2,3, & 4" and for a short time had Greg's PT "Against the Grain", which I sailed in the 2009 Internationals at Wollongong.

I have been involved in building more than a dozen PT's over a 30 year period.

***How many of these did you build yourself?***

I built all but "Snagglepuss" and helped Greg with his boat.

***How many Nationals do you reckon you have competed in over the years?***

Probably about 27.

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

I was a team member through the 80's and nineties, always as a team member. Since 2000 I have not always attended these events, although I have earned a place in the team on more than 2 occasions. On another occasion I attended as an invitee and placed about 10<sup>th</sup> overall (Wollongong).

***What has kept you in the Paper Tiger class for so long?***

Good competition, ability for some development, good friends, the fact that the family supports my interest and my sons also are involved.

***What do you think are the best features of the class?***

Ability for family involvement, friendship, and a great sport to be involved in.

***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?***

I have answered this by naming people in time gone by, but this time I would like to say that there have been many people that I have enjoyed interacting with very much in many different ways. This class has a very rich tapestry of personalities and each can enrich your life. I have been blessed to know those present and those that have since left the class (and some that have left this life).

***You have an incredible list of wins in the class over the years: four times International Champion (1983, 85, 86, 88 – which were all consecutive), three times National Champion (1984, 85, 88) and twenty times NSW State Champion (first win was 1980, last win was 2008). What do you attribute such an amazing list of victories to?***

Never take any event for granted; Keep your emotions on the course under control. Start your boat preparation at least a month in advance. Make sure you are also in condition and be very careful to keep injury free prior to an event.

***Does any series or event stand out in your mind as a particularly good one?***

I enjoyed Napier NZ when I first won the internationals: rolling sea, blue sky and a kind breeze. Also Toukley nationals when I won all heats in the series (but came second in the invitation race)

***Has there been a particular venue (or venues) that you really enjoyed above others?***

Anywhere where the weather is fair, the water is warm and clear and there is not too much soft sand to get through to launch the boat.

***I have heard from some of the older guys in the class that many Paper Tiger sailors were stunned to think a bloke from an inland lake (that was too small to even set a standard course on) could go so well at so many venues against the big fleet competitors who were used to sailing on ocean swells. Do you see little Lake Albert as being a good training ground for you and what did it take to make the transition to being successful at any venue regardless of the conditions?***

Absolutely a good training ground. It teaches never to give up, to be alert to wind shifts how to get the best out of light winds and as it is fresh water (maybe a bit muddy) it also teaches balance.

All you need to do then is learn fresh wind sailing, tides, ocean storms and how wind is affected by hills around the coast.

***What committee roles have you had within the class?***

I have been NSW President, Vice President, Measurer, and assistant Measurer. Now I am the chairman of the Wagga Wagga Sailing Club.

***Have any other family members been involved in the class?***

Yes, Anthony has been Junior National Champ and NSW Secretary and is now the National Secretary.

Greg has been the Junior National Champ, State Champ, National Champ and place getter in the

Internationals. He has also been the National and International President.

My wife Pam, has been a loyal supporter through this period.



**Quickcat Odin at Wagga Wagga**

***Does your wife Pam have to listen to lots of Paper Tiger talk when you all get together?***

She has had her share of table discussions being around sailing. When the boys were growing up, I was the teacher. I provided the technical input, however now I seem to need tuition to do the same things I did in the past.

***Greg has gone on to win two Nationals and two NSW State Championships. How does it feel to see your son succeed in the same class in which you have had so much success?***

I am very proud of the achievement of both Anthony and Greg. Anthony provided support on the NSW committee while Greg focused on winning.

In the last few years Greg has rounded his application to the PT's to also be a strong part of the administration, while Anthony has been focusing on parenthood. I believe that Anthony will return to sailing more as his son grows up, as it is in their blood. Greg may find other classes of interest through the desire to sail with his partner, but will always hold PT's dear to his heart as these boats were where he blossomed.

***What's the funniest thing you can remember from your years of Paper Tiger sailing?***

Sailing back to shore after a race, not looking for competitors and accidentally smashing into another competitor. He said he could not have been hit by a better person. I fixed his boat for him.



**Characin II - NSW States at Wagga Wagga**

***You work for Country Energy in NSW as a Retail Gas Development Manager. What are your qualifications and what does your current role entail?***

My Qualifications are Electrical. I moved to this position from a role as an Account Manager for large industrial customers using Electricity and Gas. As I understand both technologies, I am able

to find niche opportunities for Natural Gas and understand the competitive advantages and disadvantages of Natural Gas.

***You are also a fairly serious hobby farmer. What stock are you running on the farm at the moment?***

I run a herd of Angus Cattle. Breeding my own and selling them as yearlings. They were registered stock but the maintenance of records finally forced me to deregister them.

***What other classes have you sailed over the years?***

Sabot, Mirror, 125, Arafura Cadet, VJ, VS, NS14, Quickcat, Leader, Laser, Corsair, Elliot 5.4, TS 16, Paper Tiger, A class, Taipan.

***What interests do you have outside of Paper Tiger sailing?***

Wagga Wagga Sailing Club Management, Viability of Lake Albert, Vintage and Classic Cars, Farming.

***What do you see as the main things the class needs to focus on for the future?***

Continue to embrace small developments that are cost effective.

The time the NSW States are run may not be the optimum time, due to Australia Day now being on the day rather than forming a long weekend. Perhaps the October long weekend may be a better option.

***Do you see yourself continuing to compete for some years yet?***

I will pick my events and weigh them up with other demands on my time. I am glad to see the Nationals set for next year are timetabled to be completed within the week. A very good step forward



**Against the Grain - 2009 Internationals at Koonawarra Bay**

## QPTCA Report

### News from the North

It was a good November and December for sailing with some sunny days before the Christmas break, when many of us took the opportunity to take to the water. Unfortunately for the majority of us in QLD recently, sailing has been put on hold due to the deluge of rains and the tragic QLD floods. On behalf of the QLD Paper Tiger Association, our hearts go out to everyone affected in the floods and we hope that they are all back on their feet soon.



**Gary Fleming flying the Jolly Roger on 'Pirate Day' with Lucille in the background**

For the PT sailors at Lake Samsonvale, the lake was closed due to water quality issues and floating debris. We were able to get on to the water for the first time on the last weekend of January. This was a great introduction back into sailing with very strong winds, some great sailing and plenty of laughs to be had. Phil's boat got a crack in the hull, taking in quite a bit of water before the start of the first race. He commented on how well the boat was handling, with the hulls staying nice and flat in the windy conditions (thanks to a hull full of water on the windward side). Once he tacked across to the other side it was a different story with the heavy hull to leeward and he was quickly in to the shore. I managed to forget my downhaul line in the first race (found it sitting in the sail box when I got back). We were all a bit rusty after the extended break but Gary Fleming performed exceptionally well in the first race.

We are all looking forward to getting a few more races under our belt and a bit more practice. We have also added in a couple of events into the calendar for Qld. It would be great to see a few more PT's come along....

Happy Sailing

**Chris Shannon - *The Other Lady* - 2920**



**Some PT's jostling for position at the start line in the light winds in mixed fleet racing**



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## TPTCA Report

### 2011 National Championships

In January this year the **Goodall Sails Australian Paper Tiger Catamaran Championships** were held at the Lauderdale Yacht Club in southern Tasmania, 20 minutes drive from Hobart. Those lucky enough to make the journey south were rewarded with clean blue open water, white beaches, clear skies and favourable sailing conditions (not to mention great hospitality).

The first day kicked off with measuring. All went smoothly with a special thanks going out to Paul Mathews, Peter Anderson, Mike Wold and Rick Stout who all helped out and kept things on track.

The invitation race was run the following afternoon giving all the competitors a chance to test the waters. The race started in about 11 knots gusting up to 14 and finished with 15 to 20 knots. Victoria's Bryan Anderson showed his dominance in these conditions to finish with a strong lead not to mention the race's 'Blue Jacket' as first prize.

The second day of racing was a different story with light to moderate winds. Tasmanian's Bruce Rose took honours in both races, giving him a good start to the series. Solid performances in the two heats were also shown by Alex Craig, Luke Stout and Tony Hastings.

Heats 3 and 4 showed Bryan Anderson turning the tables, giving him two wins. Alex Craig and David Anderson taking the runner up position in each race consecutively. Things were starting to get interesting. Heat 5 was again taken by Bryan with Bruce nipping at his heels in 2<sup>nd</sup> place with Alex Craig and Peter Anderson not too far behind.

Disaster struck for Bryan in heat 6 with his halyard ring shackle snapping on the start line, resulting in his retirement. Bruce capitalised by taking the win. Another good performance from Alex gave him 2<sup>nd</sup> with Victorian, Jason Dunsmore, in 3<sup>rd</sup>.

tasmania

Bryan sailed well in heats 7 and 8, taking both wins but, because of Bruce's consistency, this still wasn't enough to give him an outright lead. Bryan's brother David also showed great skill in these two races with a 2<sup>nd</sup> and 3<sup>rd</sup> placing.

The pressure was certainly on Bruce and Bryan in the last heat. Bruce 'only' needed to finish in front, or the place behind, Bryan to take the title. This he did with Bryan taking first place and Bruce second.

At the end of the day consistency and local knowledge won Bruce Rose, of the Lauderdale Yacht Club, the title by one point over Victoria's Bryan Anderson. Alex Craig, from The Yarrowonga Yacht Club (Vic), sailed very consistently to take out 3rd place. He, Jason Dunsmore and David Anderson (brother of Bryan) were the only three to seriously challenge the dominance of Bryan and Bruce. Throughout the fleet of 26 boats there were many battles being fought.

The Lauderdale members spread their positions through the fleet: 1st Bruce, 10th Mick Boyle, 12th Sean Keady, 14th Davin Faux, and also LYC members at 18th, 19th, 22nd, 23rd and 24th. A pretty good showing by the host club. Many skippers - particularly from Lauderdale, learnt heaps on boat tuning and handling that will reflect well into the future.

Our congratulations go out to overall and veterans first place winner Bruce Rose (Tas), Alex Craig (Vic) 'B' Grade first place, Tony Hastings (NSW) 'C' Grade first place, Peter Anderson (Vic) Super Veterans first place, and not forgetting a great performance by our Junior series winner Jake McDonald. Well done to all who sailed.

A special congratulations to Russell Jolly for winning 'The best exit from the beach' award. Good on ya Russ! We had some remarkably consistent winds, and weather, throughout the series, made new friends and had a bloody good time. Thank you to all the Competitors who made the effort to attend.

Greg and Brett Goodall from Goodall Sails and AHPC came to the party this year as the Nationals major sponsor supplying a new sail for the overall and junior winner as well as a considerable cash donation. Thanks to Goodall and our many other sponsors for all your help and support. Running a series such as this can be a very financially draining affair and not possible without commitment from sponsors of this calibre, so thanks again.

Thanks to the Lauderdale Yacht Club and The Tasmanian PT Association Members (and families) for the way everything has been handled from the sailing, canteen, social events and the facilities.

A very special thank you to Scott Smyth (Commodore and PRO) and his crew, Darren Flanagan (Assistant PRO and Web site administrator), Richard Eveleigh (scoring and results) and not forgetting Chris and Nikki Mundy for all their hard work that made this National Titles the success it was.

Cheers and hope to catch you all next year

**Mick Boyle - Re-Entry - 2927**



Tasmania's Paul Mathews  
hot on the heels of Victoria's  
Peter Humphries at the  
2011 Nationals

J. Austin

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# SAPTCA Report

## 2011 SA State Championships

Greetings from South Australia. On the weekend of the 29<sup>th</sup> & 30<sup>th</sup> of January we held our State Titles at Arno Bay. A big thanks to the Adelaide sailors who took time off from work to attend. Once again the hospitality of the Arno club members was great. Three races were held on the Saturday and two on Sunday morning in winds of 8 - 11 knots.

Greg (Milf) McDonald, after many second places and at the ripe old age of 53, finally won the championship. Congratulations and well deserved.

Mitch Wiley did not have a good series at the Nationals in Tasmania. He sold his boat whilst there and negotiated to purchase another boat from Gosford (2909). I see from the records that this boat was originally owned by Atta Ihsche (NSW). This move certainly paid dividends as Mitch came a credible fifth, losing on a count back for fourth place to big Pete Darling.

It is pleasing to see a new junior join our ranks, Millie Rowe, daughter of Neville Rowe and I believe that there is another young woman looking for a PT to sail.



State Champion, Greg McDonald, takes the prize



Most improved, Millie Rowe

## South Australians at the Nationals

Three sailors from SA attended the Nationals in Lauderdale. Mitch Wiley and Neville Rowe flew over and left the old fart, that's me, to take the boats over. From our perspective it was one of the best ever run series. The committee and willing workers really set the benchmark high when it came to off water entertainment.

I don't think anyone could better the seafood night that they held at the club. On the water the courses were excellent, except for the first race and the one thing most sailors appreciated was that there was no waiting around. It was wham bang and we were away.

A number of sailors camped at the club and we very much appreciated being able to use all of the conveniences. On many a night the clubhouse was swinging. Some of the sailors surprised me with their talents. If it was not Bruce Rose on the guitars or piano accordion it was Mitch Wiley and Alex Craig playing jazz on their guitars. Bryan Anderson also surprised me in singing along. I guess we would not have had the words to a lot of songs if it were not for Neville Rowe downloading the words on his iPod. These high tech gadgets do have some uses!

The presentation dinner was held at the local hotel and they provided an entertainer. This put a nice touch to the evening. Mitch Wiley also sang a few songs and did a duet with the singer.

Congratulations to Bruce for winning the series, it just shows how being consistent can pay off.

***Russell Jolly – Vendetta – 2915***



## 2011 SA State Championship Results

Place	Skipper	Boat	No	1	2	3	4	5	Tot
1	Greg McDonald	Macwood	2954	1	1	1	[-2]	1	4
2	Lyall Daly	Chili Beach	3053	2	2	[-3]	1	2	7
3	Russell Jolly	Vendetta	2915	[-3]	3	2	3	3	11
4	Peter Darling	Mission Impossible	2979	4	4	[-6]	4	6	18
5	Mitch Wiley	Happy Holly	2909	5	5	4	[-7]	4	18
6	Bruce Russell	This Way Up	3005	6	6	5	[-9]	7	24
7	Glen Partridge	Wild Thing	3011	9	9	8	DNF	5	31
8	Brian Hughes	Aloha	2753	[-10]	7	10	5	10	32
9	Neville Rowe	Mr Percival	2944	12	DNS	7	6	8	33
10	Jeffrey Helps	Synergy	3377	8]	[-10]	9	8	9	34
11	Duncan McCallum	Scud	2952	7	8	11	DNS	DNS	39
12	Amelia Rowe	Spitfire	2099	11	11	DNS	DNS	DNS	48

## VPTCA Report

### TRAVELLER SERIES REPORTS

#### Heat 2 Albury-Wodonga, Lake Hume

Sadly, a disastrous weather report, which turned out to be largely accurate, put paid to a decent turnout for this event. Driving rain on the Saturday and very strong winds and rain through Saturday night made conditions miserable for those brave souls that camped at the club.

Only two PTs attended, Rod Riding from Ballarat and Gary Craig from Wangaratta. Rod left for home on Sunday morning, while Gary took to the water on Sunday in about 15 knots with the sun breaking through. Your Ed. called in, while *en route* to Brisbane, and witnessed Gary as the sole PT in a small mixed fleet. It must be said however that a full Lake Hume was a very welcome sight after the low water levels for the previous two years, and the spillway plume was quite spectacular. Let's hope for better luck this time next season.

#### Heat 3 McCrae

The McCrae Catamaran Championship was the venue for Heat 3 of the Traveller Series. Six races were scheduled over two days. We had eleven PTs on the water and five races were completed. One race was abandoned because of major wind changes and gradients; eg. some boats sailing in 15 knots, others drifting nearby – did someone say typical McCrae? But in general, things were very agreeable; sunny and warm and breezes were in the 5-15 knot range. Lots of shifts and most skippers had a turn of good luck or bad luck at some stage. Luke Stout was fast and consistent, finishing first overall, with Jason Dunsmore second after some remarkable comebacks from impossible positions. Bob Ramsay and Rick Stout both sailed very well and showed that there's still hope for us old buggers (Ed.).

Many thanks to McCrae YC which ran the series very well, with excellent dinner and breakfast included in the entry. Thanks also to Australian High Performance Catamarans (Greg Goodall and co.) whose sponsorship obviously helped make the event so enjoyable. (We are happy to say that Australian High Performance Catamarans also generously sponsored our Nationals at Lauderdale).

## McCrae Results

Place	Skipper	Boat	No	1	2	3	4	5	Tot	Traveller Points
1	Luke Stout	Speed Demon	3031	[-4]	1	4	1	1	7	11
2	Jason Dunsmore	Unknown Zone	2117	[-7]	7	2	2	4	14	10
3	Bob Ramsey	Bobs Kat	2930	6	4	[-7]	3	2	15	9
4	Peter Anderson	Just In Time	3077	1	3	2	[-12]	12	18	8
5	Mike Wold	Boy at Heart	3050	2	7	[-8]	6	5	20	7
6	Bryan Anderson	Fly'n Bry'n	2958	[-12]	2	3	5	12	22	6
7	Rick Stout	Katrick	3055	[-8]	6	6	8	3	23	5
8	Keith Deed	Imagine	2911	5	9	5	4	[-12]	23	4
9	Alan White	Virtual Reality	2852	4	5	9	7	[-12]	25	3
10	Bernie Brayshaw	K.2	5	10	10	[-11]	10	6	36	2
11	Ron Wiggins	Ere Wiggo Again	2993	9	11	9	9	[-12]	38	1

## Heat 4 Somers

The Heat 4 visit to Somers YC comprised a 2-hour on-water coaching session by Bryan Anderson, followed by the club race. There were 13 boats for the morning session, including 6 from Somers, and 14 for the afternoon race. The weather was perfect with sunshine and a 10-12 knot offshore northerly for the morning, which swung around over lunch to a steady 8-10 knot sea breeze for the afternoon.

Bryan led the pm race from start to finish, followed fairly closely by Mike Wold with Jason Dunsmore and Alan White 3<sup>rd</sup> and 4<sup>th</sup>. Locals, Malcolm Kemp and Stef Schwarz, a very close tussle for 5<sup>th</sup>.

Welcome to new members Adam Gristwood and Mike Rhodes from Somers and welcome back to Malcolm Kemp (Commodore at Somers) after his brief dalliance with a Mosquito. We now have five members at Somers (Malcolm, Steph, Carly, Adam and Mike) and hope to have several more signed up for the State Titles there next March.

**Mike Wold**  
**Boy at Heart - 3050**



## Somers Results

Place	Skipper	Boat	No	Traveller Points
1	Bryan Anderson	Fly'n Bry'n	2958	14
2	Mike Wold	Boy at Heart	3050	13
3	Jason Dunsmore	Unknown Zone	2117	12
4	Alan White	Virtual Reality	2852	11
5	Malcolm Kemp	Wonderful World	3056	10
6	Steph Schwarz	Elusive	3014	9
7	David Anderson	The Blue Peter	1	8
8	Michael Thorn	Calamity	3066	7
9	James Reford	Papillon	2140	6
10	Peter Humphries	Salty Dog	2895	5
11	Adam Gristwood	Pressure Point	2917	4
12	Chris Tuck	Go 11	2959	3
13	Carly Stone	My Way	3022	2
14	Mike Rhodes	Kriki	1583	1



A Somers day at the beach

victoria

## NSWPTCA Report

### NSW State Championships & Round 5 of the State Pointscore Series

The 2011 NSW States, held at Koonawarra Bay Sailing Club on Lake Illawarra, was the 40th running of this event! This milestone was celebrated in fine fashion, with a fleet of 24 boats (22 from NSW), the largest fleet since 1994! As a result, the racing was excellent and the competition intense.

An amazing statistic of the NSW States is that, of the 40 that have been held, Garry Williams has won 20 of them! The NSWPTCA committee decided to celebrate this by issuing all the competitors, officials and helpers with a celebratory "stubby holder", which featured a photo of Garry Williams in action at a previous States and also a photo of defending champion Kim Marcovitch, racing alongside state President Wayne Eager.

There was a talented line-up of competitors this year, keen to wrest the title (and the coveted gold plastic crown!) from Kim Marcovitch. The list included the current International Champion Ian

Marcovitch (Kim's dad), the twenty-time NSW champion Garry Williams, the third-place getter in the recent Nationals, Alex Craig (Vic), and the four-times State Champion, Jon Pinkerton. Also, Greg Williams (son of Garry) was making a welcome return to the NSW States after a spell of living in Victoria. He had won the event twice previously and was keen to regain the crown. Michael Pfeffer, multi-time Windrush National Champion, who had borrowed a boat from Neil Waterman, also joined us.

As you can imagine, this made for some sensational racing. We saw quite a mix of winds, ranging from a classic strong NE sea breeze to a shifty, light (but gusty) land breeze. The good breezes on Saturday afternoon provided an ideal setting for the back-to-back gate course races and the resulting fast and tight

new south wales

racing was enjoyed by all.

The land breeze (Race 4, held on Sunday morning), started out with some strong gusts, but eventually dropped out almost completely. The race officer wisely decided to shorten the course, dropping off the last triangle. Despite this, only eight boats managed to finish within the time limit of 30 minutes after the winner.

The five races saw four different winners, with Greg Williams winning two, and Garry Williams, Wayne Eager and Alex Craig winning one each.

A close battle developed between Greg and Garry as the series progressed. After some cunning sailing in the shifty fourth race, Garry put himself into a strong position, especially when Greg slipped from second to fourth in the last 100m of that race. However, Greg's brilliant demonstration of strong wind sailing in the final race sealed the series win for him in fine style, with Garry the runner-up, just two points behind. The battle for third was always tight, ending up with four boats separated by just two points.

While this regatta saw good results for most of the Williams clan (eldest son Anthony was pipped for third in B Grade by just half a point after a dead-heat with Steve Halliday in the second race), the rival Marcovitch clan struggled. After a one-two performance from them last year, Kim was sixth this time, with Ian in ninth. Ian also had a third family member competing, with daughter Janica competing in her first Paper Tiger States on a newly acquired, but quite old boat. After a good first race, she struggled in the strong winds and suffered some gear problems. But, as with most of the competitors, she had a great time anyway.



**David, Greg (the King) and Garry**

Tony Hastings, fresh from a ninth place in series well with a fourth place. He eventually won B Grade by over 20 points!

One of the many great features of this event was the support received by the host club from nearby Port Kembla Sailing Club. Because Koonawarra Bay SC is basically a Paper Tiger club, any PT events held there usually results in some of the PT sailors missing out, as they have to run the event. However, some of the catamaran sailors from Port Kembla SC (also on Lake Illawarra) were happy to help out and spent the weekend running the racing using Koonawarra Bay's equipment. They did a great job and their generosity meant the host club could field seven boats in the event. Their efforts were very much appreciated by all involved and I want to once again acknowledge this great support.

**David Stumbles - *Rapture* - 3076**



**The States fleet drops by for Sunday lunch**

## State Championship & State Pointscore Round 4 Results

Place	Skipper	Boat	No	Club	Grade	1	2	3	4	5	Tot
1	Greg Williams	Shadow Boxing	3086	Wagga Wagga	A	3	1	[-4]	3	1	8
2	Garry Williams	Characin IV	3085	Wagga Wagga	A	1	2	6	1	[-8]	10
3	David Stumbles	Rapture	3076	Koonawarra Bay	A	[-8]	6	3	2	3	14
4	Wayne Eager	Second Wind	3040	Koonawarra Bay	A	9	3	1	DNF	2	15
	Alex Craig	Need For Speed	3033	Yarrawonga		[-14]	3	10	1	4	18
5	Kim Marcovitch	Broken Wind	3060	Mannering Park	A	[-7]	4	2	4	5	15
6	Rohan Nicol	Pussyfoot	2826	Wagga Wagga	A	2	8	8	5	[-10]	23
7	Jon Pinkerton	Johnny B Goode	2967	Koonawarra Bay	A	6	5	5	DNF	7	23
8	Ian Marcovitch	Mojo	3039	Mannering Park	A	5	7	7	DNF	9	28
9	Tony Hastings	Tigerdelic	2901	Wallagoot Lake	B	4	10	9	6	[-13]	29
10	Ralph Skea	Solitaire	3065	Koonawarra Bay	A	[-12]	9	10	7	11	37
11	Stephen Halliday	Dipsi Danis	3021	Mannering Park	B	14	=11	15	DNF	6	46.5
	Garry Craig	Watermelon	2848	Yarrawonga		8	14	17	DNF	16	55
12	Bill Arthur	Out Of Sight	3098	Wagga Wagga	B	10	13	18	DNF	14	55
13	Anthony Williams	Characin III	2985	Kogarah Bay	B	11	=11	11	DNF	DNF	58.5
14	Michael Pfeffer	Allegro	2179	Mannering Park	B	20	15	12	DNF	12	59
15	Matthew Ryan	Vertigo	2378	Koonawarra Bay	B	21	16	13	DNF	15	65
16	Neil Waterman	People Eater	3018	Koonawarra Bay	A	15	DNF	DNC	DNF	4	69
17	Steve Levi	Wet Dreams	3016	Concord Ryde	B	16	17	14	DNF	DNF	72
18	Steve McClure	Jordy	2457	Koonawarra Bay	B	17	18	DNF	DNF	16	76
19	Bruce Proctor	Bean	1437	Toronto	B	13	14	DNF	DNF	DNF	77
20	Denis Davis	Smile n Wave	3087	Wagga Wagga	B	18	20	16	DNF	DNS	79
21	Maxim Dogger	The Mystery Tiger	3038	Wallagoot Lake	B	22	19	17	DNF	DNF	83
22	Jani Marcovitch	Pair Affair	1715	Mannering Park	B	19	DNF	DNC	DNF	DNC	94

Alex and Gary are shown where they finished in the fleet but their scores are not counted.

## State Pointscore Reports

### Round 3 - Port Kembla

Nine boats rolled up for the fourth round of the NSW State Pointscore Series which was held at Port Kembla Sailing Club's, Kembla Klassic Regatta on Lake Illawarra. Tigers were the largest small cat class in attendance at the two day event. The four race series was sailed in a mix of northerly sea breezes ranging from enjoyable to over-the-top. The battle for top honours was extremely close, with Neil Waterman and

Ian Marcovitch finishing on equal points, Ian winning on countback. Ian's starting a minute early in Race 2 (presumably to give the fleet guidance around the course in the rough conditions...he's so thoughtful) didn't help his campaign. Tony Hastings and Steve Halliday, separated by one point, also fought a close series for 4<sup>th</sup> and 5<sup>th</sup> placings.

Saturday afternoon saw the Nor'easter kick in with gusts to over 30 knots resulting in a number of withdrawals, boat damage and 3 damaged masts. Of these, Tony's boomeranged mast was probably the most unfortunate, as he had stopped racing to recover a big cat skipper from the water and was attempting to re-unite him with his runaway boat when a gust overpowered them.

It is interesting to note that the Taipans, who also have a 22 knot limit on their races, didn't venture out in Race 2. It would be handy to have a method of measuring wind speed on board.

The dramas continued on Saturday night as frantic repairs were undertaken. Neil and Bruce set off on a treasure hunt around the district for mast blanks and spares. By Sunday morning, all but one of the boats were back on the water following repairs or using borrowed masts.

All in all it was a good weekend's racing, though perhaps a little too memorable for some.

**Ralph Skea - *Solitaire* - 3065**



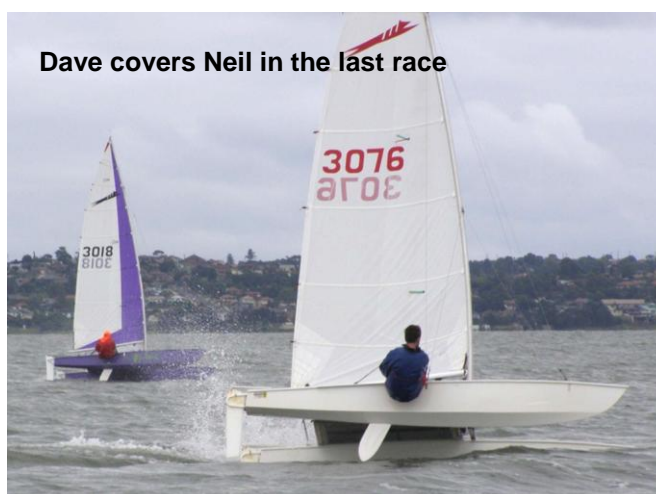
## Round 3 Results

Place	Skipper	Boat	No	Club	R1	R2	R3	R4	Tot
1	Ian Marcovitch	Mojo	3039	Mannering Park	2	[-10]	1	1	4
2	Neil Waterman	People Eater	3018	Koonawarra Bay	1	1	2	[-6]	4
3	Ralph Skea	Solitaire	3065	Koonawarra Bay	3	DNF	3	2	8
4	Tony Hastings	Tigerdelic	2901	Wallagoot Lake	4	DNF	4	3	11
5	Stephen Halliday	Dipsi Danis	3021	Mannering Park	[-6]	2	6	4	12
6	Bruce Proctor	Bean	1437	Toronto	5	DNF	7	5	17
7	Steve Levi	Wet Dreams	3016	Concord Ryde	7	DNF	5	8	20
8	Steve McClure	Jordy	2457	Koonawarra Bay	8	DNF	8	7	23
9	Maxim Dogger	The Mystery Tiger	3038	Wallagoot Lake	9	DNF	DNF	DNF	29

## Round 5 - Koonawarra Bay

This round was held at Koonawarra Bay Sailing Club's 14ft Catamaran Regatta on Lake Illawarra. While the fleet numbers were down for this event, the racing was intense. The regatta formed the Windrush NSW State Titles, with the Windrush association disappointed to see only five of their boats in attendance. We still had 14ft cats from the Central Coast, Sydney and locally from the Illawarra. Kim Marcovitch was keen to avenge his loss of the State Title crown just two weeks earlier, so he made the trek down from Mannering Park, as did Steve Halliday. These guys competed hard against Neil Waterman and Dave Stumbles from the host club. A number of the other local boats were unable to compete as they were running the regatta.

The racing between the four Tigers was pretty close most of the weekend and they performed well against the Windrush Super Sloops (main, jib and trapeze), especially in the windy stuff. The Tigers indulged in a few tacking duels with each other as well, with the shifty winds providing plenty of opportunity to gain and lose. The breezes ranged from around 12-18 knots on the first day, dropping away to 5-12 knots on the second morning, then increasing to around 15 knots



by the afternoon.

The tighter reaches of the shorter gate course provided some thrilling rides in the stronger winds. The deeper angle on the earlier standard course reaches saw a Windrush and a Maricat come to grief, nose-diving and then spending time with their masts stuck in the mud on the bottom of the lake.

While the overall winner of the event was Michael Pfeffer on his Windrush, the Paper Tigers took the next three places. Kim Marcovitch was the top PT and missed the overall regatta win by just one point. Michael Pfeffer had competed in the Paper Tiger States

on the same waters a fortnight earlier in a boat he borrowed from Neil Waterman (see NSW States report).

**David Stumbles – Rapture - 3076**



## Round 5 Results

Place	Skipper	Boat	No	Club	R1	R2	R3	R4	R5	Tot
1	Kim Marcovitch	Broken Wind	3060	Mannering Park	[-2]	1	1	2	1	5
2	David Stumbles	Rapture	3076	Koonawarra Bay	1	2	[-3]	3	2	8
3	Neil Waterman	People Eater	3018	Koonawarra Bay	[-3]	3	2	1	3	9
4	Stephen Halliday	Dipsi Danis	3021	Mannering Park	[-4]	4	4	4	4	16

## State Pointscore Series - Overall Results

Place	Skipper	Boat	No.	Club	RD1	RD2	RD3	RD4	RD5	RD6	Tot
1	Ian Marcovitch	Mojo	3039	Mannering Park	1	1	1	8	DNC		11
2	Neil Waterman	People Eater	3018	Koonawarra Bay	3	6	2	[-16]	3		14
3	Stephen Halliday	Dipsi Danis	3021	Mannering Park	2	7	5	[-11]	4		18
4	Ralph Skea	Solitaire	3065	Koonawarra Bay	4	2	3	10	DNC		19
5	Tony Hastings	Tigerdelic	2901	Wallagoot Lake	DNC	3	4	9	DNC		41
6	Steve Levi	Wet Dreams	3016	Concord Ryde	DNC	5	7	17	DNC		54
7	David Stumbles	Rapture	3076	Koonawarra Bay	DNC	DNC	DNC	3	2		55
8	Kim Marcovitch	Broken Wind	3060	Mannering Park	DNC	DNC	DNC	5	1		56
9	Bruce Proctor	Bean	1437	Toronto	7	DNC	6	19	DNC		57
10	Steve McClure	Jordy	2457	Koonawarra Bay	8	DNC	8	18	DNC		59
11	Maxim Dogger	The Mystery Tiger	3038	Wallagoot Lake	DNC	8	9	21	DNC		63
12	Des Collins	Chicken Liver	3027	Mannering Park	6	9	DNC	DNC	DNC		65
13	Bill Arthur	Out Of Sight	3098	Wagga Wagga	DNC	4	DNC	12	DNC		66
14	Greg Williams	Shadow Boxing	3086	Wagga Wagga	DNC	DNC	DNC	1	DNC		76
15	Garry Williams	Characin IV	3085	Wagga Wagga	DNC	DNC	DNC	2	DNC		77
16	Wayne Eager	Second Wind	3040	Koonawarra Bay	DNC	DNC	DNC	4	DNC		79
17	Andrew Holly	Happy Holly	2909	Toukley	5	DNC	DNC	DNC	DNC		80
18	Rohan Nicol	Pussyfoot	2826	Wagga Wagga	DNC	DNC	DNC	6	DNC		81
19	Jon Pinkerton	Johnny B Goode	2967	Koonawarra Bay	DNC	DNC	DNC	7	DNC		82
20	Anthony Williams	Characin III	2985	Kogarah Bay	DNC	DNC	DNC	13	DNC		88
21	Michael Pfeffer	Allegro	2179	Mannering Park	DNC	DNC	DNC	14	DNC		89
22	Matthew Ryan	Vertigo	2378	Koonawarra Bay	DNC	DNC	DNC	15	DNC		90
23	Denis Davis	Smile n Wave	3087	Wagga Wagga	DNC	DNC	DNC	20	DNC		95
24	Jani Marcovitch	Pair Affair	1715	Mannering Park	DNC	DNC	DNC	22	DNC		97

# achieving SAILING GOALS

By Bill Arthur

After the recent NSW Paper Tiger State Championships, I came away with the belief that I could improve my sailing. To achieve this, I have set out my goals and how to achieve them. I hope that these may help to inspire other skippers.

I feel that if the top five skippers at the Championships had been given 5 boats out of the top ten to use (other than their own), there would not have been a great deal of difference in the results. At the 2009 Internationals, Neil Waterman lent his boat to Ben Deed who then won the series with it.

To me this means that if I am to improve my results I must improve my sailing. I will not maximize my improvement by merely sailing more often, I will need to set down the goals that I want to achieve and how to achieve them. Therefore, the goals I have set for the coming sailing season are to:

- Enjoy my sailing
- Improve my State Championship result from 12<sup>th</sup> to 7<sup>th</sup>.
- Improve my National Championship result to inside the top half of the fleet.

Goals need to be achievable. They should be broken down into small steps that lead toward those goals. The path to achieving my goals will focus on:

- Boat equipment and preparation.
- Fitness.
- Sailing techniques.
- Mental approach.

## Boat and Equipment Preparation

From my time in Paper Tigers, I think the important things in this area are:

- A stiff set of hulls that are close to minimum weight.
- An up-to-date sail.
- Control systems that work.
- Equipment that is reliable.

I have spent two years setting my boat up to my satisfaction. I must now maintain it in that condition.

## Physical Fitness

I think that sailing fitness is extremely important. Sailing is an endurance sport. The racing starts from the moment you get on the water. The sun, wind, wave action and spray are eating away at your endurance. Have a look at the race programme for the Mannering Park Nationals. It will put a premium on fitness.

Light air sailing can be as taxing on fitness as heavy air sailing. In light air sailing, crews have to sit in awkward positions for long periods of time, the strain eating away at the ability to concentrate.

When going into the final beat of the final race in a regatta with the wind blowing at 18 knots and your leg and tummy muscles screaming, if you've done the work and are a bit fitter than your opponent, you will be able to go harder and concentrate longer. It doesn't matter if the battle is for first or last it will be an advantage to be fit.

Michael Blackburn (former World Laser Champ) has written a good book on sailing fitness titled, *Sailing Fitness and Training*. The December issue of *Australian Sailing* also has a good article by Andrew Verdon titled, *Top 10 Things for Sailing Fitness*.



My marathon running training keeps me fairly fit aerobically (if I am puffing at the end of a hard work or reach, my opponent of a similar weight will be puffing at least as much as me). Core strength is important in running as well as sailing Paper Tigers. I need to improve my core strength, shoulders and arms.

## Sailing Technique

The best way to improve and maintain your sailing technique is to:

- Talk to the good guys in PTs. They will happily pass on their knowledge to you.
- Make notes. Take note of what they are doing as they drive past you; where they are sitting; how they are sheeting; position of their traveller etc. etc.
- Make a list of what you need to do to improve your sailing and go out on the water and do it.

Every race is an opportunity to practice a facet of your boat handling. Pick a facet that needs polishing to suit the race conditions of a given day. You need to be able to tack, gybe, trim the sail, trim the boat and hike almost by instinct. The good guys can do this. It allows them to keep their heads out of the boat and looking at what the opposition, the wind and the waves are doing. This allows them to adjust their tactics to benefit them while the likes of me are focusing on the tell tales on the sail.

Garry Williams spoke of how he gained time on a run by making sure that he was able to gybe onto a tack that brought him into the leeward mark with the waves, thus allowing him to gain ground on those on the opposite gybe. Garry has a huge bank of sailing technique that allowed him to finish runner up in the recent State Titles after minimal sailing in the 2010 season. He is the exception that proves the rule.

Previous issues of APT and the APTCA website contain articles that may help improve your boat handling.

## Mental Fitness

A skipper must maintain concentration throughout a race. How often does something go wrong when you get distracted? To win a sailing race is the culmination of 1½ hours of intense mental activity and the result of many hundreds of decisions made about sailing the boat.

I remember watching Steve Moneghetti finish a marathon. He powered over his opponents in the last kilometres and crossed the finish line fully running. He was interviewed a few minutes later, the commentator saying "You look as though you could do it all again!!". Steve's reply was something like:

***"No, I've done it, my mind won't let me do any more, I couldn't run another step".***

To me, that comment illustrates the power of the mind in running, sailing and life. If you think you can do it, you are right. If you think you can't do it, you are right again. One thing like sailing in light airs teaches you is, never ever give up. If your mind stops being positive, guess what, you definitely won't go well.

When you are sailing, the decisions you make may not always give the result you seek. Don't stew over it, stay calm and focus on the next thing that will get you toward your goal. Sailing a race is a lot of little steps that will culminate in a finishing position for you and your boat. How those steps are handled will determine your finishing place. It is really easy to get ahead of yourself. You shouldn't be thinking of the finish until the finishing line is in sight.

Importantly, do not let the final result in a race affect the good aspects of your race. No matter how poor a result I have, I will always find a positive out of the 2 hours or so I have spent on the water. A Michael Parkinson interview with Michael Cain is something I carry with me. Cain was responding to a question about how tough his early life was. The gist of his reply was:

**"No matter how dark the cloud, if you look hard enough you will see the light. When things go wrong, look for the positive and focus on it with all your might. If you focus on the dark clouds, they will overwhelm you".**

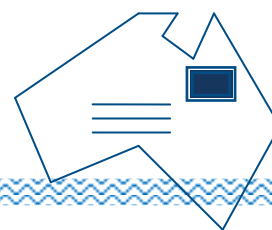
## Conclusion

My preparation for the Wagga Wagga State Championships starts next Saturday, as does the preparation for the Mannering Park Nationals. If I don't quite attain my goals, it will mean that everyone has stepped up and we in the Paper Tiger Class are enjoying some really close sailing.



Bill Arthur has sailed Paper Tiger Catamarans since 1993. In 1994 Bill established a small retail business that required 6 days a week attendance, so his sailing has been sparse over those years. He sold the business in September last year and is looking forward to making up for lost sailing time with his new boat "Out of Sight". Bill is also a marathon runner who has a personal best 42.2 km. marathon time of 3 hours 9min 8 sec. He is currently training for his 53rd marathon and has run a marathon on 5 of the 7 continents of the world. Two to go!!!!

# Letters



## OFF-THE-SHELF PT

*I recently paid a visit to Formula Sailcraft - just because I'm naturally nosey - and had a good yarn to Jim Scott. I'm sure the hierarchy of the PT Association are well aware of the timing of PT production, so I won't bring it up here. What did intrigue me was the notion that Formula Sailcraft will be preparing hulls to accept a certain type of centreboard. This is stated on the web page, but the significance did not hit me until my visit.*

*The centrecase-defining location in the rules is a given, but the penetration through the hull bottom will apparently be sized, and presumably shaped, to accept a very narrow (small chord, high aspect) centreboard. As with the PT rudders, PT design favour seems to be following the A-Class cat design. Whether this is a good or bad direction for the class development is a topic that I'm sure could / has / will occupy many for a good long time.*

*I considered opening a line of discussion within the association forum, but I figured that there are a number of discussion threads that might clog up the real issue.*

*Over the 35 or so years (with a large gap in the middle) I have followed the PT, within the rules there has always been the room for skippers to craft their own bits - centreboards and rudders included. This has permitted all manner of shapes, sizes and sections - most of which can be made by relatively unskilled hands. The progression towards A-Class cat style rudders, and indeed borrowing them directly from that class, is but one way to obtain a professionally prepared set. I have a set of these on **2140 - Papillon** and they work fine. In the old days, I used to make my own, and I'd be prepared to say some worked well and some didn't - construction method and strength usually being the determining factors. In almost every case, they were considerably shorter than those I have now.*

*From a hydrodynamic perspective, there will be a relationship between hull speed and foil aspect ratio, but I doubt that it would be the same for the highly efficient and fast A-Class cat and the PT. (No doubt that this topic could generate much discussion). Nevertheless we still have the option of following the trend or making our own rudders.*

*When it comes to centreboards, the large hull slot for the PT can be / has been used by skippers to adapt to all of their creations.*

*My question is, do we want to steer the class toward adopting A-Class hardware by having professionally prepared hulls that only accept centreboards of a certain small chord? I had a look at a set of A-Class boards, and they have a very high aspect ratio. To get comparable area to the boards we use now, they will be (considerably?) longer. Long, narrow boards may take suitable construction methods away from your average home punter and force them into a professionally built set - at around \$900 a pair. Does the PT warrant such top end hardware exclusivity? The price of a new set of boards and rudders may approach \$1800 - over a quarter of the new hull pair price.*

*If I found some \$\$ under a rock with which to buy a new pair of hulls, I'd probably like to use my existing boards.*

*Might a more encompassing way be to encourage the professionally built hulls to have a larger slot that can, of course, be closed up by the skipper as he sees fit to accept whatever boards he wishes? This does not preclude the use of A-Class gear, and allows heritage boards / materials as well. Adding material to close up the slot would be far less detrimental than removing material to permit larger cross sections. Is this worthy of discussion?*

*I did talk to Jim about other PT hardware - and he has plenty of ideas that the PT fraternity will find interesting. Goosenecks, chainplates, mast sections, traveller cars and tracks. If he hasn't already, I'd expect he will contact the association to sound out his ideas as he prepares a complete boat.*

*P.S. Although the 2 hulls at Formula Sailcraft were up out of the way due to current work, they look GOOD.*

**James Wreford - Papillon - 2140**



# connections

## AUSTRALIAN OF THE YEAR 2011 – SIMON McKEON

Some of you may not be aware that the recently announced 2011 Australian of the Year, Simon McKeon, has a close connection with the Paper Tiger class. Simon was the Team Manager for the Australian Team at the 2004 Internationals at Howick, New Zealand. Two of his sons were competing at the event, with Richie as a team member and Ollie as an invitee.

Simon's excellent sailing experience, his knowledge and insight, were very valuable for the team. He was also a great encourager and motivator.

Simon's sailing achievements are very impressive. He was involved in several of the victorious Australian campaigns in the "Little America's Cup", the competition sailed in the 25ft wing-sailed C-Class Catamarans. During these victories, he had former Paper Tiger sailor David Churcher crewing for him.



**The 2004 Team**



Simon also broke the World Sailing Speed Record in 1993 aboard "Yellow Pages" with a speed of 46.52 knots. In 2009 he broke the 50 knot barrier aboard "Macquarie Innovation". Interestingly, in his speed record campaigns, he had Tim Daddo, another former Paper Tiger sailor, as his crew.

Obviously, Simon was not awarded the Australian of the Year based on his excellent sailing achievements. You can read about his more important contributions to humanity in the bio below. On behalf of the Paper Tiger Catamaran class, I would like to congratulate Simon on this incredibly prestigious award in recognition of his contribution to society. Well done!

Interestingly, the 2011 Young Australian of the Year is another sailor, who did receive this award based on her sailing achievements. Congratulations to Jessica Watson on an inspirational performance that has done a lot to raise the profile of our sport and to also encourage teenagers to dream big and believe that anything is achievable.

**Back:** Ian Marcovitch, David Anderson, Stephen Brayshaw, Peter Anderson  
**Middle:** Mike MacDonald, Richie McKeon, Simon McKeon (Team Manager) Mark Wiggins, Bruce Rose  
**Front:** Brvan Anderson. David Stumbles

### Simon McKeon Social Entrepreneur

Simon McKeon (55) from Brighton in Victoria, is a prominent investment banker and world record breaking yachtsman, but it's his efforts to support multiple Australian and international charities which has earned him great admiration.

While enjoying a successful corporate career, Simon decided that he didn't want to put off the idea of serious engagement with the community sector until his most productive years were behind him. So he joined the board of World Vision Australia in 1994 and subsequently transitioned into a part time role with Macquarie Group as Executive Chairman of its Melbourne office. Simon is Chairman of CSIRO as well as Business for Millennium Development, which encourages business to engage with the developing world. He recently retired as Founding Chairman of MS Research Australia and the Founding President of the Federal Government's Takeover Panel. His association with World Vision International continues and he is also involved with the Global Poverty Project and Red Dust Role Models, which works with remote Indigenous communities.

Together with crewman Tim Daddo, Simon has held the World Speed Sailing Record for most of the last two decades. As a leading social entrepreneur, Simon demonstrates how business and philanthropy go hand in hand, giving tremendously of his time and energy to many organisations.





# International Scene

by DAVID STUMBLES

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

## SOUTH AFRICA

Dave Robb has been enjoying sailing his old Paper Tiger on Albert Falls Dam. He learned to sail as a youngster in Sea Scouts about 35 years ago. A few years ago he visited the Island Sailing Club in Durban and had a ride on a Hobie 16 and got the sailing bug back. Late last year a friend offered him a complete plywood Paper Tiger (PT 3705) on a registered trailer for free! He took the boat and did some minor repairs and has really enjoyed sailing it.



Reuben Meyerowitz from Johannesburg also has an older Paper Tiger and has sailed the boat quite a lot and is really enjoying it. Mel Stander from Johannesburg is also doing up an old PT.

Building of the new PTs is continuing. We hope to bring you some photos of these in the next edition.

## EUROPE

Frans van den Broek has been working hard to restore his Paper Tiger in Holland (Netherlands). Considering the boat has had some wood-rot and was in a generally poor condition when he got it, he has done a great job. He disassembled the boat, removed the varnish and patched up all the scratches and any other damage, including the wood-rot. He also repaired some cracks around the centrecases. There were no internal strengthening frames in the hulls. He then gave it the new paint job. Apparently the rigging, mast and stays all seem fairly good.

The boat is now ready to go and they are just waiting for better weather to give it the first test run. It is currently winter in the Netherlands and has been snowing regularly. With a water temperature of around 4°C, it's not wise to go sailing!

You will notice in the pictures that the boat is not quite class legal, as it has been assembled using beams made from a mast section. It also has no traveller and sports the older style sharp pointed gunwale at the bow, which is also now illegal. However, it is great to see one of the old European PTs restored and we hope it generates some interest.



These variations from standard PTs highlight the problems with building a Paper Tiger when you have never seen one before! This is why the International Association makes a PT Info CD freely available upon request to anyone who is building a new boat or restoring an old one. The CD attempts to show people, through articles, diagrams and photos, how a modern PT looks, how it is built and how it is fitted out.

## NEW ZEALAND

### 2011 New Zealand Paper Tiger Nationals – Evans Bay, Wellington

The 2011 New Zealand Paper Tiger National Championships were won by Dave Shaw from Nelson, taking his first Paper Tiger National title in a very close fought contest with Mark Bell (Auckland) and Bob Preston (Nelson). After a week of competition and eight races, the top three places were separated by only two points.



R. Leatham

The final day saw a typical Wellington breeze entertain the fleet with weather conditions in the heavier end of the racing spectrum ensuring that plenty of excitement and changes within the fleet were seen. Race eight saw local sailor Richard Martin take his first race win of the regatta ahead of Dave Shaw and Scott Pedersen (Napier).

Overall racing was tight across the fleet and the sight of nearly 50 Paper Tigers racing around Wellington Harbour was really impressive. However, the Wellington weather certainly didn't fail to show exactly who was boss with one day of chaos on Thursday including five broken masts. The great camaraderie of the fleet showed itself with everyone working hard on the reserve day to ensure the entire fleet was ready to go again for the final day of racing.

### Overall Results:

- 1st Dave Shaw (Nelson Yacht Club)
- 2nd Mark Bell (Tamaki River Multihull Association)
- 3rd Bob Preston (Nelson Yacht Club)
- 4th Scott Pedersen (Napier Sailing Club)
- 5th Ryan Leatham (New Plymouth Yacht Club)

1st "B" Grade: Stuart Taylor (New Plymouth Yacht Club)

1st "C" Grade: Robin Connor (Muritai Yacht Club)

National Women's Champion: Jane Thomassen (Evans Bay Yacht & Motor Boat Club)

National Junior (Under 21 years) Champion: Stuart Sutherland (New Plymouth Yacht Club)

Veterans (50-59 years) Champion: Mark Bell (Tamaki River Multihull Association)

Grandmasters (60-64 years) Champion: Bob Preston (Nelson Yacht Club)

Great Grandmasters (65+ years) Champion: Ian MacLennan (Takapuna Sailing Club)

For full results see:

<http://www.papertiger.org.nz/Results/Results%202011%20Nats%20Final.pdf>

**Ryan (Rowdy) Leatham**  
Publicity Officer  
New Zealand Paper Tiger Owners Association



R. Leatham

**Dave Shaw**



R. Leatham

**Stuart Taylor**



R. Leatham

**Robin Connor**



R. Leatham

**Stuart Sutherland**

# The National Ranking & Grading System

There have been several questions recently about the rankings and grades at Nationals. The Paper Tiger class has a National Ranking System in Australia. The system is managed by Peter Anderson (Victoria). This is based on performance at the two most recent Nationals. The ranking system is NOT used to place people into grades for the Nationals. Grades are based on performance at the previous Nationals, but can be retained over time without attending a Nationals.

## RANKINGS

- Ranking points are given to a sailor based on the average of points gained at the two most recent National Championships.
- Sailors are ranked based on these points.
- If two or more sailors have equal ranking points, the tie is broken by performance in the most recent Nationals.
- A sailor must attend two Nationals in succession to gain an initial ranking. Until then, they remain 'unranked'.
- However, a previously ranked sailor will be given a 'provisional' place (for a year they miss) that equals their previous average. This will be done for only one consecutive year.
- Once a previously ranked sailor misses two Nationals in succession, they become 'unranked'.

## GRADINGS

- All sailors sailing their first Paper Tiger Nationals are placed into 'C' Grade.
- A sailor finishing in the second 25% (ie 25% to 50%) of the Nationals fleet will be placed into 'B' Grade for subsequent Nationals.
- Once a sailor reaches 'B' Grade, they will not be moved back to 'C' Grade.
- A sailor finishing in the top 25% of the Nationals fleet will be placed into 'A' Grade for subsequent Nationals.
- To stay in 'A' Grade, the sailor needs to place in the top 25% of a Nationals or Internationals in the previous three years.

## GRADES FOR THE 2012 NATIONALS AT MANNERING PARK

Knowing your placing at the recent 2011 Nationals in Hobart as well as your results from previous Nationals, you can calculate what Grade you will be in for the next Nationals in Manning Park:

- You will be in 'A' Grade if any of the following apply to you:
  - Placed 6th or better at the 2011 Nationals at Lauderdale (Tas)
  - Placed 7th or better at the 2010 Nationals at Henley (SA)
  - Placed 9th or better at the 2009 Nationals at Mt Martha (Vic)
  - Placed 10th or better at the 2010 Internationals at Napier (NZ)
  - Placed 10th or better at the 2009 Internationals at Koonawarra Bay (NSW, Aus)
- You will be in 'B' Grade if any of the following apply to you:
  - Placed from 7th to 13th at Lauderdale
  - Have previously been in 'B' Grade
  - Have previously been in 'A' Grade but none of the 'A' Grade criteria applies to you
- You will be in 'C' Grade if none of the 'A' or 'B' Grade criteria above applies to you.

David Stumbles

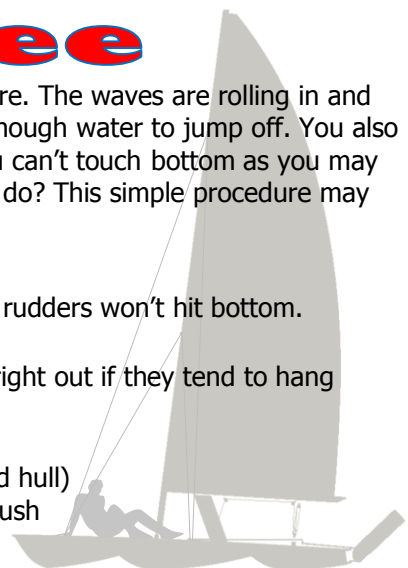
By Ralph Skea

## Hands Free

You are returning to the beach with a stiff wind blowing from astern, directly onshore. The waves are rolling in and you don't want to risk damaging rudders and centreboards by sailing into shallow enough water to jump off. You also don't want to turn the boat side on to the waves and jump off into water where you can't touch bottom as you may lose your grip on the pitching boat, which could then blow onto the beach. What to do? This simple procedure may help you through your predicament.

- Sail to a point directly upwind of where you want to end up on the beach.
- Turn the boat into the wind far enough out from the beach that you know your rudders won't hit bottom.
- Release the mainsheet, traveller, vang and downhaul.
- Pull up both centreboards if they aren't already up (they should be). Pull them right out if they tend to hang below the boat in their normal raised position.
- Lift both rudders clear of the water.
- Now sit as far forward of the main beam as you can (on what was the windward hull) facing towards the stern, and hang on tight. The wind and waves should now push you directly backwards until the water is shallow enough for you to jump off.

If you don't sit far enough forward in short, steep waves, the bows will lift, the sterns will bury, and the boat may wander off course. This procedure can also be used to return to a lee shore if the boat is damaged and unsailable.





# 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 or altered. For further details, contact your state association or the regatta venue.

	Queensland	Tasmania	South Australia	Victoria	New South Wales
<b>MAR 2011</b>		5 <sup>th</sup> – 6 <sup>th</sup> Tas State Titles (TasCat Regatta) Lauderdale YC		12 <sup>th</sup> – 14 <sup>th</sup> Victorian State Titles Somers YC	
<b>APR</b>	22 <sup>nd</sup> – 24 <sup>th</sup> Lake Cootharaba All Boats Regatta			TBA Anzac Regatta Yarrawonga YC	9 <sup>th</sup> – 10 <sup>th</sup> <u>Anzac Regatta</u> <u>Batemans Bay</u>
<b>MAY</b>	1 <sup>st</sup> Labour Day Cup Lake Samsonvale				
<b>OCT</b>					1 <sup>st</sup> – 3 <sup>rd</sup> NSW State Titles Wagga Wagga
					Manning Park Round 2
					Canberra Round 3
<b>NOV</b>					Port Kembla Round 4
<b>JAN 2012</b>	3 <sup>rd</sup> – 8 <sup>th</sup> National Titles Manning Park NSW				
<b>FEB</b>					Koonawarra Bay Round 5
<b>APR</b>					Batemans Bay Round 6

International Championship  National Championship  State Championship   
 State Pointscore Series  General Regatta

**NOTE THE CHANGE TO THE PREVIOUSLY ADVERTISED DATE FOR THE NATIONALS**

# TASMANIAN P T STATE CHAMPIONSHIPS

## LAUDERDALE YACHT CLUB

*5<sup>th</sup> and 6<sup>th</sup> March 2011*

PROGRAM	5 <sup>th</sup> Mar.      1100 - Briefing 1200 - Race 1 1400 - Race 2 & 3  6 <sup>th</sup> Mar.      1000 - Race 4 & 5 1400 - Race 6
ENTRY FEE	\$25.00 per boat - Beach entries  TASCAT membership required to be eligible for trophies
SOCIAL EVENTS	Saturday night: Don your wackiest outfit and makeup and get together for great company, drinks, barbecue and music. All welcome.
ACCOMMODATION	Free camping in the club grounds.
CONTACT	Mick Boyle <a href="mailto:micksspot@yahoo.com.au">micksspot@yahoo.com.au</a>

# VICTORIAN P T STATE CHAMPIONSHIPS

## SOMERS YACHT CLUB

*12<sup>th</sup> to 14<sup>th</sup> March 2011*

PROGRAM	12 <sup>th</sup> Mar.      1100 - Race 1 & 2 13 <sup>th</sup> Mar.      1000 - Race 3 & 4 14 <sup>th</sup> Mar.      1000 - Race 5
ENTRY FEE	\$75.00 per boat senior \$50.00 per boat junior Beach entry late fee
SOCIAL EVENTS	Saturday night spit roast and entertainment. Sunday BYO food BBQ.
ACCOMMODATION	Off site only.
CONTACT	Mark Wiggins <a href="mailto:wiggo45@hotmail.com">wiggo45@hotmail.com</a>

# 2012 Nationals

## 2012 Paper Tiger Catamaran Australian Championships

Manning Park Amateur Sailing Club, Lake Macquarie, NSW

3rd – 8th January 2012

### NOTE THE CHANGE TO THE PREVIOUSLY ADVERTISED DATE

## Venue

### Host Club

After a long process of trying to find a suitable venue for the 2012 Nationals, the NSWPTCA has decided on Manning Park Amateur Sailing Club, situated on the southern end of Lake Macquarie, on New South Wales' Central Coast. MPASC has run many successful large events, including an annual 14ft catamaran regatta that regularly attracts around 50 boats. It has also hosted numerous National Championships for various classes.

### Local Area

The Central Coast and Newcastle/Hunter regions of New South Wales are popular tourist venues that we believe will provide an enjoyable holiday destination for sailors and their families. Manning Park is tucked away in a quieter area, but is conveniently located in relationship to many major tourist attractions.

## Program

The 2012 Nationals will see a new approach to the program. These changes have not been made lightly and we believe we have come up with a very workable solution.

### Duration

We have opted for a shorter Nationals, over six days. The reasons for this are:

- Most of the smaller NSW clubs are no longer prepared to run events over nine days. Those who were prepared to run the longer event wanted to charge very high fees for it.
- Most accommodation places insist on booking in whole weeks, meaning people often book two weeks and have four additional unwanted days of accommodation.
- Many respondents to the APTCA survey during the year indicated that they preferred a shorter event (less annual leave required and easier on families) and many indicated that this would make it more likely that they could attend.
- This concept has worked very well in New Zealand, where fleet sizes are growing.

### Reserve Day

We have opted for the concept of a "Reserve Day", rather than the usual Lay Day. Traditionally, our Lay Days have been unusable for sailing and we have wasted great sailing days after losing races earlier in the series. The Reserve Day will be set aside for no sailing, however it will be available for use if we have lost races prior to that point in the program. Hopefully the weather will be kind but, if it isn't, this concept will provide much greater flexibility.

### Race Length

Our long races will be slightly shorter at around 0.8nm (aiming at one-hour duration). This is partly to suit the local area at Manning Park and partly to work in better with the shorter overall program.

### Dates

The event will run from Tuesday 3rd January 2012 to Sunday 8th January 2012.

Date	Time	Event
Tue 3/1	9 – 12	Registration & Measuring
	1300	Briefing
	1400	Invitation Race
	1830	Welcome Night
Wed 4/1	1030	3 Races (incl lunch break)
Thu 5/1	1030+	2 Races (am/pm or just pm)
Fri 6/1		Reserve Day (available for sailing if req'd)
Sat 7/1	1030+	2 Races (am/pm or just pm)
Sun 8/1	1030	2 Races (aim to finish early)
	1800	Presentation Night

## Event Website

The 2012 Nationals has a website up and running and we will gradually put more information on it as it becomes available. The address of the site is:  
<http://austnats2012.papertigercatamaran.org>

## Tourism Websites

[www.VisitNSW.com](http://www.VisitNSW.com)  
[www.cctourism.com.au](http://www.cctourism.com.au)  
[www.centralcoasttourism.org](http://www.centralcoasttourism.org)  
[www.winecountry.com.au](http://www.winecountry.com.au)  
[www.visitnewcastle.com.au](http://www.visitnewcastle.com.au)

**Event Contacts: Neil Waterman 0413 006 760 or David Stumbles 0400 476 449**

# Accommodation

## Big4 Monterey Tourist Park

One of the many highlights of the Mannering Park club is this high quality caravan park right next door. This park offers an excellent range of cabins (from 2-7 berth), as well as camping and caravan sites. Because of its picturesque surrounds and proximity to the lake, the park is in high demand. Therefore early booking is essential.

- **Address:** 28 Monterey Avenue, Mannering Park
- **Phone:** (02) 4359 1033
- **Proximity to club:** Right next door!
- **Bookings:** Can start taking bookings in late January or early February
- **Website:** <http://big4lakemacquarie.com.au>

## Lake Munmorah Motel

- **Address:** 620 Pacific Highway, Lake Munmorah
- **Phone:** (02) 4358 8108
- **Proximity to club:** 10-15 minutes drive.
- **Website:** [www.lakemunmorahmotel.com.au](http://www.lakemunmorahmotel.com.au)

## Mecca Village

Caravan sites only (no cabins or camping).

- **Address:** 71 Ruttleys Rd, Wyee Bay
- **Phone:** (02) 4359 1248
- **Proximity to club:** 5-10 minutes drive.
- **Website:** [www.meccavillage.com.au](http://www.meccavillage.com.au)

## Bellaviews Lakehouse

Four bedroom two storey home that comfortably accommodates up to 9 people or 2 families.

- **Address:** 34 Gynea Crescent, Mannering Park
- **Phone:** 0417 405 573
- **Proximity to club:** Less than 5 minutes drive.
- **Website:** [www.bellaviewslakehouse.com](http://www.bellaviewslakehouse.com)

## Lake House Bed & Breakfast

One bedroom apartment.

- **Address:** 51 Macquarie Road, Mannering Park
- **Phone:** (02) 4359 2351
- **Proximity to club:** Less than 5 minutes drive.
- **Website:** [www.lakemacquariebedandbreakfast.com.au](http://www.lakemacquariebedandbreakfast.com.au)

## House Accommodation

Try local real estate agents and also see [www.stayz.com.au/accommodation/nsw/hunter/manne-ring-park](http://www.stayz.com.au/accommodation/nsw/hunter/manne-ring-park)

## Cheaper Accommodation Option

The host club is investigating a cheaper alternative involving sleeping in the local Sea Scout hall. This is basic accommodation and people will need to supply their own bedding.

- **Address:** Lot 81 Griffith Street, Mannering Park
- **Contact:** Bookings through the host club.
- **Proximity to club:** 500m along the shoreline.



▲ Mannering Park (A) – South end of Lake Macquarie



▲ Mannering Park Amateur Sailing Club (A)



▲ ►  
Big4 Monterey Tourist Park, right next door to Mannering Park Amateur Sailing Club



Do you use a trolley to launch and retrieve your boat?  
Do you have to drag your boat across slippery, sloping or sandy ground?  
Is hanging onto the forestays, while dragging, hard on your hands?

## Have you ever dropped your boat?

If the answer to any of these questions is yes, then this simple little do-dad may come in handy.

Made from a 35cm length of 50mm hiking strap webbing and a 4.8mm dia. stainless steel S-Hook, it can be easily slipped through a chainplate hole or forestay shackle to provide a one handed, non-slip carry handle. It can be conveniently stored in the trampoline pouch and, with a total weight of around 30grams, is hardly a race loser.

Just stitch the ends of the webbing together; open the small end of the S-Hook to insert the webbing ; roll the webbing so that it will fit within the S-hook end; then close the S-hook up again. Happy hauling!



# WANTED

**Two, repairable, bolt rope style trampolines to refurbish training PT's at  
Koonawarra Bay Sailing Club, NSW.**

Contact Ralph Skea at [Ralphskea@bigpond.com](mailto:Ralphskea@bigpond.com)

# Spreading the word

[www.papertigercatamaran.org](http://www.papertigercatamaran.org)

**The Paper Tiger promotional sticker is now available for free (3 per person)  
through the international website [ptcia@papertigercatamaran.org](mailto:ptcia@papertigercatamaran.org)**

**Bulk requests from multiple recipients are OK, but please include details of  
each recipient and one return address.**