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# appt *quarterly*

## Give Your Leech A Lift

INTERVIEW WITH  
**Bob Ramsay and David Rees**

### DIY REPAIRS

AUSTRALIAN PAPER TIGER CATAMARAN ASSOCIATION

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# Editorial

Well, winter is almost upon us and I guess most skippers will be packing their boats away and pursuing more rational activities till the weather warms again. In contrast, a Canadian correspondent is waiting for the snow to melt so that he can get back on the water. "Cold" is a relative thing I guess.

This edition contains a fascinating contribution from Tasmania on noted small and big boat skipper, David Rees' foray, into Paper Tigers at the National Championships and a recent regatta. Hopefully they won't be his last.

We also have the next in our series of interviews with long-term Paper Tiger skippers. This time it is Victoria's Bob Ramsay who comes under the spotlight. Bob started sailing PTs 40 years ago when the class was only 3 years old.

Tony Hastings has contributed the first article we have run in APT on sail handling. My thanks to Tony for putting together this insight into leech control. He has used a number of sources, including the legendary Frank Bethwaite, to compile his article and has prepared some excellent diagrams to illustrate the concepts. Feedback on Tony's views, as well as reader's contributions on handling PTs, are encouraged.

As this is a good time to be tidying up the accumulated battle scars from the past season, there is the first of two articles on boat repairs. This has been prepared in response to a suggestion from Victorian, Rod Riding, that some owners may benefit from tips on fixing those annoying dings that can occur on occasion, but don't warrant a trip to the boat builder (unless the owner is all thumbs of course). This article deals with woodwork repairs, and the next will cover foam composites.

My thanks to Paul Matthews from Tasmania and Tony Hastings from NSW who donated spare trampolines in response to my request in the last edition. These will be used to replace old lace-up-all-round tramps on Koonawarra Bay Sailing Club's training PTs that had well and truly passed their use-by. This very generous donation is greatly appreciated.

Please note that the article in Issue 3 of APT on aluminium grades incorrectly stated that the correct grade for beams for a PT was 6106-T1. The correct grade is 6061-T6. My apologies for the slip. Interesting that no one pointed out the error.

**The Editor**

# Publicity Perspective

## International Championships

As you will see elsewhere in this issue, McCrae Yacht Club has now been confirmed as the venue for the 2012 Paper Tiger Catamaran International Championships, to be held over Easter 2012. McCrae has previously hosted this event in 1994 and 2003 and has a wealth of experience in running major international events. The club has a long association with Paper Tigers, having had a fleet there for decades as well as having produced a number of class champions.

Entry to the Internationals is by invitation, based on your performance at the preceding Nationals (in this case, Mannering Park in NSW in early January). If you place in the top ten at Mannering Park, you will be an automatic entry into the Australian Team for the Internationals. If you place from 11<sup>th</sup> to 30<sup>th</sup> at Mannering Park, you will be invited to compete at McCrae as an invitee. If you place beyond 30<sup>th</sup>, you may be invited if someone else doesn't take up an offer to compete. The Internationals are a great event and, as they only occur twice every three years, I strongly encourage you to attend if you get the opportunity.

New Zealand will send at least a national team of ten boats, and may also send up to an additional ten invitees,

as it is possible to fit 20 Paper Tigers and associated equipment in the 40ft shipping containers we use. With the current level of action in other countries, especially South Africa (see the "International Scene" report elsewhere in this issue) there is a chance we may see a third country in the 2012 Internationals, which would further add to the appeal of the event.

## 2012 Nationals

As mentioned, the 2012 Nationals will be held at Mannering Park on NSW's Central Coast. Accommodation will become scarce soon, so please don't delay in making a booking if you are intending to compete at the event. Further information is included at the back of this edition of APT. Don't forget that this will be a shorter series than previous Nationals, so if you have been unable to attend recent Nationals due to the length of time required, please consider this shorter event. And don't forget that it is a selection event for the 2012 Internationals.

## 2013 Nationals

Because Victoria will be hosting the 2012 Internationals, they have requested that South Australia host the 2013 Nationals. Victoria was due to host this event, but

preferred a longer gap between organising such major events. As South Australia was next in line on the rotation, they have done a swap. South Australia has confirmed that the 2013 Nationals will be held at Meningie Sailing Club in Meningie, on Lake Albert. Meningie hosted the 2001 Nationals and this proved to be a popular venue with the competitors and families. Victoria will now host the 2014 Nationals.

## New Builder

New Paper Tiger builder, Jim Scott, from Formula Sailcraft (Melbourne, Victoria) is in the process of finishing off a complete boat, which he hopes to use for demonstrations soon. It will also be available for sale.

See Formula Sailcraft's Paper Tiger page on their website for further information at

[http://www.formulasailcraft.com.au/index.php?option=com\\_content&view=article&id=5&Itemid=3](http://www.formulasailcraft.com.au/index.php?option=com_content&view=article&id=5&Itemid=3)

Our previously established builder, Larry Fay (also in Melbourne) is still building hulls and making boards, so we should soon have two options for foam sandwich hulls and boards.

## Plans Review

As you would be aware, the Victorian PTCA has put a lot of effort into drafting up revised plans for the Paper Tiger catamaran. This has been done with a view to modernising the plans to reflect current building techniques and to provide additional information for those attempting to build boats. The draft plans were issued to the various states for review and they have now received feedback. The plans review sub-committee will be meeting shortly to discuss the feedback and to update the drafts as required. The plans will then be passed on to the National Measurer, Russell Jolly, for further review. Obviously, once Australia is happy with the drafts, it will be passed to New Zealand for further feedback.

A huge thank you to all those who have been involved in the process so far. I am confident that the end result will be well worth the effort.

**David Stumbles**  
Publicity Officer, APTCA

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### **CROSSING PATHS Ben Deed - 2009 International Champion (3016 Vic.) and Bruce Rose - 2011 National Champion (2918 Tas.)**



B. Waterman

# Insight

**A group of Tassie PT skippers attended the Crown Series Bellerive Regatta at the Bellerive Yacht Club & Lindisfarne Sailing Club in late February. They managed to cajole well renowned Tasmanian sailor, David Rees, into skippering the borrowed PT "Pan Galactic Gargle Blaster" around the course, following his initiation into the class on the same boat at the recent PT National Championships.**

While David's busy schedule prevents him from being more active in the class, the following comments and interview give an interesting insight into a talented 'outsiders' experience of Paper Tigers.

David, skipper of the winning offshore racing yacht "Whistler", and past competitor in many dinghy and keelboat national and international events, sailed "Pan Galactic" into second place behind Mick Boyle on "Re-entry", with only two points to third placegetter Oliver Bailey on "Bongo Fury". The versatile yachtsman, who skippered "Whistler" into second place in the AMS division of the recent Bruny Island Race, sailed a consistent seven race series in conditions from light winds to a 12-15 knot east-south-easterly, with two seconds and five thirds.

Rees won the Australian Three Peaks Race last Easter with "Whistler", then finished third in the British Three Peaks Race. Unfortunately he had to withdraw from this year's Australian Three Peaks Race after losing all or part of "Whistler's" rudder at 2000 hours on Good Friday. The Team Whistler crew settled the yacht down with a trailing drogue, until they could be taken in tow.

*(Extracts from interview by Peter Campbell)*

**UNDER THE SPOTLIGHT** – interview by Mick Boyle

***You have sailed in quite a number of National and International events in several different classes from sailboards to keel boats, which would you rate as your most memorable?***



*I have sailed in dinghy world championships including 3 International Cadet Worlds, two Fireball Worlds and a 49er worlds. The most memorable was the first, going as a crew with my brother Nick to the International Cadet Worlds in Bombay in India in 1975-76. All the crews stayed together on the naval base, which was in the form of a big concrete ship. The Indians provided 50 brand new fibreglass boats, which we drew from lots to select our boat. The boats were built by a local motorbike factory, but they were all the same and it was a pretty fair way to do it. They didn't have self-bailers, so we had to get pretty good with buckets. As Australians, we had no idea of the poverty, with beggars everywhere and rats running around where we were rigging up. The Indians used their cotton sails for training, and only had one set of Dacron sails. We went and sailed their boats before the series, and there was a real skill in trying to keep the sail dry, because as soon as it got wet the sail fell out of shape. Also, you had to be pretty careful with the vang. We ended up coming 2<sup>nd</sup> in that series to a pommy crew, which was pretty good. I ended up winning the worlds as a skipper two years later, but that result was probably as a consequence of all the hard training for India .*

*I also did a few keelboat worlds, including winning the 1/4 ton championships as a crew in 1986 in Denmark. It was pretty special because we sailed in Paul Elvstrom's home waters, but the water was cold sailing so far north. For all those sailors over 40, Paul Elvstrom was everyone's sailing hero. I can also remember going to look at the Tornado European Championships when I was over there and seeing the results of Elvstrom winning. I also saw him write an article saying that he regretted not sailing multi-hulls earlier.*

Another obviously memorable sailing event was being involved with "Australia II" team in the America's Cup campaign in 1983. I worked as a sailmaker in the team, but we were often required to go sailing for tune-ups etc and to go spying on the other boats. The hours were pretty long and I got to meet a lot of really good sailors. The final races were a pretty big event, and we were all out on "Black Swan" watching the infamous last race. It was pretty light that day, like a weak late summer sea breeze. In a way it was a bit of a pity that Australia II won it, because Newport Rhode Island was a pretty special place. Funnily enough I worked a lot with a New Zealand sailor, Mike Quilter, who went on to do many Round the World Races as Peter Blake's right hand man, and the successful NZ America's Cup Campaigns, and I can remember that he said he started his sailing in Paper Tigers.

I also have done a fair bit of windsurfing through Uni years, mainly in wave board events. Windsurfing, like Paper Tiger sailing, is just fun burning about.

#### **Having sailed for many years, how would you say that your racing focus has changed?**

My racing focus has changed to have more fun when racing. Back in the old days, I would always want to win the event, and would get irrational if I didn't. I remember retiring from a race in the Fireball Worlds because I was doing really badly. Since then I have

realised that too much emphasis is placed on winning, and not enough on just getting out there. It is easy for a class to find someone who wins the event, but it is harder to get sailors to turn up each week who don't win. That's why I believe it's a real mistake for the youth sailing to focus just on the winners, which may explain why the fleets of senior classes are a lot smaller nowadays. I personally ensure that I never ever retire from races now, no matter how far back I am, as I reckon it's poor form.

#### **How did you get into Paper Tigers?**

I got into Tigers because Sean (Keady) kept badgering me about it whenever he saw me. I knew Sean from sailing sabots, and he was always a really good sailor. He kept on saying I would enjoy it, but I had been pretty busy doing other stuff so I didn't think it would go down too well if I went out and got another boat. I was a little apprehensive when I first took a Tiger out for a sail because I hadn't sailed cats much, but after two minutes of sailing them I realised how good they were and why Sean wanted me to come sailing. Just cruising along flying a hull with the boat powered up is a pretty good feeling.

David was no slouch when starting at the Nationals (2799)

"I was very fast in all races for the first minute and a half," he said "just have to sort out the remaining 98½ minutes."



### **How did Paper Tiger sailing rate, compared to the other classes?**

The Paper Tiger as a boat compares very well with other classes. I like classes that have similar boats, because it comes down to the sailors and not the amount of money you spend on the boat. The 49er was a good class to sail because you all knew you had the same boat – you just had to sail them well. However, they were pretty difficult to sail and impractical in certain conditions. I really like the Tigers because they are a one-man boat and, unlike a keelboat, you don't have to ask 10 people before you decide to take it for a sail. Also, unlike a lot of one-man boats i.e. Lasers, Finns etc, they are fun and relatively easy to sail. I reckon how you sail them is the important part and they really reward you if you sail well. While there are differences with the gear people use, they all seemed pretty similar to me.

The old adage seemed pretty right, the Paper Tiger is easy to sail, but a very hard boat to sail well. Unfortunately for a lot of the Nationals I was doing the former, but I learnt so much every time I went sailing. But yet again, even though I was down the back of the fleet a lot during the Nationals, it was a lot of fun.

As for the actual class, the guys who sail the boats are really relaxed, and this also makes it a lot of fun. Everyone seems to genuinely enjoy sailing and is always willing to help you out, and there doesn't seem to be any agro or big egos, unlike a lot of other classes. There were no protests or anything like that.

### **What is your next sailing quest in the upcoming year?**

For future projects, I have the "3 Peaks" race at Easter, and possibly another go at the 3 Peaks race in the UK in June. We are also looking to take "Whistler" in the Sydney-Hobart race this year. I have still got my one-design windsurfer that I want to get out and sail a bit. I would also like to get a few of my other mates into cat sailing, and hopefully get a few Tigers sailing on the Derwent River. I reckon with the America's Cup being sailed in cats, people will see them really as the future in yachting, and this should be great for cat classes over the next few years. Also, there are so many in junior sailing who give up when they get to 16/17, the opportunity to sail cats may keep them in sailing.

### **Will you be having another bash at Tigers in the future?**

I would like to buy a Paper Tiger when I get back from the UK, but I will have a few bills by then so I will see how it goes. As I have done the groundwork, I am keen to come back and have another go. From what I learnt at the Nationals, age doesn't appear to be a factor to your ability to compete. It would be really good to get to NSW next year if time allows.



B. Waterman

Jon Pinkerton – 2967 Johnny B Goode (NSW)

# MAKING THE LEECH STAND UP

by Tony Hastings

Rochelle W



National Championships, Lauderdale 2011

## What it's all about

When sailing to windward, some guys seem to be able to point higher and go faster than everyone else. They have the leech (rear edge) of the sail about parallel with the mast, while as you look back through the fleet, the sails on other boats are often increasingly full and twisted. What these lead sailors are doing is making the leech stand up.

This article is based on research, rather than expertise and experience. The research included consultation with expert skippers, experimentation, literature review, and trials with video from the mast head looking down the sail. I reject the idea that some skippers can point higher and go faster because "they are good sailors", as if possessing some magical quality. There is certainly a lot more to sail trim and upwind sailing than making the leech stand up, but I believe this to be **the** major factor in upwind speed in moderate to strong winds.

## Examples

In the above photo, Bryan (blue sail 2nd from right) and Alex (grey sail in the middle) have

the leech and mast almost parallel and are pointing higher and going faster than everyone else, who have their leech twisting out. They came 2<sup>nd</sup> and 3<sup>rd</sup> respectively in the series. Alex seems to have the traveller a long way out; between the footstraps and leeward hull, with the mainsheet cranked in very tight. Meanwhile mine (blue sail 2nd from left) is near the centre. It seems incredible that Alex has his traveller further out **and** is pointing higher; contrary to most skipper's assumption that setting the traveller further out means pointing lower and going for speed.

Related to "making the leech stand up", is what we call "the loose rig". By having the rear lowers very loose, the lower mast is allowed to bend to leeward, and the tip to windward. This seems to help keep the leech and mast parallel.

In the photo below, Ian Marcovitch (at left) has the loose rig, with mast and leech parallel. He won the series. Mark Bell (middle) and Hayden Percy (right) have flatter sails, traveller closer in and point higher, but with poorer velocity made good to windward. They came 2<sup>nd</sup> and 5<sup>th</sup>

R. Leatham





respectively. This sequence of photos also showed Ian depowering in peak gusts by easing the mainsheet and luffing slightly, while the other boats appear to luff to windwards while keeping the mainsheet tight.

## How it works

Bethwaite (1996) explains that allowing the sail to twist decreases efficiency. Drag is caused by turbulence from the top of the sail (or wing or foil); hence the most efficient shape is long and narrow with maximum effective shape and minimum tip turbulence.

When the mainsheet is held in tight, and the leech held vertical, it maximises the usable sail height. If the leading edge of the sail is luffing while the leech is flowing, this effectively creates a tall, narrow, low-angle-of-attack sail; which is very efficient. The opposite effect is generated by allowing the sail to twist: that effectively creates a short, wide sail with minimum height and a lot of tip turbulence; less power and more drag.

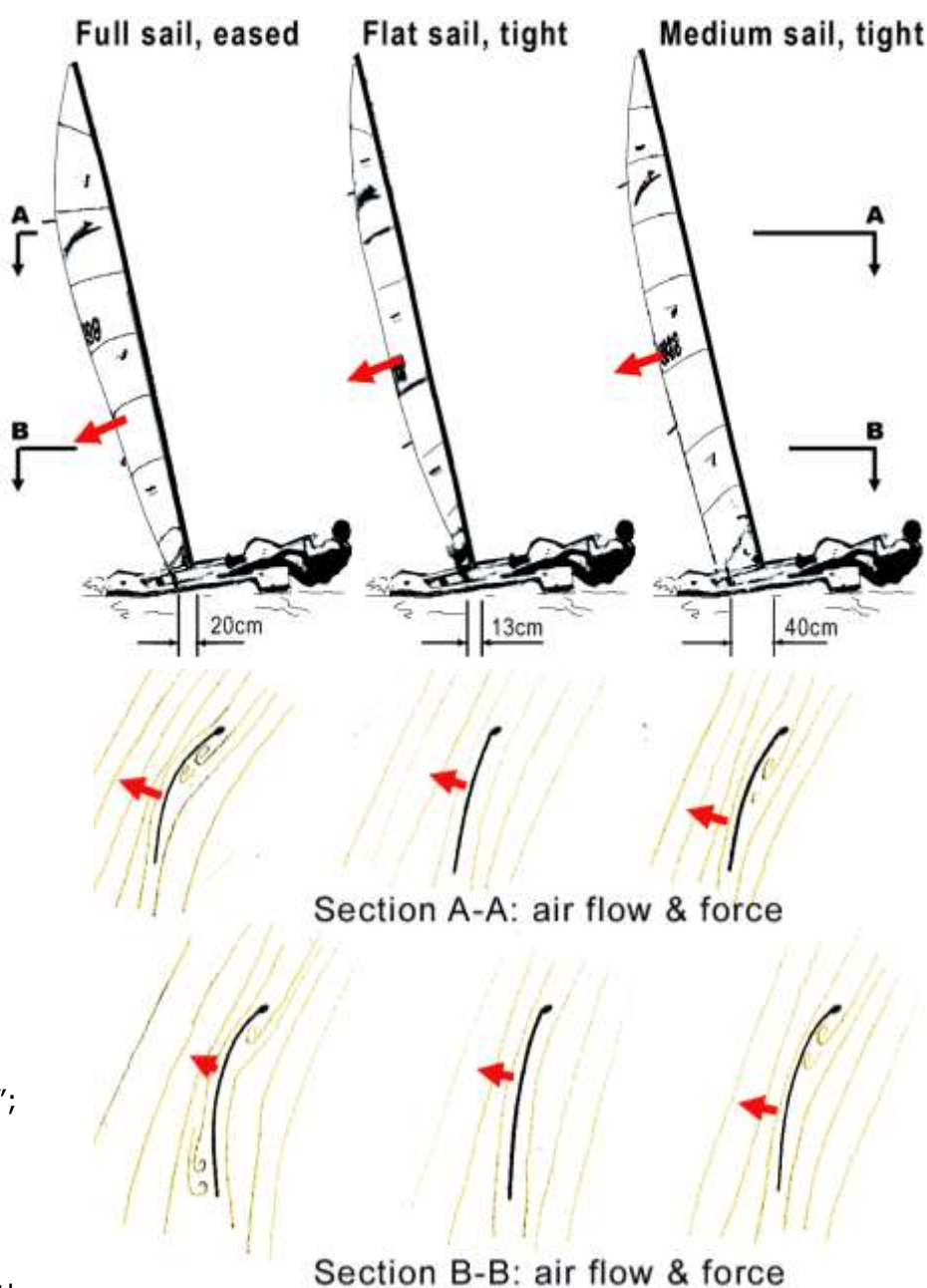
Luffing the sail also moves the centre of force rearwards; as the front edge is stalled while the rear has wind pressure on it. This increases weather helm, which the skipper corrects by increasing steering effort. The rudders therefore generate more lift to windward.

At left in the illustration, "full sail, eased" shows a sailor who attempts to gain more power by setting a full sail, and then depowers by allowing it to twist. The upper leech ribbon is flowing, but the upper windward telltale is stalled. The lower tell-tales are flowing, but lower leech ribbon is stalled. The centre of force is lower and further forwards.

The middle shows a "flat sail tight"; nearly centred on the traveller with tight mainsheet. The sailor attempts to point high with the flat sail efficiently flowing. All telltales and leech ribbons are flowing. The force generated is in the middle of the sail.

At right shows a "medium sail tight"; a slightly fuller sail, traveller very far out and mainsheet tight. The windward tell-tales are stalled and the leech ribbons are flowing. Using just the lee edge of the sail increases effective aspect ratio and moves force rearwards.

The example at right provides the best velocity made good to windward, as it has the greatest sail efficiency and drives the rudders harder. The full sail does not provide more power, as it has too much turbulent flow, which creates drag. The flat, centred sail can point higher, but with less power and speed.



**Illustration:** 3 different upwind setups, effective force (red arrow) and air flow around the sail at different heights.

## How to make the leech stand up

There are three elements to consider when making the sail's leech stand up and work efficiently; the sail fullness, the traveller setting and the mainsheet tension. The sail should be set for the typical wind, then de-powered in gusts.

The ideal sail fullness seems to be when the luff (front edge) is slightly stalled, rather than flowing. The outhaul, downhaul (Cunningham) and lower forestays would all need to be pulled to about 90% of their maximum to achieve this, with specifics depending on the sail type.

A critical aspect of making this work is a combination of setting the traveller very wide and steering. It seems counter-intuitive at first,

but the skipper must steer to keep the lower leech ribbon flowing, rather than the tell-tales. Ideally the mainsheet is tensioned until the upper leech ribbon is flowing.

Summarising an aspect of the "faster handling technique" (Bethwaite, 2008); when a gust hits, the skipper should point up a little to increase luffing of the sail and gain ground to windward, and also ease the sheet a little to twist and de-power the sail. This is only done in brief, peak gusts.

During sustained blasts of stronger winds, the skipper should make the sail flatter, and drop the traveller further. A technique to try is to keep the mainsheet tight and only adjust the traveller during gusts (Furniss & Powell, 1993).

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**References:** Bethwaite, F. (1996) *High Performance Sailing*, Adlard Coles Nautical, London.  
Bethwaite, F. (2008) *Higher Performance Sailing*, Adlard Coles Nautical, London.  
Furniss, K & Powell, S. (1993) *Catamaran Racing*, John Wiley and Sons, London.

Tony Hastings has been sailing for about 17 years, 5 of these in Paper Tigers

Tony Hastings – 2901 Tigerdelic



## **Bob Ramsay is 75 and sails "Bobskat" (2930) with Lysterfield Sailing Club in Victoria.**

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

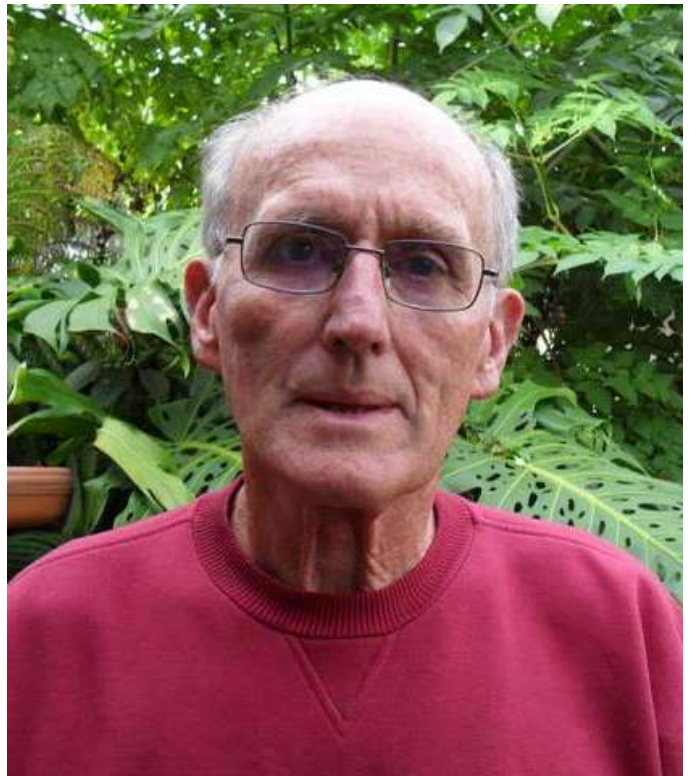
40 yrs. I sailed in the first Victorian State Title in 1971 and the first National Title at Canberra in 1972.

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

I thought it was the best looking catamaran at that time.

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

It had ply hulls built by Ken Fay with all hardware, rudders and centreboards home built. As it was my first cat, I remember I had great trouble tacking.



**A younger, fitter Bob on an early "Bobskat"**

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

All my PTs have been called "**BOBSKAT**". At the first International in New Zealand, we were allocated PTs from a pool of 20 boats. I happened to get a boat called "**BILLSSHIP**".

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

The great competition and the friendliness of the skippers and their families. The competition was especially strong in Victoria where, in the 1980's, we had to reduce entries at State Titles from 130+ to 80 by an elimination series that was sailed on a separate weekend. We started 104 PTs in the 1985 National Title at Rye. It is interesting to see how some of our current skippers fared in such a large fleet. 1-Garry Williams, 2-Peter Anderson, 3-Bob Ramsay, 4-Mike Wold, 6-Ian Marcovitch.

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

The great competition, the restricted design and the type of skipper attracted to the class. Also the strong state associations.

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

Not sure, but I think I competed in the first 25 Nationals, but I have missed a few since then.

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

Again I am not sure, but I have competed in New Zealand six times and more times in Australia (my record keeping has never been my strong point).

***You won the 1981 Nationals in Forster, NSW. What do you remember about that event?***

I remember that the weather was great with good winds. However, I most remember after winning, the great feeling of having achieved something I had striven for over many years. I came into the last race in third place thinking I did not have a chance, so I forgot about the other two and sailed my own race. I learnt the lesson that there is little you can do to affect your competitor's performance, but you can very easily destroy your own.

***What other victories or notable results have you had in the class?***

I have been placed six times in National Titles with a first, a second, and four third places. So you can see I have never been brilliant, but generally consistent.

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

I have great memories of many PT events but two International series stand out. The first was being part of the first International Series held at Torbay, New Zealand in 1975. The experience was new to all of us.



1981 Torbay N.Z.: Australian Team in front of our home built trailer. Those still sailing – Ian Marcovich (left), Garry Williams (5th from left), Bob Ramsay (6th from left), Mike Wold (7th from left), and Peter Anderson (sitting, right). Also shows Jack Leever (2nd from left) and Greg Cann (3rd from left).

We took our own sails and balloted for one of twenty PTs. The event was a big deal, sponsored by Rothmans, who supplied the teams with hot meals in a large marquee each day. It was a very hard series. Trevor Cann won the series but New Zealand won the team prize. From 1975 to 1983 the home team always won the team trophy (in those days we competed every year and, after the first year, took our own boats to New Zealand).



1983 Nelson, N.Z.: Australian Team, those still sailing – Bob Ramsay (behind PT logo), Mike Croft (beneath sail numbers), Neil Williams (2nd from left at back), Peter Anderson (just in front of front beam)

In 1983 we competed at Napier, New Zealand. At this event, the older team members (Garry Williams, Mike Wold, Peter Anderson and Bob Ramsay) were billeted in an old caravan, which had virtually no cooking gear, plates or eating utensils. Also, it would be difficult to find four people with so little knowledge of cooking, although Garry was able to prepare a concoction where he put everything in our only saucepan and boiled it until it was dead. He claimed it was a stew. Meanwhile, the younger members cooked gourmet meals, supervised by Ron Wiggins, but they would not even give us a smell. However, we survived the dietary problems and the team won the series for the first time in New Zealand.

***“There is little you can do to affect your competitor's performance, but you can very easily destroy your own”***

***Has there been particular venues that you really enjoyed above others?***

I have most enjoyed venues where everyone stays in the same area and no travelling is involved. The stand out venue in that respect was Meningie, in South Australia, where we all stayed within walking distance of our boats.

***Of all the Paper Tiger sailors you have competed against who have you most enjoyed competing against over the years?***

I have enjoyed sailing against all skippers but I particularly enjoyed competing against Mike Wold and Peter Anderson, and also Ron Wiggins (when I can beat him).

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

I have been Victorian President, National President and International Measurer. I am also a Life Member of the Victorian association.

***Many people will know that you have a long list of great stories from your years in the class. But if I asked you to recall the funniest thing you can remember from your years of Paper Tiger sailing, what would it be?***

A funny thing happened when we were assembling our boats (at least the rest of our team and the New Zealanders present thought it very funny). When assembling my boat, I noticed that the chainplates and "BOBSKAT" were on the inside of the hulls. Just at that time, the local press photographer was taking random photos.



***You've been retired for some time, but can you tell us a bit about what you did during your working life?***

I worked with defence, first with the Army, then for the last thirty years for the RAAF. I was responsible for the mechanical section of the "Aeronautical Engineering Support Facility" which investigates failures, which vary from a tool failure to an aircraft crash.

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

I started sailing when I was about 33 years old. I built a Mirror Dinghy and sailed it with my son. I also crewed in a keelboat for about five years and enjoyed the sailboard, especially in Qld.

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

I spend a lot of time bike riding these days. I usually ride twice a week with a group of retired PT sailors.

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

More young people must be attracted to the class; however this is difficult as all classes are having similar problems. Just a small thing that I like is the colour scheme of the Marcovitch (Redhead) sails, as they add colour to the fleet and make the boat modern looking. We must also have PTs sailing away from their home clubs to show the flag.


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

I will continue sailing as long as I can. I still enjoy the competition and the company. I have always enjoyed our inland water series where you can camp at the venue, making it a great social weekend for the family as well as the sailors. Sailing these days is so much easier than it used to be with the adoption of the boat trolley. I shudder when I think of the low tides at Largs Bay (S.A.) and Beachmere (Qld).

**Bob at 2007 Nationals, Eden**



B. Waterman



This is part one of a two part article on making basic repairs to the occasional knocks that your pride and joy may suffer, as well as dealing with those oh-so-annoying leaks.

This part deals with timber repairs. Part two will address repairs to foam composite boats. Many owners will already know how to put their boats back together when the need arises. Therefore, the aim here is to assist those who may have minimal or no experience with boat repairs. The repair methods proposed have been used successfully by the authors but are not necessarily the only (or best) way to address the issue. If anyone would like to share their expertise for follow-up articles, please feel free.

Before we get into the nitty gritty, you might consider the following:

- It is not easy to repair damage without having some adverse effect on the surrounding area. However, time spent protecting these areas will minimise this.
- The materials used to do the repairs are not intended to be inhaled, or smeared on the skin and in the eyes, so don't do it. Neither are they intended to be removable from clothing. Some eye protection, a face mask and gloves will keep you safe...and don't wear your favourite gear while doing the work.
- Epoxy resins are generally the best to use for timber hull and foil repairs as they penetrate well and are strong and tough. Epoxy is also slow curing, giving more time to complete the work. Epoxies rely on mixing **exact** amounts of the two components for the resin to set properly. If the quantities are wrong, the resin won't set properly no matter how long you wait. Don't use "5 minute" epoxy as it tends to be less durable in the long term.
- Paint removal wipes (available from hardware stores) are very effective at removing errant resin and paint from you, your mixing gear and the boat before they become permanent features.

For starters you will need some epoxy resin or glue. The advantage of resin is that it can do everything you will want to do to fix the boat. It can be mixed with glue powder to bond components; filler powder to fill up surface irregularities; or used straight to laminate fibreglass patches and seal bare timber. Ready to use epoxy glues can be a bit thick for some of these tasks and too thin for gap filling.

**DIY**  
**FIX IT**

BY RALPH SKEA

You'll also need some containers for measuring and mixing your resin. Plastic medicine cups are good measures, as are small containers (like "Yoplait" or spice bottles) which can be accurately marked up. It is recommended that the resin components be combined and mixed in the one measuring container so that the proportions are accurate. Empty into a working container before adding filler powders. Glass jars and long wooden paddle pop sticks are good for mixing and applying glue. The sticks can often be bought from "\$2 shops" or craft suppliers for very little. DO NOT mix up your equipment for handling resin and hardener as you risk accidentally contaminating and ruining your resin or hardener supplies.

Get some sheets of aluminium oxide abrasive paper (80, 180 and 240 grit will do for starters) and a roll of clear plastic, stick-on book covering (the stuff you get from supermarkets) to protect the areas around the repair. For simplicity I'll refer to it as "stick-on". You will also need an assortment of tools, depending on the job at hand. As you have decided to take on the repair, I will assume that you have some tools, or at least have access to them.

## SURFACE DAMAGE

Minor damage which only effects the top veneer of plywood is a relatively easy fix. The aim is to remove any paint on the damaged surface, fill the surface back to its original level and repaint it. You will need a short metal or plastic straight edge. Lets begin:

- Wash the area with fresh water to remove any salt and let it dry thoroughly, then clean with turpentine.
- Cut a piece of stick-on at least 150mm bigger all around than the damaged area, then cut a hole in the centre with a sharp knife, 5mm bigger than the area to be repaired. Trim a little off the edge of this piece and keep the piece for later. Position the stick-on around the damaged area.
- Now use a small piece of 80 grit paper to carefully sand away any paint without going much beyond the edge of the damage.
- Thoroughly mix some epoxy filler (a little more than is required to fill the depression) to the consistency of toothpaste (follow product directions).
- Work some of the filler into the bare timber with a PP stick or gloved finger tip, then slightly overfill the depression with filler. Place the filler carefully to avoid bubbles or voids.
- Position one edge of the small piece of stick-on, removed earlier, against the corresponding edge of the hole in the larger piece. Now work the straight edge side to side to slowly position the stick-on over the filler, removing any excess that squeezes out as you go. (See Diagram A)
- When the patch is in place, remove excess filler and keep it so you will know when it has set. Carefully

remove the outer stick-on, clean around the patch with soapy water, turps, acetone or wipes and check for any sticky finger marks or drips that may have accidentally ended up elsewhere on the boat.

- Once the filler has set, remove the piece of stick-on. If all has gone well, the filler should be pretty close to level with the surrounding surface and free of surface imperfections. If the filler is low, lightly sand the surface with 180 grit paper and add a little more filler. If it is high, move on to the next step.
- Cut a new piece of stick-on, but with a central hole 15mm bigger than the edge of the repair, and apply it to the boat.
- Cut a piece of ply or timber, smaller than the central hole, to use as a sanding block. Wrap a small piece of 180 grit paper around it and gently sand the filler with a circular motion, checking the level of the filler frequently. When you reckon it is pretty even, stop!
- If the filler and the surrounding paint have merged without exposing bare timber, you can move on to painting. If there is bare timber exposed, apply a coat of mixed resin over the filler, bare timber and the sanded paint. When it's set, sand again with 240 grit, but more gently this time.

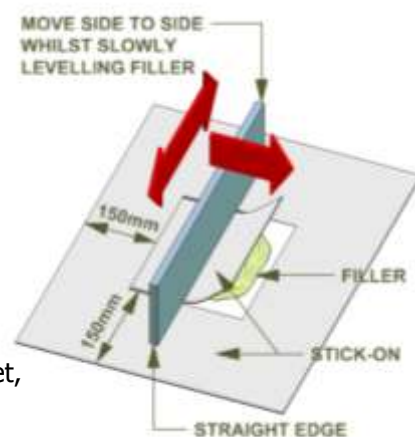


Diagram A

## HOLES

Once the damage has penetrated beyond the top veneer it will most likely have damaged the full thickness of the ply, creating splits and voids that will allow water penetration. A proper repair involves removing the damaged ply, installing a replacement patch and repainting.

To repair a hole, you will need some 4mm marine ply offcuts. If you can't get marine ply, exterior grade ply can be used, provided the exterior veneers are free of defects and there are no voids in the middle veneer (check the edges and reject the piece if voids are detected). You will also need a small, fine bladed saw (a key-hole saw or pad saw is good), a drill and bits, a screw driver, something to draw right angles with, a pencil and something to measure with.

- Prepare and protect the areas around the repair as previously described. Mark a rectangle on the hull close around the obviously damaged area, then cut to the marked lines and remove the piece.

- Check the edges of the hole, and feel inside the hull (and / or use a mirror) to see if the ply is sound. If the damage extends further, enlarge the hole as required.

There are two ways to make a patch; square cut edges with a backing piece, or bevelled edges with no backing. Square cut is the simplest method but produces a slightly heavier repair than bevelling (i.e. scarfing). (See Diagrams B and C).

### Square Cut Patch

- If you can't access the damage from behind, check that the backing piece will fit through the hole and adjust if required, or make the backing in two pieces. Place positioning marks on the outside of the hull so the backing piece can be correctly aligned.
- Position the backing piece and drill through both layers with a bit that suits the screw thread. Enlarge the drill holes in the hull so that the screw thread won't bite (see Diagram B) and screw the backing piece in place inside the hull. Use more screws on larger patches to get a close fit.
- Cut a patch slightly larger than the hole, then trim to a neat fit with 80 grit paper (align ply grain on the patch with the grain on the hull). Drill and screw the patch in place as shown.
- If it all fits OK, remove the pieces, sand smooth, then glue and screw in place. Use plastic sheet under screw heads for easier removal. When glue is set, remove screws and fill holes with epoxy filler.
- Carefully sand the patch level with the surrounding surface, fill imperfections if required, seal with epoxy and then paint.

### Scarfed Patch

- Once the hole is cut, a 25mm wide bevel is marked around the hole and carefully cut away with a coarse file, 80 grit paper wrapped around a narrow wood or metal strip, or a VERY sharp 25mm wide chisel (only try this if you're good with tools, and be careful not to split the inner veneer).
- Make a ply patch to accurately fit the hull cut-out, then position, drill and screw it in place as shown (See Diagram C).
- If it fits neatly, remove the patch, sand smooth, coat inner surface with mixed resin (before adding glue powder), then glue and screw patch in place.
- Sand and finish the patch as described for the square cut patch.

## GUNWALES AND FOILS

The basic principle behind solid timber repairs is to spread the loads at the joint over a wide surface area at an angle to the direction of the load (See diagram D). Minor surface damage can be filled the same as minor hull damage. However, large filler patches are relatively heavy and have to be formed up, so consider timber patches. Deck repairs where you are unlikely to sit can

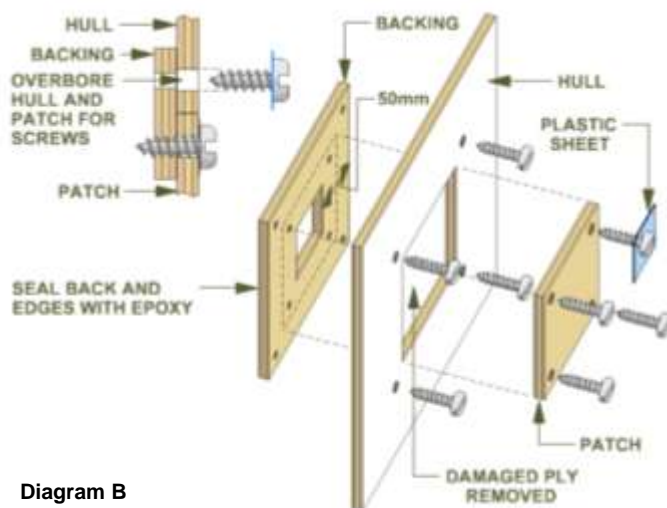


Diagram B

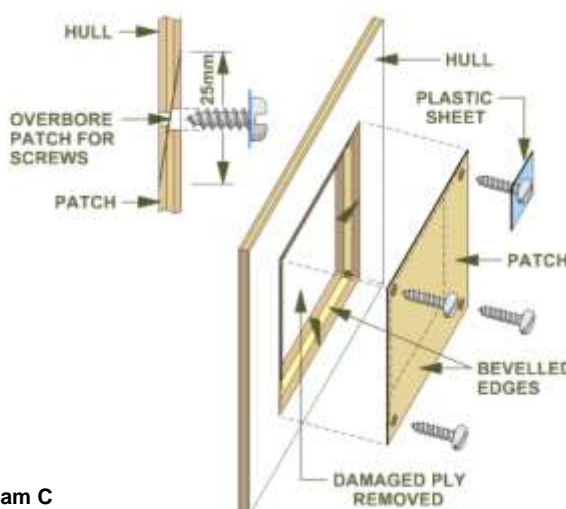


Diagram C

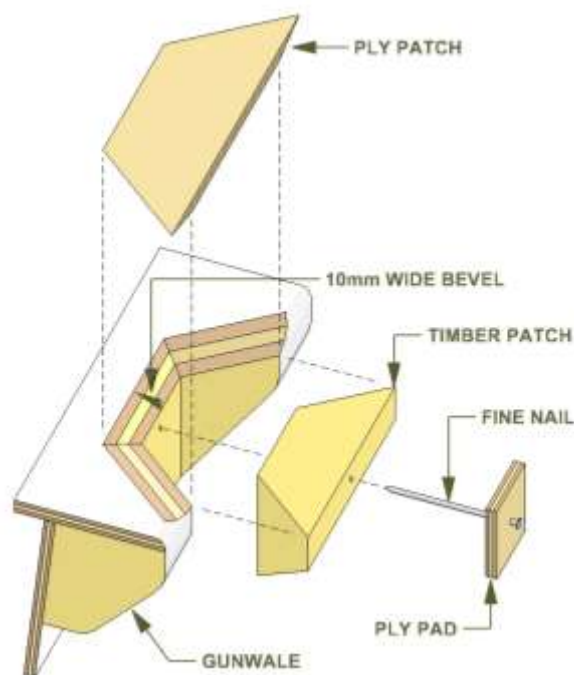


Diagram D



be quite simple (See Diagram E). However, where the deck has to support body weight, the deck ply should be scarfed in to avoid cracking at the join.

You will need some clear grained, light weight timber (Cedar or Hoop Pine are good, but Maple or Radiata Pine can be used if you are not fussy). You may need one or more sharp chisels of different sizes.

- Start by preparing and protecting the areas during the work as previously described. Draw a shape closely around the damaged area that you can easily replicate on the patch (align the grain of the patch with the grain of the area to be patched).
- Carefully remove the damaged timber, trim to the lines, and make a patch that fits neatly in the trimmed area. (See Diagrams D & E)
- If the patch is to be painted, it can be held in place with fine nails while gluing. If the patch is to be varnished, it should be clamped or taped, as long as a tight joint can be achieved.
- When the glue has set, remove the nails, shape the patch smooth with the surrounding surface, fill the nail holes, coat the patch with mixed resin, lightly sand smooth and paint.
- If the damaged surface had been glass sheathed, sand the patch slightly below the surrounding surface (fractions of a mm) and taper back over a 15mm width. (See Diagrams F & G)
- Place a piece of glass cloth (slightly larger than the repair) on the surface and work mixed resin through it until transparent. Don't make the cloth too wet or it won't bond tightly. Cut and fold the glass to fit around foil ends.
- When resin is firm but still sticky, overcoat with filler.
- When dry, sand smooth and paint..

## LEAKS

Before a leak can be fixed, it has to be found (obviously) and at times this can be a serious challenge. Likely sources of leaks are: inspection hatches, beam bolts, rudder pintles, chainplates, centrecases, gunwales, keel and chines, internally fitted trampoline tracks, and construction holes. A sponge or two of water after a race means that the leak is very small. Large quantities imply a significant failure which should at least be easier to find. If the boat doesn't leak in light weather, the source of the leak is above the normal water line.

Check that beam, pintle and chainplate bolts are tight (add sealer under the washers then re-tighten). Clean inspection hatch seals and threads and check for seal damage. Check that the hatch rim is still sealed to the deck. Now look along the gunwales, chines and keel and feel for splits with your finger tips (water entry can swell the timber, raising the edges of the split). If a crack in a joint is found, it can be reglued and should preferably be glass taped as well. Just glassing over a crack isn't

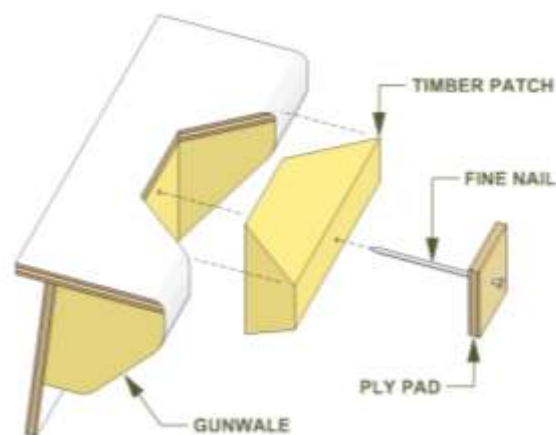


Diagram E

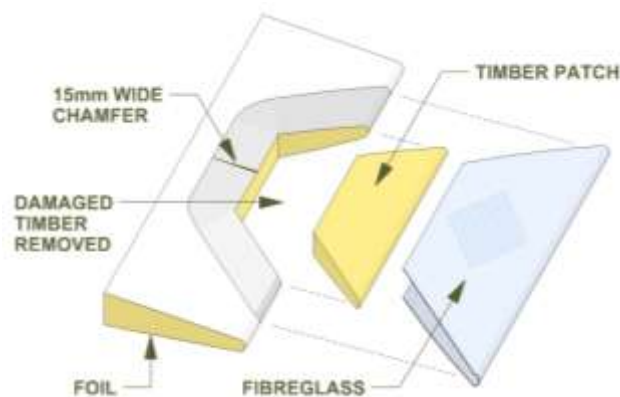


Diagram F

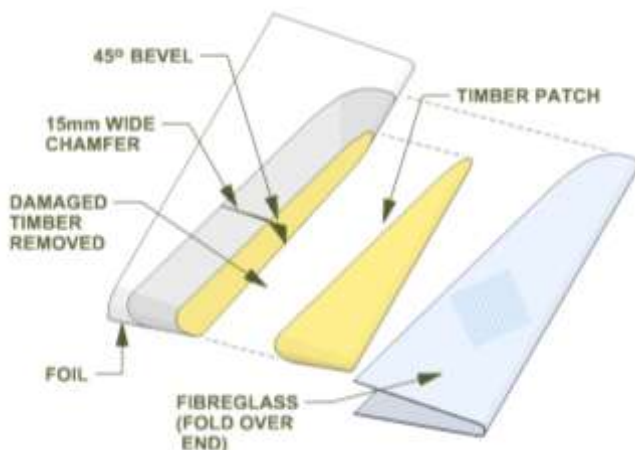


Diagram G

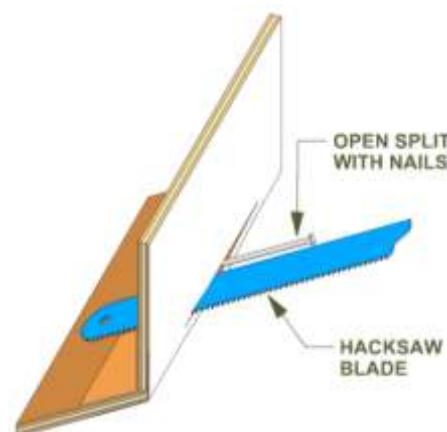


Diagram H

enough; it will soon crack again.

Protect the area around the split to be fixed, then:

- Assuming the split can't be accessed from inside the hull, gently tap a small nail into its midpoint to open it up without extending its length. As glue won't spread into fine gaps, use a hacksaw blade to carefully cut to each end of the split (See Diagram H).
- Remove the nail, with the blade still in the split, and carefully saw along the length of the split (short strokes) to remove any splintery bits and roughen the surfaces. This is OK for taped joints and fillets.
- Remove the blade and check that the joint closes up neatly (there will be a slight gap). If the panel dips at the repair, trim toothpicks or similar to use as supports.
- Reinsert nails to open the split, fill joint with thickened glue, add supports and remove nails.
- If adding glass tape reinforcement, bevel 25mm back either side of the joint, and apply 50mm wide tape and filler as described previously (see Diagram I).
- When set, sand flush with hull and paint.

So, that's the easy bit; now things get more challenging. Internally fitted metal tramp tracks can pull away if not securely installed. Look for hairline cracks indicating separation of the metal track from the gunwale or deck ply. The deck can be fixed as in Diagram H. Having to fix under the track would be harder, but less likely.

I am aware of a case where a leak occurred through a construction staple hole which hadn't filled properly. The hole was found by partially filling the hull with water (remember that water weighs 1kg per litre, so take care), then tipping the boat to check different areas while looking for seepage. The low water pressure may only produce slow drips, so be patient. Drill and inject small holes with epoxy filler. Large, used, plastic syringes from vets are good for this job.

If everything else checks out, this pretty much leaves the centre case. Centre case leaks can vary in quantity under different weather conditions as the hull flexes. Don't use silicone to fix centre case leaks. It is seldom effective and won't last. It is also difficult to get a clean surface to glue to once silicone has been used. Unfortunately, a permanent cure could mean open-hull surgery, but let's think positive. Start by checking around the deck slot as flexing under bum loads can crack the deck ply away from the framing. If this is the case, fix in the same way as other joint splits. Also adding extra deck framing, or another layer of ply either side of the case under the deck is good, if you can reach it.

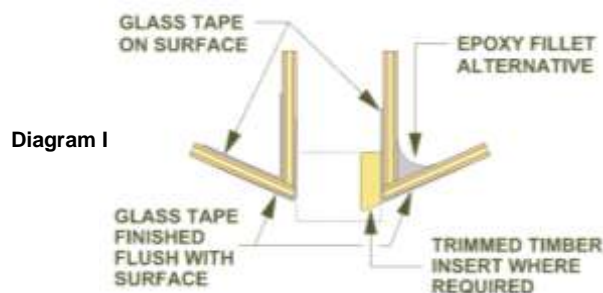
Now check the fore and aft vertical ends of the case. The ply can come away from the framing, or the timber ends can split. Both of these problems could theoretically

be fixed in the same way as for other splitting, but access and visibility are significant issues. If you are using narrower centreboards, there should be enough spare room in the cases to glue in a new end piece (ply if the timber has split or 19mm timber if the ply has come away from the ends. Use plenty of glue to seal the cracks. Ensure that any area to be glued is well stripped back to bare timber.

If the leak is at the bottom of the case (commonly at either end), access to the work area will be seriously compromised by the narrow slot. If the case has cracked, here are two possible options.

#### Option 1.

Cut away the bottom slot where the leak is, in line with the inner surface of the centre case. If the leak is through a small hole, rather than a crack, use the drill and syringe method. If it's cracked, repair the leak in the same way as for other splits, including chamfering the inner face of the case and the bottom of the hull and applying 50mm wide fibreglass tape. When set, sand the tape flush with the surfaces, glue a timber block into the cut away area and reform the slot. If the keel slot for the centreboard is narrower than the case, the case need not be chamfered and the block can be glued in at the same time as the glass.



#### Option 2.

Use a hacksaw blade to cut an opening in the side of the hull (preferably the inside surface) large enough to get your arm in to do the work and to be able to see what you are doing (this may include mirrors and lights). You are probably looking at a 300mm x 250mm hole at least. The position of the hole will depend on the location of the leak and the presence of bulkheads, but should ideally be towards the end of the case.

If the bottom of the case is glassed in, remove the failed area of glass back to bare timber (not easy) and re-glass the joint. Consider glass taping around the vertical ends of the case while you are in there. Epoxy filleting can also be used. If the centre case is held in with timber framing, repair the split joint as described earlier. The piece of hull previously removed can then be re-installed using a backing piece, or new ply can be scarfed in.

In the next issue, we will tackle foam boats.



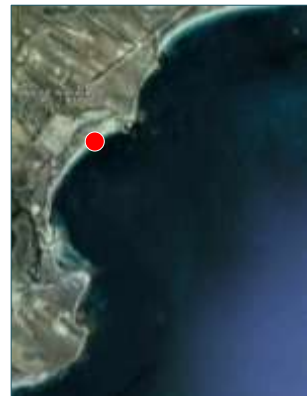
# Profile

A tour of Paper Tiger clubs  
around Australia



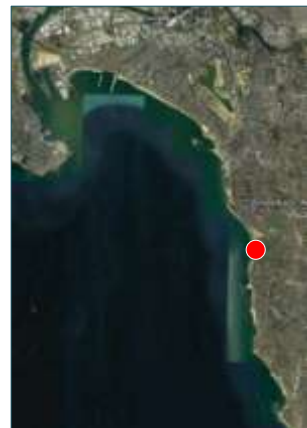
## Arno Bay Yacht Club (South Australia)

<i>Location</i>	About 200km NW of Adelaide
<i>Body of Water</i>	Spencer Gulf (halfway down western side) – windy & rough, the way Pete & Russell like it!
<i>Number of PTs</i>	12 in the club, but only 3 sail regularly
<i>Other classes</i>	Starting Holdfast Trainers again. We haven't done much sailing this year as we've been trying to get the kids going.
<i>Number of members</i>	29
<i>PT events hosted</i>	SA State Titles
<i>Other major events hosted</i>	Queen of the Gulf Regatta
<i>Well known PT sailors from the club</i>	<ul style="list-style-type: none"><li>• Peter Darling</li><li>• Russell Jolly</li><li>• Greg McDonald (current SA State Champion)</li></ul>
<i>Website</i>	



## Elwood Sailing Club (Victoria)

<i>Location</i>	Elwood, about 6km S of Melbourne, Victoria
<i>Body of Water</i>	Port Phillip Bay
<i>Number of PTs</i>	4
<i>Other classes</i>	A Class, Dolphin, Sabre, National E, 125, Laser
<i>Number of members</i>	150
<i>PT events hosted</i>	Internationals (1978, 1985, 2006)
<i>Other major events hosted</i>	World Sailboard Championships (2005), World Masters Games, Elwood was a host club in the 1956 Olympics. Two of their members were involved in the running of the sailing at the Sydney 2000 Olympics.
<i>Well known PT sailors from the club</i>	<ul style="list-style-type: none"><li>• Mike Wold</li><li>• Alan White</li></ul> These two recently took some of the junior training fleet for rides on their PTs and impressed the juniors, some of whom now want to get a Paper Tiger!
<i>Website</i>	<a href="http://www.elwoodsc.com">www.elwoodsc.com</a>



## Lake Samsonvale Water Sports Association (Queensland)

<i>Location</i>	Samsonvale, about 20km NW of Brisbane, Queensland
<i>Body of Water</i>	Lake Samsonvale, a dam
<i>Number of PTs</i>	4
<i>Other classes</i>	Nacra 5.8, 5.0 & 14sq, Lasers, Hobie 16, A Class, Weta, Careel, Sabot
<i>Number of members</i>	200+
<i>PT events hosted</i>	None
<i>Other major events hosted</i>	LSWSA Cup Challenge, Labour Day Cup
<i>Well known PT sailors from the club</i>	<ul style="list-style-type: none"><li>• Chris Shannon, QPTCA Secretary</li><li>• Gary Fleming, QPTCA President</li></ul>
<i>Website</i>	<a href="http://www.lswsa.org.au">www.lswsa.org.au</a>



## Lauderdale Yacht Club (Tasmania)

<i>Location</i>	Lauderdale, a NE suburb of Hobart, Tasmania
<b>Body of Water</b>	Frederick Henry Bay, north of Storm Bay
<i>Number of PTs</i>	About 8 racing each week
<i>Other classes</i>	A-Class, Nacra, Taipan and Hobie
<i>Number of members</i>	45
<i>PT events hosted</i>	2011 Nationals
<i>Other major events hosted</i>	Annual Tasmanian Catamaran Championships Past host of Nacra and Cobra National Championships
<i>Well known PT sailors from the club</i>	<ul style="list-style-type: none"> <li>• Bruce Rose – International Champion 2007 &amp; National Champion (1996, 1999, 2011)</li> <li>• Sean Keady (TPTCA President)</li> <li>• Davin Faux (TPTCA Vice President)</li> <li>• Mick Boyle (TPTCA Secretary)</li> </ul>
<i>Website</i>	<a href="http://lyc.catsailor.org/">http://lyc.catsailor.org/</a>



## Wagga Wagga Sailing Club (NSW)

<i>Location</i>	Wagga Wagga, central southern NSW
<b>Body of Water</b>	Lake Albert, a small inland lake (1.7km long x 0.95km wide)
<i>Number of PTs</i>	8-10
<i>Other classes</i>	Maricat, Dolphin, various trailer sailers, Corsair, Puffin, Fireball, Mirror, MG, Manly Junior, Sabot, Sailboard, Laser, Laser II, Leader, Sunfish, Flying Dutchman, 125.
<i>Number of members</i>	40
<i>PT events hosted</i>	Multiple NSW State Championships (last one was 2006)
<i>Other major events hosted</i>	As we have not had enough water for a full season for many years, the upcoming PT States will be the first large event we will have conducted in many years.
<i>Well known PT sailors from the club</i>	<ul style="list-style-type: none"> <li>• Garry Williams – International Champion (1983, 85, 86, 88), National Champion (1984, 85, 88), 20 times NSW State Champion</li> <li>• Greg Williams – National Champion (2007, 2008) NSW Champion (2006, 2007, 2011)</li> </ul>
<i>Website</i>	<a href="http://www.waggawaggasailingclub.com.au">www.waggawaggasailingclub.com.au</a>



Images courtesy of Google Earth

### YOUR ATTENTION PLEASE

**I am aware of at least two incidents last season in NSW where older Polypropylene gudgeon blocks, fitted to aluminium rudder stocks, failed whilst racing. This type of failure can do significant damage to the stock.**

**It is not known if there were any signs of impending failure but I would suggest that anyone who has these should include a thorough examination for stress marks or cracking as part of their winter maintenance schedule.**

### queensland

#### News from the North

Isn't it ironic that Winter is almost upon us and the sailing season just seemed to blast past with little notice, that is thanks to the rain and the rain and then more rain, and I almost forgot, some lack of wind. Queensland membership has also been a bit hit and miss like the weather this year with two members having to sell their boats and another disappearing into the sunset, never to be seen again.

Our sanctuary still appears to be Lake Samsonvale, which thankfully due to the rain is at capacity again. We have had enquiries from prospective newcomers and hopefully they may be able to pick up either of the two known boats for sale in Queensland, even though these are located well away from them. This again highlights the predicament that we face due to aging boats and a lack of suitable second hand ones nearby. I recently viewed a promo video for Sabots and thought what a great way to show off your boat's better points. So I would like to throw out the challenge to anyone from the Southern States (as this covers about everyone else) to grab a video and get some inspiring footage that could be used to try and generate interest in the class. I suppose this doesn't help where there aren't any spare boats but it might encourage someone to invest in a new boat.

Gary Fleming – 2314 Tigger



### NOTICE OF RACE

#### Brisbane Valley Sailing Club 2011 Wivenhoe Winter Marathon

The Brisbane Valley Sailing Club is proud to once again host the annual 2011 Wivenhoe Winter Marathon.

**When:** Queens Birthday Long Weekend  
Saturday 12<sup>th</sup> & Sunday 13<sup>th</sup> June

**Where:** Lake Wivenhoe, Hays Landing,  
Brydens Road, Dundas  
(1 hours' drive from Brisbane)

Racing will consist of a back to back format on the Saturday with a massive marathon course being planned for the Sunday. Hopefully we will have a couple of Paper Tigers attending this year.



Last years Lake Wivenhoe the morning of the marathon

G'day all from Tassie,

After the hype of the Nationals, things have settled down here to a more relaxed pace. On the subject of the Nationals, the feedback we received from all participants was flattering considering that our association, as it stood, had never hosted such an event. Hopefully the Lauderdale Yacht Club and the TPTCA can pencil this event in for many years to come when it is Tassie's turn.

It is exciting to see how much interest has been generated in the class locally since the event, with many ex-champions from other classes keeping a close eye on the Paper Tiger scene. Having a high profile yachtsman like David Rees competing on a chartered boat during the Australian Championships really helped lift the profile of PTs in this state. David acquitted himself well in the Nationals and most would agree his starting tactics were of the highest calibre. As a result of Dave and his connections with the Sandy Bay Yacht Club, we are looking to have a fleet of PTs also sailing on the Derwent River on Saturdays next season, with a bit of luck. SBYC is a hot breeding ground of young International Cadet, Optimist, Sabot and Laser sailors. If we can entice a fraction of this talent, the class will go ahead in leaps and bounds next season.

Since the Nationals the class has strengthened, with many people looking for new boats. Paul Mathews, who served the class well as Tas measurer, has left the ranks and has sold his boat, "No Eye Dear", to Ian Bailey (Oliver's Dad). There are also rumours that Andrew 'lock up your daughters Barney' Barnard is on the prowl for another boat. Bruce Rose has been very quiet since his triumphant return to the Nationals. He has had my boat out on a few occasions when my missus would let me sail.



**Patrick Amos - 2679 – GO WITH THE FLOW and Mick Boyle - 2927 RE-ENTRY at the Crown Series Bellerive Regatta**

On the racing side, the State Titles and Crown Series Regatta have been run and won; Mick Boyle continuing

his good form from the Nationals with a narrow win in both series.

**Cheers, Sean Keady – 2992 SSSmokin Billy**

## State Championships

**The 2011 Paper Tiger Tasmanian State Titles were held at the Lauderdale Yacht Club**, with a range of other catamaran classes represented, during the TASCAT event. It was a great event. A total of six races were held in varying conditions that presented some "challenges" for all sailors.

Some very light winds produced some bazaar events where on one occasion the entire fleet (including F18, Nacra 5.8, PTs, etc) were all bunched together, becalmed, all trying to get around the first mark. As we all progressively got closer and closer to each other, Sean attempted to mount a Hobie 16 (not really appropriate for family viewing), and out of the blue a Hobie 14 went from last to first. In a very Stig-like manoeuvre, the man commonly known as "Henry" steered his craft right through the middle of the overcrowded bunch to storm away with the lead! Toward the end of that race "Henry" was overcome with excitement, faltered, and waved goodbye to the potentially greatest-ever race win by a Hobie 14 in Tasmania.

Three races were held on Saturday and a further three on Sunday. Mick Boyle (Re-Entry) proved very difficult to beat and only surrendered top spot on the podium once during the six race event. Ever the opportunist, Sean Keady (Sssmokin Billy), seized a victory in race 3. Sean spent a lot of time snapping at Mick's heels for the remainder of the titles, but Mick always seemed to have something in reserve when it counted. Sean found himself dead last at one stage, and whilst Sean managed the claw his way back somewhat, the damage had been done on the scoreboard and he was not able to catch Mick.

The two TAS junior PT sailors, Patrick Amos (Go with the Flow) and Oliver Baily (Bongo Fury), both showed some very good boat speed as well as the ability to make some very good judgement calls, to keep the likes of Davin Faux (Chilli Toes) and Paul Mathews (No Eye Deer) on their toes. Davin managed three third places, but Patrick was able to be consistent throughout the entire event claiming 3<sup>rd</sup> overall. Patrick has recently taken possession of a low-mileage Redhead sail and it appears that Patrick has become rather fond of his Redhead! Oliver had a 3<sup>rd</sup> place in race 1, and was consistently in either 4<sup>th</sup> or 5<sup>th</sup> place throughout the title, but was unable to get past Davin who secured 4<sup>th</sup> overall. Well done to both juniors who continue to improve and show some great promise for the seasons ahead of them.

Paul Mathews finished 6<sup>th</sup> in what was to be his swansong in PTs. Paul sold his PT to Oliver's dad Ian, who was responsible for many of the photographs and video footage at the recent Nationals! (The other) Bruce piloted Barbadian Czar into 7<sup>th</sup> place, but managed to pick up a 4<sup>th</sup> in race 5 – well done Bruce Clayton. Ian's photographic partner in crime Brendan Amos, father of Patrick, sailed the most consistently during the title event, and at one stage was heard to say "eat my dust"

when he and Bruce charged away mid race to send a scare through the usual podium inhabitants. Brendan finished 8<sup>th</sup> overall. Lurking in the shadows of the pine trees behind the yacht club, "Depth Charge" spent the weekend in dry-dock in preparation for the 2011-2012 season, and "Pan Galactic Gargle Blaster" was seen fishing somewhere off Orford.

Davin Faux – 2932 – *Chilli Toes*



## 2011 TASMANIAN STATE CHAMPIONSHIP RESULTS

Place	Skipper	Boat	No.	Club	R1	R2	R3	R4	R5	R6	Points
1	Michael Boyle	Re Entry	2927	Lauderdale	1	1	[2]	1	1	2	6
2	Sean Keady	SSSmokin Billy	2997	Lauderdale	2	2	1	2	[6]	1	8
3	Patrick Amos	Go With The Flow	2679	Lauderdale	4	3	4	6	2	4	17
4	Davin Faux	Chilli Toes	2932	Lauderdale	5	[7]	3	3	7	3	21
5	Oliver Bailey	Bongo Fury	1100	Lauderdale	3	[5]	5	4	5	5	22
6	Paul Mathews	No Eye Deer	2955	Lauderdale	[6]	4	6	5	3	6	24
7	Bruce Clayton	Barbadian Czar	2773	Lauderdale	[7]	6	7	7	4	7	31
8	Brendon Amos	Gulf Buggy	3020	Lauderdale	[8]	8	8	8	8	8	40

south australia

# NOW HEAR THIS!

The South Australian Paper Tiger Catamaran Association has come to an agreement with the Victorian PTCA to host the 2013 National Championships. The VPTCA was scheduled to host both the 2012 International Championships and the 2013 National Championships, but hosting these two major events within a 9 month period would have been a significant burden on their resources.

The venue for the series will be Meningie Sailing Club at Meningie, on Lake Albert. This is a good venue and the club successfully hosted the 2001 PT Nationals. Accommodation is available close by at a large and spacious caravan park.

## Vic. State Championships 2011

### Congratulations to Luke Stout (*Speed Demon*) on winning the Victorian Champion title for 2011.

This is Luke's first open win, but he has been pressing hard for several seasons at Victorian and national level and it was well earned. Second went to Jason Dunsmore (*Unknown Zone*) and third to Mike Wold (*Boy at Heart*). The five race series was held over three days in March at Somers Yacht Club on Western Port Bay. There were twenty six entrants, including a number of members from the host club. Entrant's ages ranged from Junior (Adam Gristwood, *Pressure Point*) to Grand Master (Steph Schwarz, 76 years, *Elusive*). In fact there were four skippers aged over seventy – is this a record for off-the-beach single-handed cat racing?

Somers is an interesting place to sail, with a direct fetch south to the ocean waters of Bass Straight and strong channelled tides, particularly with Easter approaching. Although there can be an ocean swell at Somers, the winds were generally light and seas flat. It was very important to know what the tide was doing and to select the best side of the course for the prevailing condition. For instance, in race 6, tacking into an easterly and an ebb tide flowing parallel to the shore, you needed to stay close to shore to be in the slower-flowing shallow water and to overlay the apparent lay line out to sea by more than 100m. But on the last beat the tide had turned, and one gained by going out from the leeward mark to faster flowing deeper water and being carried toward the finish line. At mark roundings it was necessary at times to way overlay the marks, and some lake sailors in particular learnt this lesson the hard way.

It wasn't all light however. A surprisingly strong wind arrived at the start of race 4, quickly rising to the 24-29 knot range, as measured on the clubs offshore meteorological station. The wind was across the tide and this led to a very nasty sea on the downwind legs. Grannies at the gybe mark were definitely on the menu, and both first and second place getters capsized during the race. The race was shortened after two laps and only nine boats finished. Well done to the finishers, including the winner of the women's title, Carly Stone (*My Way*). Club Commodore, Malcolm Kemp (*Wonderful World*), sailing in the Grand Master category, retired but scored himself two shining red/black eyes from contact with the boom. Nevertheless, he was still smiling at the end of the day.

Somers Yacht Club ran the series very well and was most hospitable, including an outstanding spit roast dinner and excellent bar service. Thank you to all the volunteers

who worked hard for us. The club has an expanding PT fleet and races on Saturday afternoons. A visit is highly recommended.



New Victorian Champion, Luke Stout (who is also President VPTCA Inc) with winner of the women's title, Carly Stone

### Competitor's Diary - Alan White 'Virtual Reality'

We arrived Friday, and what a great afternoon, warm and sunny, light wind, no rush and no crowds. Set up the boat and had dinner at Somers Yacht Club as a guest. Very enjoyable, and best of all, no drive home watching out for the booze bus.

**Saturday 11.00:** Light winds, probably around 5 to 7 knots with a small tide running. I elected to start around the middle of the line and head for the shore. Well, with the shifty winds, holes and tides, I found myself around 7th at the leeward buoy. However, it was here the wind dropped completely and the rest of the fleet bunched up and I was on the outside of the cartwheel. Again, through skill etc, I climbed back to the top ten only to repeat the same as the first lap and find myself relegated to the last few. I hate these shifty winds. We headed back for a well earned lunch prepared by Somers.

**Saturday 14.30:** Light winds from all directions. We headed out to the start area and sat around for about 1.5 hours watching the wind go through 180 degrees, then swing back. Thankfully it was called off and we headed back to shore. Saturday night. Somers put a spit roast on which was delicious, washed down with a few reds, who wanted to sail Sunday.

**Sunday 10.00:** This was almost a repeat of the first race except for the course configuration, we had our axe-head instead of the triangle. Again, the wind dropped out almost completely at the leeward mark, which allowed the fleet to bunch up. Another "race" I



would rather forget about. As we came in, the wind moved to the south and started to build.

**Sunday 14.30:** The wind was now from the SW and made getting off the beach very difficult. By this stage the wind had increased to around 20, gusting 25, knots. I headed out following Peter Anderson, however my rudder hit a rock just as I thought I was clear and broke the pull down rope in half. I had no option but to drift in backwards. As I hit the shore, rocks appeared in the sand and made a mess of my shiny bottoms. I raced around and found a new rope and managed to repair the pull down in the expectation of sailing the second race.

However, while I was working away at the back of the club, the wind had increased to 25 to 30 knots. There was no way I was going out in that. In fact only 9 boats finished and I ended up helping a whole lot of broken boats onto the shore. The club had shortened that race to 2 laps, which probably helped a number of that 9 to finish. The planned resail was cancelled.

**Monday 10.00:** Winds around 10 to 13 knots from the SW. I started at the starboard end and was third around the first buoy, then the top guns got their acts together and, although I got mowed down, had some great battles, mainly with Bob Ramsey who was faster on the reaches but lost ground on the beats. He ended up just beating me over the line of a shortened course.

**Monday following the first race:** Winds still about the same. Again I had a good start and was among the leaders at the first mark with Bob hard on my stern. He went past on the reach again and we had our usual battle. However, on the last lap the three other boats in our group took the port buoy at the gate while Bob and myself took the starboard buoy. Keith Deed, Russ Mathews and Luke Stout (who had already won the series) ended up 200 metres ahead. Meanwhile Bob and I battled up the last leg until Bob decided to tack onto starboard while I continued on port. I managed to lay the line in one tack while Bob had 4 other boats pass him. Bad luck Bob (???)

This was a great series well managed by Somers. Some great racing in a mix of conditions. Well done Luke Stout, who was usually so far in front I couldn't tell who had won. Somers prepared some good dinners and lunches. Malcolm Kemp, Commodore and keen PT sailor, managed to get matching black eyes (boom quicker than the body) but still retained his sense of humour. The on course activities were excellent but you had to be careful of those rocks on the way out and back. Garry Craig, Mike Wold and a few others managed to sustain some damage.

All in all a good weekend, and well done Somers.



Luke Stout

N. Waterman

## 2011 VICTORIAN STATE CHAMPIONSHIP RESULTS

Place	Skipper	Boat	No.	Club	R1	R2	R3	R4	R5	R6	Points
1	Luke Stout	Speed Demon	3031	McCrae	1	ABN	4	3	1	[7.0]	9
2	Jason Dunsmore	Unknown Zone	2117	McCrae	3	ABN	[5.0]	1	2	5	11
3	Mike Wold	Boy at heart	3050	Elwood	2	ABN	3	[27.0F]	4	2	11
4	Peter Anderson	Just in Time	3077	Lysterfield	4	ABN	[6.0]	2	3	3	12
5	Neil Williams	Synchronicity	2777	McCrae	6	ABN	1	4	[10.0]	4	15
6	Alex Craig	Need for Speed	3033	Yarrawonga	9	ABN	2	[27.0F]	5	1	17
7	Keith Deed	Imagine	2911	McCrae	11	ABN	[12.0]	6	6	6	29
8	James Wreford	Papillon	2140	Somers	7	ABN	11	7	[18.0]	10	35
9	Russell Matthews	Woftam	2998	McCrae	[17.0]	ABN	7	8	13	8	36
10	David Godfrey	Windcruiser	3041	Lysterfield	10	ABN	8	[27.0F]	16	11	45
11	Rick Stout	Katrick	3055	McCrae	14	ABN	10	[27.0F]	9	12	45
12	Bob Ramsey	Bobskat	2930	Lysterfield	20	ABN	9	[27.0F]	7	13	49
13	Alan White	Virtual Reality	2852	Elwood	15	ABN	17	[27.0F]	8	9	49
14	Ron Wiggins	Ere wiggo again	4	McCrae	8	ABN	13	[27.0F]	17	14	52
15	Mal Willis	Polaris	1931	Ballarat	12	ABN	16	[27.0F]	14	15	57
16	Malcolm Kemp	Wonderful World	3056	Somers	16	ABN	18	[27.0F]	12	16	62
17	Trent Godfrey	Windbreaker	3042	Lysterfield	19	ABN	15	5	[24.0C]	24.0C	63
18	Carly Stone	My Way	3022	Somers	[23.0]	ABN	23	9	20	19	71
19	Stephen Schwarz	Elusive	3014	Somers	25	ABN	20	[27.0F]	11	17	73
20	Michael Thorn	Calamity	3066	Mount Martha	18	ABN	22	[27.0F]	15	18	73
21	Garry Craig	Watermelon	2848	Yarrawonga	5	ABN	21	[27.0F]	24.0C	24.0C	74
22	Tim Norman	The Work Bench	2828	Lysterfield	13	ABN	26	[27.0F]	19	20	78
23	Soren Pedersen	Carbonated	3097	Mount Martha	22	ABN	14	[27.0F]	24.0C	24.0C	84
24	Adam Gristwood	Pressure Point	2917	Somers	21	ABN	24	[27.0F]	21	22.0F	88
25	Chris Tuck	Go 11	2959	Somers	24	ABN	19	[27.0F]	24.0C	24.0C	91
26	Stephen Wilson	Foxy Lady	2929	Somers	26	ABN	25	[27.0F]	24.0C	24.0C	99

**BULLETIN: McCrae Yacht Club has now been confirmed as the venue for the 2012 Paper Tiger Catamaran International Championships, to be held over Easter 2012.**

## new south wales

### Round 6 SRPS - Batemans Bay

The 2011 Batemans Bay Regatta lived up to its great reputation with 99 boats entering, highly variable winds and occasional ocean swells rolling through. The 14' cat division was the biggest ever, with 18 boats. This was thanks to the Maricat Association incorporating their National titles into the event, and the NSWPTCA including it as a round of the State Pointscore Series.

Unfortunately, local Paul Blanch on 'Johnsons Aeroplane' was recovering from surgery, Canberra's Bill Arthur on 'Out of Sight' was running in a marathon, 'Pelikineti' has been sold to a new non-racing owner, 'El Blanco' is not

raced, and old 'Why Worry?' sits forlorn on Mallacoota's lake shore with broken rudders. This left only myself on 'Tigerdelic' and Max Dogger on 'The Mystery Tiger' to represent the south-coast's Paper Tigers, and Neil Waterman on 'People Eater' was the only visitor to challenge.

There was great depth of field, with close racing enjoyed from the leaders to the zombie division boats bringing up the rear (old, dead boats brought back to life). I was delighted to surf some swells upwind and pick a few windshifts to be the first at the first mark in each race. Neil sailed with his typical excellence to take the lead in 3 of the races, but on two occasions was overtaken between the last mark and the finish line.

For example, in race 3 we had a good 15 knot wind, and were coming into the bottom mark on a square run. The

Maricats were zig-zagging downwind, and coming in from port and starboard, as were some spinnaker monohulls such as B14 and Sharpies. More worrying were the Hobie 16s, coming in fast from the wing mark on port, with the hull flying and no apparent intent to avoid collisions. Neil gybed back to starboard, to ensure right of way and allow a Hobie to barge in and claim buoy room, then he gybed back to port and rounded the mark wide. I was 20m behind, began wide to give buoy room to the sharpies, then swung to reach across clear in front of them and rounded sharply. I went through a

tight gap between a stalled Maricat and the Hobies with hull flying, then was able to pace the big Hobie 16, while pointing slightly higher to windward. Looking through the pack of sails, I could see Neil stuck out on the leeward side of the line of boats. I was in clear space and tacked on the layline to the finish, arriving there first, while Neil eventually found space and crossed through all the boat wash to claim 2nd.

**Tony Hastings – 2901 Tigerdelic**



Courtesy of Batemans Bay Sailing Club



Neil Waterman - 3018 and Tony Hastings - 2901

### NSW ROUND 6 SRPS – BATEMANS BAY

Place	Skipper	Boat	No.	Club	R1	R2	R3	R4	Points
1	Tony Hastings	Tigerdelic	2901	Wallagoot Lake	1	1	1	1	4
2	Neil Waterman	People Eater	3018	Koonawarra Bay	2	2	2	2	8
3	Max Dogger	The Mystery	3038	Wallagoot Lake	3	3	3	3	12

## NSW STATE REGATTA POINTSCORE – FINAL PLACINGS

Place	Skipper	Boat	No.	Club	R1	R2	R3	R4	R5	R6	Points
1	Neil Waterman	People Eater	3018	Koonawarra Bay	3	[6]	2	16	3	2	10
2	Ian Marcovitch	Mojo	3039	Manning Park	1	1	1	8	DNC	DNC	11
3	Tony Hastings	Tigerdelic	2901	Wallagoot Lake	DNC	3	4	9	DNC	1	17
4	Stephen Halliday	Dipsi Danis	3021	Manning Park	2	7	5	[11]	4	DNC	18
5	Ralph Skea	Solitaire	3065	Koonawarra Bay	4	2	3	10	DNC	DNC	19
6	Max Dogger	The Mystery Tiger	3038	Wallagoot Lake	DNC	8	9	21	DNC	3	41
7	Steve Levi	Wet Dreams	3016	Concorde Ryde	DNC	5	7	17	DNC	DNC	54
8	David Stumbles	Rapture	3076	Koonawarra Bay	DNC	DNC	DNC	3	2	DNC	55
9	Kim Marcovitch	Broken Wind	3060	Manning Park	DNC	DNC	DNC	5	1	DNC	56
10	Bruce Proctor	Bean	1437	Toronto	7	DNC	6	19	DNC	DNC	57
11	Steve McClure	Jordy	2457	Koonawarra Bay	8	DNC	8	18	DNC	DNC	59
12	Des Collins	Chicken Liver	3027	Manning Park	6	9	DNC	DNC	DNC	DNC	65
13	Bill Arthur	Out Of Sight	3098	Wagga Wagga	DNC	4	DNC	12	DNC	DNC	66
14	Greg Williams	Shadow Boxing	3086	Wagga Wagga	DNC	DNC	DNC	1	DNC	DNC	76
15	Garry Williams	Characin IV	3085	Wagga Wagga	DNC	DNC	DNC	2	DNC	DNC	77
16	Wayne Eager	Second Wind	3040	Koonawarra Bay	DNC	DNC	DNC	4	DNC	DNC	79
17	Andrew Holly	Happy Holly	2909	Toukley	5	DNC	DNC	DNC	DNC	DNC	80
18	Rohan Nicol	Pussyfoot	2826	Wagga Wagga	DNC	DNC	DNC	6	DNC	DNC	81
19	Jon Pinkerton	Johnny B Goode	2967	Koonawarra Bay	DNC	DNC	DNC	7	DNC	DNC	82
20	Anthony Williams	Characin II	2625	Kogarah Bay	DNC	DNC	DNC	13	DNC	DNC	88
21	Michael Pfeffer	Allegro	2179	Manning Park	DNC	DNC	DNC	14	DNC	DNC	89
22	Matthew Ryan	Vertigo	2378	Koonawarra Bay	DNC	DNC	DNC	15	DNC	DNC	90
23	Denis Davis	Smile N Wave	3087	Wagga Wagga	DNC	DNC	DNC	20	DNC	DNC	95
24	Jani Marcovitch	Pair Affair	1715	Manning Park	DNC	DNC	DNC	22	DNC	DNC	97

## 2012 NSW STATE CHAMPIONSHIPS

Next season's NSW States will be held at the beginning of the season rather than the traditional late January dates. The reasoning for this is:

- There is, once again, no long weekend in January, as Australia Day is a Thursday.
- There was a desire to see the event return to Wagga Wagga, as it had not been there for some years due to the drought. Recent rains have more than filled Lake Albert, so it was seen as an ideal opportunity to have the event in Wagga.
- The Wagga locals strongly recommended the early part of the season, as it was far more likely to produce better winds than January.

This will see the unusual situation of having the 2012 States actually being held in 2011 (we have already held the 2011 States). Please note that these October dates are a trial arrangement and will be reassessed at the AGM held during the event.

The dates are Saturday 1st to Monday 3rd October 2011. The program has not been finalised at this stage but will likely be as per our previous three-day State Titles. We will put out a Notice of Race to NSW sailors in the next month or two and publish full details in the August edition of APT.

The 2011 States fleet of 24 boats (22 from NSW) was the largest since 1994. We are very keen to build on this high level of interest and enthusiasm, so please encourage your fellow PT club members to attend and to enjoy the great racing and socialising of the States. Wagga always welcomes us with open arms and we look forward to heading there again in October.

David Stumbles

Secretary, NSWPTCA. [Dave.Stumbles@bluescopesteel.com](mailto:Dave.Stumbles@bluescopesteel.com)



# International Scene

by DAVID STUMBLES

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

## South Africa

Report by Keith & Wayne Ribbink

There have been many exciting developments in South Africa recently. The RSAPTCA (Republic of South Africa Paper Tiger Catamaran Association) has been reformed (it was originally the SAPTA) and a committee has been elected:

<b>President:</b>	Bill Ellens
<b>Chairman:</b>	Keith Ribbink
<b>Chief Measurer:</b>	John Spencer

Bill Ellens was the chairman of the original S.A.P.T.A. He is now President. Bill is an architect who has his own practice. John Spencer is an excellent choice as Chief Measurer, as he is an engineer involved in construction engineering for a large local contractor. They hope to appoint a Secretary/Treasurer shortly.

John Spencer's boat has been launched and is creating much interest. He is in fact moving to a larger house, near Keith, in order to have more space to build boats. Bill's boat is 95% complete and should be on the water soon. Wayne and Keith Ribbink are building a ply boat. This will be followed by a plug for GRP PT manufacture. Added to this, we have a group of three ex-PT sailors who are planning to build a jig in the Natal Midlands at the town of Estcourt, 170km from Durban. A further two boats are being planned in the Durban area. We have Bruce Edward already sailing at Island Sailing Club, in Durban, and an existing two boats at the Point Yacht Club. There are four boats sailing, irregularly, at Inanda Dam, 30 km's from Durban.

We will be building the GRP PT's (foam sandwich construction). We have our local mast available, and are planning to have our own die manufactured to produce a mast, which will be sold by the local PT Association. Bent 19mm square-tube rudderstocks have been made by John Spencer (who has contacts in stainless steel and aluminium industries) as per your Australian systems. He is also developing a lightweight mainsheet traveller, which will be less than half the price of the currently imported systems. It will be similar to the current Hobie 14 traveller system. Foil production, using C&C, is about to begin. We are making slow but sure progress and expect to develop more interest in the class as we become more visible at the various yacht clubs. The Hobie prices have escalated beyond belief in RSA, and

the Darts have followed suit. The PT's will have good growth if we can provide equipment at reasonable rates.

Also in South Africa, but up in Johannesburg, Bennie Schwim has been working hard for the class. He has sold his old ply Tiger to his cousin, Andre Lamprecht, who used to sail one back in the 70's (as did Bennie) and recently acquired a nostalgic taste for one. The boat has been re-vamped and Andre is preparing to paint the hulls, and can then reassemble them and go sailing.

Bennie is revamping an old foam sandwich boat, including removing and replacing the decks. He is currently busy re-building the centreboard cases and all internal wooden bulkheads, as well as adding high-density foam bulkheads as per many Australian boats.

Bennie is in constant contact with Keith Ribbink and John Spencer from Durban. He went to meet them last month to collect beautifully crafted laminated timber centreboard and rudder blades (made by Wayne Ribbink) and aluminium rudder cheeks with fittings (by John Spencer). The foils are the long narrow types as per some of the Australian boats.

Frank Wadsworth recently made contact with us via the website and has been linked into the other South African PT sailors. He previously bought a very old PT and has done a restoration job on it. However, the boat is quite heavy and he is keen to build a new pair of hulls. Frank has been sailing for around 30 years and sailed competitively on Hobie 14s and 16s, along with his son.



Frank Wadsworth's – Waddacat II



## Canada

Jim Helps has been very busy constructing half-size PTs in order to develop a successful "stitch & glue" Paper Tiger kit. He believes this will enable other people in Canada to get into the class more easily. The photo shows one of the half models in construction. Jim has been in regular contact with Ralph Skea and he is also friends with the Ribbinks (mentioned in the South African article above), so is monitoring their progress as well.

Jim will be embarking shortly upon a full-size version and is keeping us posted on his progress.



## New Zealand

Report by Ryan Leatham

### Rowdy claims 2011 North Island Paper Tiger Championships

The 2011 North Island Paper Tiger Championships were hosted during the last weekend of February at Stump Bay, Lake Taupo, by the Turangi Yacht and Power Boat club. Ryan (Rowdy) Leatham, from New Plymouth, took his first Paper Tiger North Island title in a very close fought contest between himself and class stalwarts (and mentors) Glenn Syman and John Thomson from Wellington.



After a weekend's competition and seven races, the top three places were separated by minimal points with no one knowing the final results until they were announced at Prize Giving. The weekend saw typical Turangi conditions; wind in the 6 -10 knot range (and beautiful sunshine) ensuring that plenty of excitement and place changes were seen, with some incredibly tight racing throughout the entire fleet.

Day one saw three races completed with three separate race winners, including Glenn Syman, Hayden Percy (Napier) and Ryan Leatham. Day two saw another four races completed with Grant Allen (Wanganui) taking a victory with Hayden Percy picking up another race, while Rowdy picked up two more. Overall racing was tight across the fleet with no sailor managing to finish in the top ten in all races. The sight of nearly 40 Paper Tigers racing on Lake Taupo was really impressive.

Overall Results included:

- 1<sup>st</sup> **Ryan Leatham** - PT 821 - "Flyer" - New Plymouth Yacht Club
- 2<sup>nd</sup> **Glenn Syman** - PT 3009 - "Unplugged" - Evans Bay Yacht & Motor Boat Club
- 3<sup>rd</sup> **John Thomson** - PT 3003 - "Crocodile Rock" - Evans Bay Yacht & Motor Boat Club

## Cliffhanger finish to Paper Tiger North Island Grand Prix Series

Glenn Syman (Evans Bay Yacht & Motor Boat Club) won the Paper Tiger North Island Grand Prix Series in a cliffhanger finish at the Mighty River Power Regatta hosted by Lake Taupo Yacht Club.



After four regattas (and 23 races) over a five month period, the two leading skippers (Syman and Scott Pedersen from Napier) were even on points going into the final race and everything was on the line, setting up the series for a better cliff-hanger ending than any drama found on television these days.

Taupo put on its normal zero to six knot conditions for the final regatta with the race committee doing well to get any races completed, let alone the seven that were finally finished by Sunday afternoon.

The regatta was again a tight fought contest, as has become a feature of the series, with five separate race winners over the seven races. Syman and Pedersen won a race each to start the series. Ryan Leatham (New Plymouth) was then awarded a win after Syman was judged OCS by the race committee in race three. Richard Dent (Tauranga) finished the day with a win in race five.

Sunday dawned with very little wind again and results so close on day-one that everything was to play for on the final day; both the Mighty River Power Regatta title up for grabs and the overall North Island Grand Prix Series to be decided. Race five saw Syman pass Rowdy in the final boat length before the finish to win by half a boat length. Race six then saw a reversal of the previous race with Rowdy sneaking past Syman on the final tack into the finish.

All of this left the North Island Grand Prix Series tied between Syman and Pedersen going into the final race. Race seven was to see another new race winner for the regatta with Dylan Taylor (New Plymouth), in his first ever Paper Tiger regatta, sailing a perfect race to lead from start to finish. At the finish, all eyes turned to the

cliffhanger finish between Syman and Pedersen. Syman managed to win with a close cover maintained up the final leg, meaning that Pedersen had no passing lane. Syman finished third and Pedersen fourth.

All this excitement (and a few double checks of the calculations) eventuated in Syman winning the Paper Tiger North Island Grand Prix Series by one point from Pedersen.

The Paper Tiger North Island Grand Prix Series is a regatta series held over four regattas around the North Island (Lake Wairarapa, Lake Ngारoto, Turangi, and Taupo) during the season. Points are tallied at each regatta, with no drops allowed at any individual regatta (making consistency essential).

The overall series winner is calculated by allowing each sailor to count 3 regattas from the 4 in the series.

Final results for the Paper Tiger North Island Grand Prix Series:

- 1<sup>st</sup> **Glenn Syman** - Evans Bay Yacht & Motor Boat Club
- 2<sup>nd</sup> **Scott Pedersen** - Napier Sailing Club
- 3<sup>rd</sup> **Ryan Leatham** - New Plymouth Yacht Club
- 4<sup>th</sup> **Denis Leatham** - New Plymouth Yacht Club
- 5<sup>th</sup> **Stuart Taylor** - New Plymouth Yacht Club

Full results can be found at

<http://www.papertiger.org.nz/Results/North%20Island%20Freshwater%20Series%2010.11%20-%20Final.htm>

Mighty River Power Regatta results can be found at

<http://www.ltyc.org.nz/results/MRP2011.htm>



# Book Reviews

By Tony Hastings

tonyquoll@yahoo.com

## High Performance Sailing

**Bethwaite, F. (1996) *High Performance Sailing*, Adlard Coles Nautical, London.**

Frank Bethwaite has a background in aeronautical engineering and meteorology, has coached at Olympic level and has acted as sailing team meteorologist at Olympic events. He shares his great wealth of knowledge in this mind-blowing book, which explains in technical detail how winds work, and how boats work. Photos and illustrations help prove the points he makes.

I found it amazing and difficult to read. While the writing is very clear, the concepts are so powerful that I've needed to stop reading, think about it, go sailing and see for myself what he was talking about. Applying the knowledge learnt from this book has completely changed my approach to sailing; instead of reacting to the random gusts of wind, I now act in anticipation of what the wind will do next, and where it will do it.

Ian Marcovitch commented; "I've read this book 5 times." He explained that when you first read it, a lot of the information goes over your head. It's not until something happens on the water that you wonder about, that the book becomes very useful. "You need to have the question in your mind, then the book can answer it," Ian enthused.

This book is not for everyone, as it is like a Ph.D. thesis in its scope, detail, and technicality. And it is 400+ pages in length. For very keen sailors looking to compete at the top level, this book is essential reading.



## Higher Performance Sailing

**Bethwaite, F. (2008) *Higher Performance Sailing*, Adlard Coles Nautical, London.**

"Higher Performance Sailing" does not repeat information from Frank Bethwaite's first book, but adds new information, which was learnt after that was published. The significant information is a description of "fast handling technique", which is the difference between good, natural handling sailors who do well, and the elite skippers who always seem to win. This was discovered by testing skippers on a sailing simulator, and statistically evaluating their performance. The skipper's reaction to gusts, and acceleration out of tacks, are two key areas where faster handling techniques may be developed.

Two thirds of the book reviews the evolution of sailing boat design, with strong emphasis on the Bethwaite family's contributions to skiff design. While Frank is justifiably proud, there is little of relevance in this to Paper Tiger sailors. It would be possible to condense the fast handling technique to a small paperback, but the contents page, chapters and index make it fairly easy for one to jump straight to the relevant sections.

This book is quite accessible for most readers, written in an engaging prose style and well illustrated with photos and diagrams.



## Sailing Fitness and Training

**Blackburn, M. (2010) *Sailing Fitness and Training*, published by Michael Blackburn; sailfitter.com**

The first thing that impressed me about this book was that it addressed the need for lightweight skippers to gain weight in order to compete in strong winds. It goes on to prescribe diets and training exercises for weight gain, and also for people seeking weight loss. Throughout the book, Blackburn caters for all types of sailors; of all body types and ages.

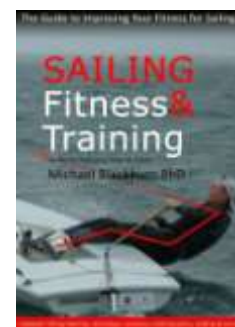
I quoted some of the book's advice to a nutritionist, who argued that some foods prescribed for weight gain were not healthy. This is an example where Blackburn gives extreme advice, specific to the goal with no compromise to other factors. The training regimes are similarly daunting, and require complete dedication and commitment. This is not a book for lazy people!

The book is not available in print, but only by download to "Kindle". Kindle is special software that



allows the book to be read on a computer, tablet or phone. The benefits are that there is no consumption of paper, no fuel used in transporting copies around, and the book can be sold at lower cost. After buying the book through Amazon, for just \$10, I found that I had bought rights to download and read the book on both my phone and PC. The software is very easy to use and allows formatting of the font size and page layout to suit your eyes and screen.

I highly recommend this book. It is very thorough and addresses all of the issues related to sailing fitness and training. The advice Blackburn provides has the potential to improve your body, your health, your lifestyle, and most importantly, your sailing.



*(Re "Sailing Fitness and Training": While strong winds are a challenge for light skipper, some 65-70kg guys have been very competitive, winning at National and International level. They demonstrated that a light skipper with good boat handling skills, tactical abilities, fitness and determination could work effectively with the low overall boat weight and relatively small, adjustable rig of the Paper Tiger to bring home the trophies. Ed.)*



The online store has a small range of Paper Tiger specific items for sale. These include:

- American and PT Star mast lengths.
- Mast bases to suit both sections, by Keith Deed.
- PT Star section booms.
- Stay wire.
- Trampoline support centre beams.
- Carbon fibre rudder pintle block-outs.

As more PT specific components become available, they will be added to the list. If you manufacture Paper Tiger Catamaran parts and would like to have them included on the website, please contact Neil at 0413 006 760 or email [neil@koonawarrabaysc.org.au](mailto:neil@koonawarrabaysc.org.au)

I am also in the process of putting together a list of off-the-shelf parts from Ronstan, Riley and Harken, that are commonly used to assemble control systems on Paper Tigers, but to have a complete list I require information from you as to what you use. If you have time and would like to participate, please email me with your list.

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

The shop is accessible through the **Paper Tiger Catamaran International Association's** website [www.papertigercatamaran.org](http://www.papertigercatamaran.org) under **Marketplace / Shop**.

Neil Waterman

**FORMULA  
SAILCRAFT**  
.COM.AU

Jim Scott has built a pair of PT hulls and is intending to 'beam' them together and rig the boat as a demonstrator. He had hoped to have it ready to take to the Hazelwood Sauna Sail Regatta in June, but the need to complete current orders for other boats may prevent that from occurring.

These hulls/platform/complete boat are/is for sale if there is anyone currently looking for a new PT. Having a buyer would be the best way to get it on the water sooner, although it will eventually get wet without a buyer.

He has prepared a detailed fit out list and done a costing for a complete boat. Anyone interested should contact him directly for more information/prices.



**Free Paper Tiger stickers (set of 3)**

Contact: [ptcia@papertigercatamaran.org](mailto:ptcia@papertigercatamaran.org)








# 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
JUN	11 <sup>th</sup> – 12 <sup>th</sup> Wivenhoe Marathon Brisbane Valley SC				
OCT					1 <sup>st</sup> – 3 <sup>rd</sup> NSW State Titles Wagga Wagga SC
					Round 2 SRPS Manning Park ASC
					Round 3 Canberra YMCASC
NOV					Round 4 SRPS Port Kembla SC
JAN 2012	3 <sup>rd</sup> - 8 <sup>th</sup> National Titles Manning Park NSW				
FEB					Round 5 SRPS Koonawarra Bay SC
APR					Round 6 SRPS Batemans Bay SC

International Championship  National Championship  State Championship   
 State Pointscore Series  General Regatta 

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

# 2012 Nationals

2012 Paper Tiger Catamaran Australian Championships  
Manning Park Amateur Sailing Club, Lake Macquarie, NSW  
3rd – 8th January 2012

## 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/mannering-park](http://www.stayz.com.au/accommodation/nsw/hunter/mannering-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



# BOATS and bits

The items listed may no longer be available

## PT3043 "Paper Draper" \$2,200 Queensland

Built in 2006. Fay boards, Fay rudders. Goodall sail. Custom trailer. Hasn't been measured or weighed.

**Contact:** Nick Braden at [kell\\_nick@aapt.net.au](mailto:kell_nick@aapt.net.au)  
(ad placed Apr 2011)

## PT1982 "Pursuit of Happiness" \$2,880 Victoria

Foam sandwich Botteril rudders, Goodall sail, new trampoline, purpose-made cover, beach trolley, purpose-built galvanised trailer. All in excellent condition. Easy to rig and sail. Reluctant sale due to impulse purchase of another boat...! Currently in store in Red Hill, Victoria. \$2,880 ONO including the trailer.

**Contact:** Peter on 0407 417 097 or [peter@fci.com.au](mailto:peter@fci.com.au)  
(ad placed Mar 2011)



## PT hulls and components \$450 New South Wales

Two fibreglass (GRP) hulls. Never used. White with a royal blue non-slip deck. Complete with two anodised cross beams, mast and boom sections (blanks), some rudder fittings (except blades), tiller arms, centre beam, chainplates. Purchased in late 1979 from a manufacturer in the NSW Central Coast. No tramp or sail. Hulls weigh in at 23kg each. All in good condition. \$450 for the lot.

**Contact:** Peter Ferguson on (02) 4944 7069 or 0407 473 553. Based in Newcastle.  
(ad placed Mar 2011)

## PT2918 "White Lightning" \$7,500 Victoria

Boat is in Victoria but can be delivered at no cost to almost anywhere in Aus or Tas. We purchased it from Bruce Rose from Tas in Xmas 2009. The boat has not been sailed as we have had no water due to the drought. Boat has always been kept garaged. White in colour,

carbon fibre rudders and centreboards. Launching trolley. Excellent Goodall sail. Has a trailer. Boat is immaculate as Bruce Rose, previous owner has an excellent race record in Paper Tigers.

**Contact:** Ray or Wayne Hale on 0458 227 633 or (03) 5037 2344.  
(ad placed Jan 2011)

## PT \$1,000 Queensland

Boat located in Bundaberg Qld. Sail, boom, mast and fittings all in good or new condition with some new pulleys and shackles. The trailer has 6 months rego and is a Brooker type. Ready to sail price is \$1000 ONO (will negotiate).

**Contact:** Gary O'Neal on (07) 4152 4157 and leave a message  
(ad placed Apr 2011)



## PT2888 "Hot N Spicy" FREE Queensland

Purchased about 18 months ago, it has been sitting under my house since then. The boat has weight correctors fitted and was built by Mike Wold. The boat is complete, except for a downhaul. The deck has some soft spots and with some investigations with a digital camera, I have found the stringers are broken so the decks will have to be taken off and new decks and stringer etc fitted. The boat has two masts and two mains complete with battens. One is a Goodall, the other is an Irwin. I am prepared to let it go at minimal cost (free) providing two conditions are met: You have the spare time to fix the hulls - they are very light, in good condition and could be a very competitive boat again if decks repaired properly. Also, you have a trailer to pick it up - I live in Collinsville North QLD about 80km inland from Bowen.

**Contact:** Tony Buckingham on 0417 072 677 or email [abuckingham@bigpond.com](mailto:abuckingham@bigpond.com) (home) or [buckinghamt@sunwater.com.au](mailto:buckinghamt@sunwater.com.au) (work)  
(ad placed Apr 2011)

