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appt *quarterly*

Little guys in big winds

MEET **David Godfrey**

DIY REPAIRS - PART 2



AUSTRALIAN PAPER TIGER CATAMARAN ASSOCIATION

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Editorial

In case you hadn't realised, it's not long now until the 2011/2012 sailing season gets under way. Of course all those minor repairs and improvements that you were going to do at the end of last season have been addressed...haven't they??? If not, and you have a foam composite boat, you may find Part 2 of the article on boat repairs of interest.

Competition

The two major sailing events in the PT calendar this season are the National Championships at Mannering Park Amateur Sailing Club, on Lake Macquarie NSW in January 2012, and the Internationals at McCrae Yacht Club, on Port Philip Bay Vic in April 2012.

The Nationals is the selection event for the International's Australian team, so if you have visions of sporting a red roo on your sail, be there!

NSW skippers (and any keen interstaters) should note that the NSW State Championship is being held at Wagga Wagga in October this year (See notice, Page 31). Since the demise of the Australia Day long weekend, NSW has been running two day States when the holiday doesn't give a 3 day break. This is not satisfactory when travel times are considered, thus a trial this season at using the October long weekend. Bring your woollies.

Wisdom

We are privileged to have a contribution in this issue from noted sailing guru, Frank Bethwaite. He writes in response to the article on leech control in the previous APT, which made reference to his publications.

Frank (now in his 90's) has a very long history in sailing. Apart from his own on-water successes, he has coached at all levels of the sport and many of his family members are Olympic and world champions,

He has a background in aviation, aeronautical engineering and meteorology. Eventually he turned this knowledge to improving sailboat performance through fleet analysis and controlled



experimentation. This led to his developed and the production of a number of the modern sailing classes, including the *Taser* and the "9er" series.

He is particularly noted for writing two high-performance sailing manuals, which are acclaimed worldwide.

See Frank's correspondence in the Letters section on page 26.

A Weighty Issue

Completing the course in the shortest time requires sailing the quickest path around the marks. This may not necessarily mean travelling at the fastest speed, nor taking the shortest route. Differences across the course in wind strength and direction, wave and tidal effects, and interference from other boats will all determine the best path to the finish line.

Most small sailboats for adults seem to be aimed at an average individual crew weight of around 75kg. The PT is no exception. If the skipper is heavier or lighter than average, this will effect boat speed and how the boat should be handled in different conditions in order to achieve optimal performance.

Being heavier than average is probably more of a challenge, as the power-to-weight ratio is critical to boat speed, and although the sail can be adjusted to maximise available power, the crew's weight remains static. Mind you, once the wind picks up, the extra weight can definitely come in handy.

If the skipper is lighter than average, there will be a power to weight advantage in conditions up to maybe 12 knots. Beyond this point, keeping up with beefier opponents comes down to technique. Drew Helmore, a successful lightweight PT skipper, provides some useful insights into handling a PT when it blows in his article on page 5.

Famine To Feast

Another production PT builder has joined the ranks. The Fibreglass Factory, in Lonsdale SA, hopes to have boats on the water this season (see report on page 23).

Hopefully with three builders now available, and the prospect of at least one of them providing complete boats, the available-boat drought may be coming to an end.

The Editor 

Publicity Perspective

Off-the-shelf

Many people have mentioned that we need to make it easier to get into the Paper Tiger class, as our boat is not considered to be an "off the shelf" product. So it is great to see more interest in building Paper Tigers commercially in Australia. Various people are working towards making it easier to purchase completed boats, so hopefully we will see that sometime soon with the interest these builders are showing in that idea.

We also need to make it easier to fit out home-built boats with modern, competitive and readily available fittings and this is also being worked on by a number of people. Neil Waterman has developed an on-line shop for this purpose. The aim is to eventually have everything you need to build a Paper Tiger available in the on-line shop. Currently, there are a number of fittings that have to be made by the person fitting the boat out, as no one is producing them in commercial numbers. If you (or someone you know) have an interest in building any of the fittings used in the class, we would love to hear from you!

2012 Internationals

I would thoroughly recommend the Internationals to anyone who has not competed in them before, so make sure you are at the Nationals to have a chance of competing at the Internationals. It is a great experience to be part of a national team and this

adds a whole new element to competing. There is a great sense of camaraderie within the team and a strong sense of rivalry with the highly competitive New Zealand team. However, even if you don't make it into the team, you may still be able to compete as an invitee. The Internationals is the pinnacle event for our class and provides the highest quality racing, so do your best to be there! Mike Wold has put some info together about the event, which is included on Page 29 of this edition.

Spreading the word

I encourage you to spread the word about APT, as there is a chance that not all Paper Tiger sailors are aware of it. Make sure your club mates know about it. If they don't, please get them to contact me with their e-mail address so I can notify them when it is published.

We also encourage suggestions about, and contributions to, the content of APT. If there is something you don't quite understand about the class, you can suggest we cover it in an article in APT. That way many others will also benefit.

Thanks again to all those who have contributed to this month's edition.

David Stumbles
Publicity Officer, APTCA



Little guys in **BIG** winds

Lighter sailors can tend to struggle in stronger winds. Victorian, Drew Helmore, favoured heavier conditions and always did well in them.

by Drew Helmore

Original article published in 2001

The 2000 – 2001 National Titles at Meningie, South Australia, reminded me that one of the great things about sailing a Paper Tiger is that you can have people of dramatically different body weights sailing competitively against each other in strong breezes. Ron Wiggins has been suggesting to me that I write an article on heavy weather sailing for little guys and girls. For those of you who don't know Ron, he is a big guy weighing in at 95-100kg. At the other end of the scale you have little guys like myself weighing 60–64 kg. Ron is bewildered by the way PT sailors weighing around 35kg less than himself are able to compete against the big guys in windy conditions; so the purpose of this article is to provide the little guys of the fleet with tips on surviving the big days.

Before we move on I will define '*strong breezes / windy conditions*'. This is a difficult task to begin with because individuals have varying definitions. For instance, one guy might describe windy as 18-20 knots and another might define it as 25-30 knots. So, for the purpose of this article, windy is defined as '*conditions where your PT becomes a handful for you*'. Hopefully you can apply strategies documented below when the conditions become too much for you, regardless of the wind strength.

Drew won the 1998 Nationals at Batemans Bay (NSW), which had its share of heavy conditions. His home club was Elwood Sailing Club, at the north end of Port Phillip Bay, a great training ground for strong winds and big waves.

Title picture- Drew at the 2006 Nationals in Hobart.

Before You Leave The Beach

It is a good idea to tighten your upper shrouds to provide your rig with more support than normal. Because we use so much luff, vang and mainsheet tension in windy conditions, the mast is bending more than usual and therefore the top hound is effectively lowered, i.e. it is closer to the deck and the top of your rig becomes loose. The amount you tighten your rig will of course depend on how tight you have your rig for lighter conditions. I normally carry a firm rig, so I only tighten the upper shrouds by about 5mm. However, a tight rig is not a necessity. Some PT sailors such as Cam Owen and Bruce Rose have been successful using loose rigs in windy conditions. However, bear in mind that these sailors are very experienced in terms of protecting their boats in strong winds.

I have recently put some really great little "Staymaster" adjusters on the lower shrouds. These can be adjusted on the water with ease, which means there is no need for adjustment before I leave the beach. The benefit is that you can adjust your power control right up to the 5 minute gun. They are calibrated so you can always find your optimum setting and adjust in and out from there. I should mention that I have only used these adjusters over the last season and have survived windy conditions without them in previous years. So don't feel like you have to go out and buy a set; it just means that you may have to use spanners to adjust on the water or on the beach, or have an optimal setting for all conditions (which I did for many years).

'Scott Anderson' foam battens are great for little guys. They have a nice flat exit, which is just what little guys want, i.e. a clean exhaust. I replace some of my top battens with stiffer ones before a windy race. This is obviously a bit of a gamble because if the conditions drop off once you are on the water you will struggle for power and suffer when reaching. On many occasions it is difficult to tell just how windy it really is from the beach and therefore careful judgement is required with your battens before you commit. When in doubt, stick with your 'normal conditions' battens.

Mast rake is another component that should be considered. Ben Deed carries more rake than most and does well in windy conditions for a little guy (65kg). The more rake you carry, the less the bows will bury downwind, which is obviously desirable. Upwind you are likely to point higher with more rake, which is also favourable. There are disadvantages in lighter weather but that is another story. Compare your rake with little guys who do well in windy conditions by sitting your boat next to theirs on the beach or ask them for their rake measurement (I am sure they won't mind). Experiment with your mast rake. However, if you do adjust it, you will need to leave enough distance between your mainsheet blocks so that you are able to sheet in really hard when it is windy. This type of 'fiddling' should be done well before a major regatta as altering your mast rake will upset the whole balance of your boat, and it is not the sort of thing you want to be playing with half way through a big regatta.

Before The Start

One of my golden rules is to **take it easy before the start**; there is no benefit in going for a swim or breaking a mast before the race begins. It could be a long hard race so preserve yourself and protect your boat. Keep away from others; boat handling is more difficult in windy conditions because everything happens more quickly and the seas are usually larger.

This doesn't mean that you should sit at the boat end of the line, drifting around doing nothing. I like to try sailing at all angles to the wind just to get a feel for how the boat is reacting to the wind and waves. The first angle I try is upwind because that's the easiest and least dangerous. It allows me an initial adjustment of my lower shrouds and a feel for how much luff and foot tension I am going to need. I always sail hard off the line a few times, which includes a few tacks, as if I am racing. I don't do it for long because I am conscious of energy levels. One of the disadvantages for little guys is that they have to work harder upwind than big guys. This means that to be successful a little guy needs to be fit. So get to the local gym and start working on your fitness.

Tacking can be difficult in windy conditions. Plan ahead for your first leg and approach to the top mark, as normal. Keep your strategy fairly simple. Allow for the fact that tacking quickly can be prone to error due to the

large waves and being overpowered, which usually comes with strong winds.

Clear wind off the start line is still important, but not nearly as critical as for lighter airs. You will find that if your boat is set up well, and you are steering it properly, overtaking the majority of boats underneath or over the top will be possible. Try to get a nice quiet little spot on the line away from the fast boats. This is mostly impossible with the high level of enthusiasm within our fleet at big regattas, but nevertheless try anyway. There always seems to be a fast boat in your way somewhere ...Bugger!

You Have Started

Once you have started, a second golden rule of mine applies. That is, **concentrate on fighting the conditions first, and then worry about your competitors as a second aspect**. This rule only applies in extreme conditions when most of your concentration is consumed by boat handling. If you can get around the course in one piece on a 'big day' you will usually end up with a reasonable position due to the usual high attrition rate.



You should never be fighting your boat; let it do the work; tame the beast! If you are fighting with your boat, then you haven't got it set up right for the conditions. There are a number of things which could be wrong and each boat would need to be considered separately. It is

most likely to involve the degree of fullness in the rig. This is why you see some smaller sailors going really well in light to medium conditions who just fall away when it is windy. Their boat is likely to be set up with too much power. It could also be that you are trying to point too high, with your traveller in near the centre. This is not-on in windy weather, especially when the waves are large. You end up heeling too much and going sideways rather than forwards. Keep your speed up and let your foils do their job.

You should be sheeting on really hard with your traveller out as far as required to keep your boat flat. Even with your traveller out 30-40cm it doesn't appear to effect height performance. The harder it blows, the harder your main should be sheeted. In contrast, some skippers sail fast by bringing their traveller in and letting the leach twist, i.e. releasing sheet tension. I have tried this but definitely did not like it. By all means try it yourself.

I use an Irwin radial sail. There are currently sailors across the weight range (50-100kgs) using the Irwin radial and these guys have plenty of speed around the course. The Irwin sail is reasonably full, which makes it suitable for larger guys but it also flattens out easily for the little guys like myself. When sheeted really tight in windy conditions, my sail flattens out nicely and the leach opens up to provide a clean exhaust. On many occasions I have had my mainsheet out to the toestraps (about 40cm from the centre) and have still maintained the same height and speed as a 95-100kg sailor using another brand of sail with their traveller set close to the centre. My sail is very sensitive to sheet tension. The harder it is sheeted the more the power is killed, which is just what you want when it is windy. I don't use as much luff tension as some. My system is only 6:1, unlike others who have elaborate higher purchase systems; a solid armful in windy conditions does the job by opening up the leach and preventing the maximum draft position from slipping too far back. To maintain shape and power in the sail, bigger guys may use tighter lower shrouds, less luff tension, more shape in the foot, more rotation and less sheet tension compared to a little guy. Sail watching is nowhere near as important in windy conditions compared to lighter conditions. I like to keep my eyes out of the boat watching for pressure, waves, marks, competitors and anything else that might be relevant at the time.

I don't concern myself too much about hiking when it is windy. I am not a strong hiker at the best of times, but when it is windy I feel it is less important. I would rather put my energy into boat handling. I believe there is more to be gained by concentrating on this aspect. Once you become fatigued, you are history; you start losing concentration and focus on surviving rather than tactics and sailing fast. The fitter you are, the more you can foot off and drive hard. As soon as a skipper becomes fatigued, the first thing he or she tends to do is point higher. It is easier and more comfortable to sail this way, but it's really slow.

Downwind - Reaching

Steering is the most important aspect of downhill sailing when it is blowing. You must be concentrating 100% of the time on your steering; I cannot emphasise this point enough. You need to be steering in response to the amount of wind pressure as well as the waves. Generally it is too difficult to look behind you for the gusts because everything is happening pretty quickly up front, and you know the wind is there waiting to pound you anyway. When it is really windy you should almost be anticipating what is going to happen and steer accordingly before it actually happens.

I position myself right over the back beam. If you are tired from hiking upwind, then just sit over the back beam on the side of the hull. It is more important to get your weight aft as opposed to over the windward side. Make sure you are comfortable and stable because it could be a wild ride. Avoid at all costs sticking the nose in. When this occurs it puts all sorts of additional pressure on your boat, particularly the rig. It also drastically slows you down, and we don't want that do we?

Sometimes, while broad reaching, it may be too windy to sail directly to a wing mark. Don't be put off by this; simply sail as low as you can without sticking a bow in. When you have gone far enough to run down to the mark, hopefully there will be a slight lull in the breeze so you can bear off (good to say a little prayer about this time) and from this point you can sail by the lee to de-power. Sailing on a broad reach is where the big guys come unstuck at times; they just point the boat in the direction of the mark and go for it. In many cases, due to their bulk of weight on the back beam, the boat doesn't nosedive but instead the mast gives way. This obviously means they are out of the race. In contrast, a little guy who doesn't steer accurately is more likely to cartwheel, but the boat usually lives to fight on.

Vang tension should be on tight while reaching. In fact, when I sail windy races I just leave it pulled on hard all the way around the course. I use an 8:1 ratio system with double ends tied to the shrouds. I have used a 12:1 system in the past which was easier to pull on but it was only a single tail system. My 8:1 system may lack some purchase, but it is really handy in medium conditions for adjusting the rotation while you are hiking.

I release my luff tension and sail foot marginally only if the conditions allow; mostly I don't bother. This is more pertinent for the larger guys. If there appears to be a significant lull, I may let the foot go half way. Often what happens is you let bits and pieces go when the wind drops a tad and then a wall of wind hits you that lasts for half the leg; then you end up grossly overpowered and you lose time trying to control the boat. In contrast, if you are de-powered when the pressure hits, then you can concentrate on getting the most out of the extra pressure by going fast with a flat rig. Make sure you can handle the boat if you power up.

Forget your leach line; that's the last thing you want when it's windy.

Get your centreboards up (particularly the leeward one) before you bear away at the top mark. This will reduce the tendency to stick the nose in as you are bearing away. When it is time to put them down again, downhaul ropes would be handy (I imagine). I have been meaning to put these on for years now. If you are quick enough, you can use the heel of your foot to quickly bang the centreboard down (ouch!). There have been many times when I have tried to put the leeward board down and it has almost ended in tears. As a last resort you can always round the bottom mark with everything ready and then slam it down while you stop for a second or two. Obviously if someone is right behind you, this is an undesirable course of action.

Downwind - Running

If you want to de-power on a run, simply start sheeting in your main (sailing by the lee). The harder it blows, the more you sheet in. Sailing by the lee involves sailing square downwind with the sail sheeted in as far as you dare. I like to get the boom in to the end of the traveller (fairly tight) which normally proves to be sufficient. The objective is to de-power your rig by reducing the sail area presented to the angle of the wind. When you sheet in on a run the wind is flying past both sides of your sail (windward and leeward), backwards from the leach to the luff. By sheeting in you are also supporting the top of your mast with a tight leach. The lower forestays must be on firm to support the middle of the mast. Don't pull them on too tight, you just want to hold your mast straight. Sailing by the lee means that involuntary gybing is more likely.

As with broad reaching, steering is critical. It is like motor racing; once off the racing line you are in all sorts

of trouble. Steer up too high and you are fully powered up for a broad reach; consequently you're likely to experience a swim – if all goes well. If things don't go so well, then you could be spending some time in the backyard with unexpected repairs (major). It gets worse. If you steer too low, a gybe is inevitable. What happens then?...don't ask.

Try not to panic; do not let go of the mainsheet; attempt to keep the boat square to the wind by steering very precisely; keep your body weight as far back on the trampoline as possible and not too far to one side (you don't need to be on the hull). Again, the main thing is to concentrate on your steering. I like to use cassette tape on the forestays for steering. It is too dangerous to look at the mast top indicator because that tends to bring your head up to boom level. If you can master the steering and keep your cool, then the rest is fun.

Concluding Comments

The Paper Tiger can be sailed competitively by light weight sailors because it is a low powered and very stable boat. It also has a flexible mast that allows sail shape to be removed and the leach to open up, and it has a traveller which permits effective upwind de-powering.

Your mental approach to windy races is important. You should feel comfortable going really fast. In fact, to do well in windy conditions you probably need to really love going fast. Boat and personal energy preservation should always be on your mind, while at the same time you should be pushing the boat aggressively but sensibly. Trust your boat to hold together and as long as you don't make a mistake that puts extra strain on it, then the boat should make it around the course in one piece. Practice makes perfect. Learn to tame the beast, don't let it control you. Treat it mean and reap the rewards.



Drew Helmore – 1437 - 'Bean'



**David Godfrey is 60 and sails
“Windcruiser” (3041) at the
Lysterfield Sailing Club on Port
Phillip Bay, Victoria.**

How long have you been sailing Paper Tigers?

I first sailed a Paper Tiger in August 1979.

What brought you into the class?

I wanted to sail and wanted a boat that was easy to right, with no need to bail out when righted. Also I had seen a Paper Tiger insignia on a cat at Hazelwood in 1977, which I thought was a great insignia. I didn't know then that I would become so involved in the class in the future.

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

My first PT was a new "PT Yachts" fibreglass hulls kit that Dennis Etchells was selling, costing \$1600. It was 130lbs when the minimum weight was 110lbs (50kg). I quickly became aware of minimum weight and became embarrassed asking for help to lift it, so I sold it at the end of the season. And so began the string of 6 x "WIND?" PT's I have owned.

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

My six boats were Windsong, Windstorm, Windlover, Windrover, Winddancer and currently Windcruiser.

How many of these did you build yourself?

While not having experienced building hulls, I have put all these boats together myself with input from other friends in the class on what works etc. I enjoy the creation side of the sport and do believe you have a better understanding of your boat when you work on it yourself.

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

Since my first Nationals in 1980/81, I have only missed the Nedlands (WA), Beachmere (Qld), Toronto (NSW) and Eden (NSW) nationals. *(Despite missing Toronto and Eden, Dave's business still sponsored both of these Nationals. Ed.)*

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

I have sailed at Torbay (NZ), Safety Beach (Vic) and Napier (NZ) as a Team Member and acted as Team Manager in New Plymouth (NZ). I have probably sailed in another 4 international series as a non-team member. I love the opportunity to go to New Zealand in any

capacity, a great opportunity to meet with the Kiwis and do a bit of sightseeing.

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

Having a great group of friends in the class. It was particularly good in the years we had our children growing up and sharing holidays over the Christmas breaks. Many memorable holidays that you couldn't buy. A great family class even though our craft is a single hander. Plenty of competition no matter what level of ability you have. The 80's of course had regularly large fleets of PT's at every regatta, and that was something to behold. I do miss those days.



'WindDancer'

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

The appeal for me is the size and weight and the one-design class aspect. I do think a little tweaking of the design could help keep people interested in it and possibly attract some new blood. However, I am forever mindful of the cost aspect and that is something that has been very affordable. I have worked on a principle that whatever I could put a boat together for, then when I come to sell it, if it is in excellent condition, then it should be worth that. However with the cost of parts for my current boat, I may be waiting a long time for it to reach its cost price! So that means being out of pocket only for maintenance costs over a boat's life, which I think makes for a pretty cheap sport that you can get a lot of pleasure and personal achievement from.

Of all the Paper Tiger sailors you have competed against, do any stand out as being particularly hard to beat or enjoyable to race against?

Over thirty years, there are too many to list that I have never been able to beat! But for me, the measure of our top sailors is the advice they have all been willing to share to help you compete better against them. I am sure that in turn makes them strive even harder. To me, that is true sportsmanship and what our class has been about. I believe as a class we enjoy seeing others improve in their sailing and the benefit should be that we have a stronger fleet for longer.

What would you consider your best result in a Paper Tiger event?

Winning a Yarrawonga regatta many years ago.

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

Best result was a third in the Victorian State Titles at Rye or McCrae, not sure when.

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

I have enjoyed many regattas, all for different reasons. But memorable ones are my first State Titles at Rye in 1980. The term "Rye Knot" was coined due to every race, it seemed, being raced in conditions conducive to mast destruction. I remember in one race, 11 masts were destroyed or damaged beyond repair. That was also Ron Wiggins' initiation into the class. He broke a mast and his wife, Anna, packed up his Volkswagen camper, went home and brought him back his spare mast to sail in the next race. After that, us new chums brought spare masts to any significant regatta!

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

The good venues have us camping at the water's edge with our boats, so Meningie (SA), Waranga Basin (Vic), Yarrawonga (Vic), Colac (Vic), and Albury (NSW), in fact most inland waters venues have all been good venues for that.

What committee roles have you had within the class?

Treasurer VPTCA inc., Editor VPTCA inc., President VPTCA inc. and Secretary APTCA. I'm also a Life Member of the VPTCA inc.

Have any other family members been involved in the class?

My son Trent has been sailing PT's for 10 yrs and he has served as treasurer VPTCA inc. and APTCA.

What would you say has been the funniest thing you can remember from your years of Paper Tiger sailing?

While there have been no doubt many funny things over all those years, probably the regatta that I look back on and have a quiet chuckle over is the State Titles at Cowes (Vic). For those that do not know the place, it is very tidal with potentially very strong currents. The series was sailed in winds either at the same speed as the current or just a little over, in other words light conditions! I remember Bob Ramsay having two goes at getting around a windward mark and of course we all had to sail almost another leg to get enough distance in which to tack and clear the mark. Unfortunately for Bob he got attracted to the mark on both occasions before he gave in to the tide. We all know Bob doesn't give in, so that just shows how frustrating that race was. But he must have known something, because Anne Brownhill, who was leading the race, got within almost an arm's length of the finish when, due to our time restriction of 3hrs, the committee boat pulled the pin with no result. Lots of little incidents to remember on that regatta that brings a few bits of laughter to me.

You are well known as the man from "Melways" (the street directory used by the vast majority of Victorians). For those interstate or new to the class, can you tell us a bit about what your job entails?

I have been fortunate to grow up (well perhaps grow old!) in a successful family business producing street directories. My background is cartography and as such I have enjoyed the drawing ability that mapping has offered. The transition to computer graphics and GPS mapping has breathed a new life into what is possible these days. The navigation revolution continues to expand and throw new challenges to how people spatially navigate when the electronics are down. We are starting to see that the Gen-Y group navigate by features rather than road names, something for which

our directories have been great sources of information. We are constantly moving in the direction of electronic navigation such as iPhone, iPad apps and general mobile technology.

What other classes have you sailed over the years?

None

What interests do you have outside of Paper Tiger sailing?

Photography. I spend quite a bit of my free time looking for those special moment photos, whether they be people, landscapes or animals. The Zoo is a great place to spend some time.

Travel. I love the opportunity to experience different places and get to know different parts of Australia. We really do have a great country with so much diversity across the continent.

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

Being relevant to small boat sailing. Keep the PT refreshed and sailing at as many places as possible.

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

I certainly intend to keep sailing for as long as the body lasts. Jack Leever was determined to still sail when he turned 80. That was his goal. However when he was 89 I was talking with him at Elwood and he reminisced that he regretted going cold turkey on sailing when he reached his goal. He felt he could have continued longer, but just pick the days he chose to sail. Even at 80 Jack was still very competitive. So there is a bit of advice for us all. I suspect in another 10 years or so we could still have a few Old Salts around. So Peter A, you had better buy back your Old Salt boat and truly be an Old Salt!



'Windcruiser'

DIY FIX IT

BY JON PINKERTON
& RALPH SKEA

This is part two of a two part article on making basic repairs to your PT. In this part, repairs to foam composite boats are addressed.

FOAM SANDWICH SKINS

This method describes how to repair punctures in skins from small holes up to large fist sized fractures. Larger areas larger will be repaired in a similar manner, but become problematic due to curvature of the hull. You will require basic skills in GRP work. It is also very handy if you can spray paint and collect some specialist items.

Firstly you will need a piece of "Divinicell" foam sheet the same thickness as the core, probably 4 to 6mm thick. Try any "boat builder type" and you should be able to pick up a suitable offcut. Next, some polyester resin and hardener, and for the top coat, "Flowcoat" coloured to match the boat. The last thing needed is fibreglass cloth, around 100 gsm (grams per square metre), four times the area of the repair. Also required are some mixing containers, small brushes, eye protection, masking tape, a bit of plastic sheet, and some acetone would be handy. A 100mm angle grinder with a diamond blade will be very useful, otherwise a new sharp hacksaw blade will do the job.

To begin, mark around the fracture with straight lines to encompass all the broken bits and get back to pristine structure. Make the markings in a random pattern (not square) and try to keep each line about a minimum 75mm long, which will allow the grinder to penetrate efficiently. The less complicated the shape of the cut out, the easier the next steps will be.

Take the grinder and plunge it into the hull on the marked lines at an angle of about 45 degrees to the hull surface, cutting all around to remove all the broken pieces. Inspect inside [torch and mirror] to make sure all the fractures are removed. If not, re-mark and re-cut. The precision of this cutting will make fitting of the patch easier.

The next step requires a very delicate hand, as you will find diamond saws are not forgiving when used. Veeery carefully, feather the existing gel coat and fibreglass back away from the cut to expose a margin of around 10mm to 15mm of bare virgin foam, another 10mm to 15mm of the fibreglass laminate, and finally the same margin of gel coat. Be extremely careful not to cut into the surface of the foam.



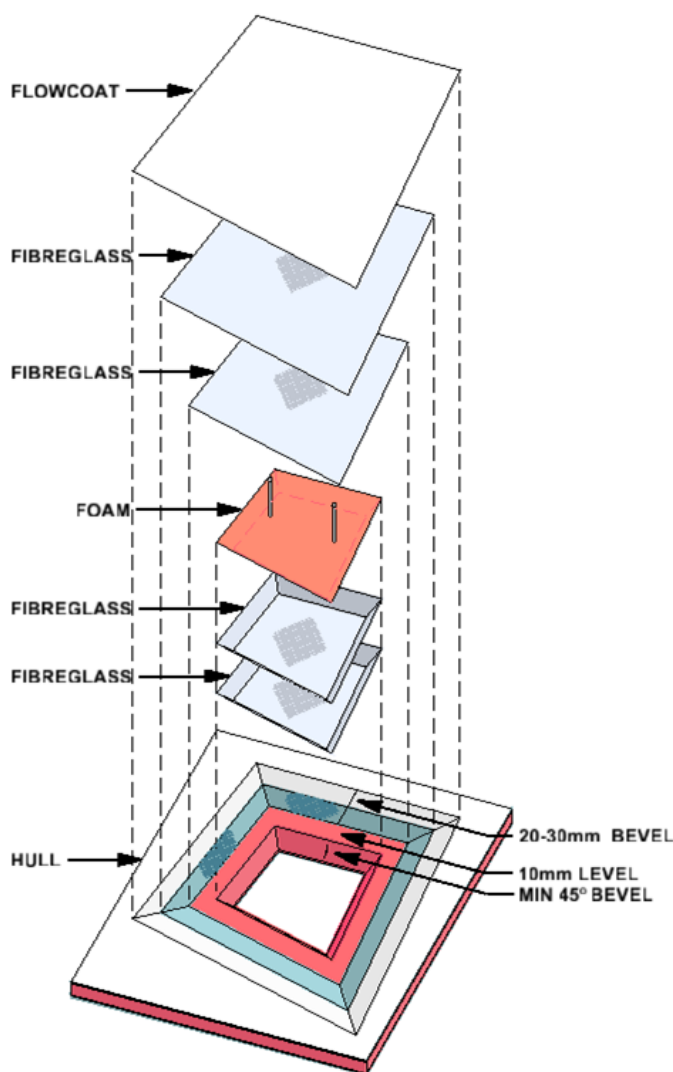
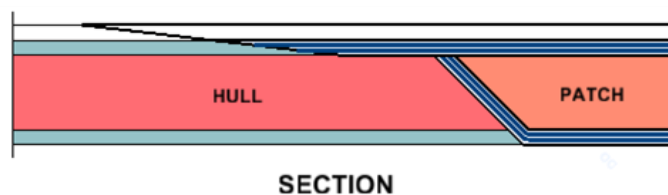
Now cut the foam sheet to intimately fit the cut out. The accuracy of the fitment of the foam will determine the overall integrity of the repair, so be very careful and do it bit by bit to achieve a perfect job. When the patch is placed in the cut out, you need the surface of the patch about 3 thicknesses of paper lower than the already exposed surrounding foam.

Cut 2 layers of fibreglass cloth to mimic the shape of the patch and allow no more than 10mm extra all round. Place the two layers of cloth on the inside of the foam patch, mix the resin and apply to the cloth, moulding them over the 45 degree edges. Wet the edges of the cut out with resin, then pick up the patch (holding it with a couple of strategically placed dressmakers pins on the outside). Now place it into the cut out so that the foam surfaces of the patch and the boat are flush. The patch might stay in place, otherwise pin it around the edges as required. When the resin gels sufficiently, (don't be too anxious here) trim the excess cloth away with a new blade to be flush with the foam surface. After the resin sets, this margin can be carefully sanded to remove any fibres left sticking up.

Now cut the outside pieces of fibreglass. Make the first layer big enough to overlap the join in the foam up to the original lamination, then cut the second layer to come up to the margin of the gel coat. Place these on together dry, so positioning can be achieved accurately, then wet out with resin using just enough resin to only fill the weave. Remember that you can add resin to the job easily, but to take it off after is much more difficult. The best way of applying the resin is to wet the brush and stipple the bristles directly onto the job. This way the fibreglass will not move around, and resin application can be controlled specifically without puddles of resin in between each layer. After this cures (24 hours), sand off any wayward fibres, which might be protruding, to above the finished gel coat level.

Finally, the finishing gel coat is applied. You will find this the most difficult step in achieving a fair and cosmetic result. Spraying is the preferred method, otherwise brushing can be done, but this will require more sanding and polishing. Either way, firstly mask the surrounding area about 50 mm away from the repair with packaging tape or good old office sticky tape (this is nice and thin) and newspaper for another 1 metre all around. If spraying, cover any other bits and pieces nearby with drop sheets as, when sprayed, the resin mist in the air stays wet and wafts around to fall on things. Yes it will stick to anything around that you do not want it to, including your lungs, so wear a mask. Sand the exposed existing hull gel coat, with no coarser than 400 grit paper, up to near the masking tape. Be a bit more aggressive with the sanding toward the new

laminations to take the surface down a couple of thicknesses of paper, then wash the surrounds with acetone.



Without going into a spraying lesson at present, spray the area with successive applications, "wet on wet", covering the low parts first to "build up" sufficiently to make good to the surrounding original gel coat level. It would be preferable to have the sprayed surface horizontal if possible to avoid an uneven thickness of spray due to runs, even to the extent of putting the boat on its side. Take the masking off immediately spraying is finished.

Let the gel coat cure for a couple of days before you sand with 600 grit wet at the margin then 1200 grit overall before polishing with "Brasso". If the spray finish is OK to the eye, then sanding is only necessary around the outside to feather to the original gel coat finish.

MINOR SURFACE DAMAGE

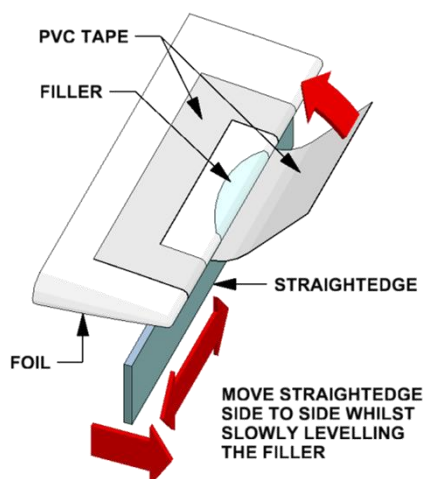
Minor dings, which only damage the gel goat and perhaps the top layer of glass, can be repaired in the same way as described for surface damage repairs in the previous article on timber boat repairs.

Before starting the repair, the surrounding area should be protected with adhesive plastic sheet or PVC tape. Remove any loose or cracked material and lightly sand and bevel back the damaged area to give a good bonding surface for the filler.

Mix just enough colour matched gelcoat to fill the damaged area and apply it carefully up to the edge of the repair. Toothpicks, matches or kebab skewers are good tools for this job. Avoid forming bubbles in the mix as these will spoil the surface finish. Stick the edge of a piece of wide PVC tape to the hull adjacent to the filler, then use a straightedge to work the tape over the filler, moulding it to match the hull surface as you go. Once the resin is set, check that there are no depressions. Sand and top up if necessary. Once the filler has set, sand and polish the repair as described earlier.

FOIL REPAIRS

Minor damage to the centreboards and rudders is dealt with in a similar way to minor hull surface damage. If the damage is on the leading or trailing edges, bevel the edges of the damaged area to give a longer bond area. Now mix filler and pigment to match the foil colour and proceed as above to fill the damaged area, using PVC tape and a straightedge to form the filler around the edge to match the shape of the board. When the damage is properly filled, carefully sand level with the foil surface, then polish.



If the damage is more severe, rebuild the foil with foam (or lightweight timber) then repair the surface fibreglass and gelcoat layers as described in the section on foam sandwich skin repairs.

Jon Pinkerton - 2967 – 'Johnny B Goode'

OLDER BOATS

If you have an older foam sandwich boat that spends a lot of time outdoors, you will find that gelcoat has a limited life. Once re-polishing is no longer effective, or variable colour fading between the original hull and previous repairs leaves your pride and joy looking a bit ordinary, it may be time to consider painting. One of the advantages of paint is that any fibreglass repairs that you have to do don't have to look immaculate, they just have to be finished off smoothly enough to be invisible once painted over.

Two-pack polyurethane paints give an excellent, durable, finish and are being used by some boatbuilders instead of gelcoat these days. However, they require good spraying equipment and a skilled operator (as well as serious health precautions) to achieve a good finish. There are simpler ways though to achieve an acceptable finish with conventional marine paints.

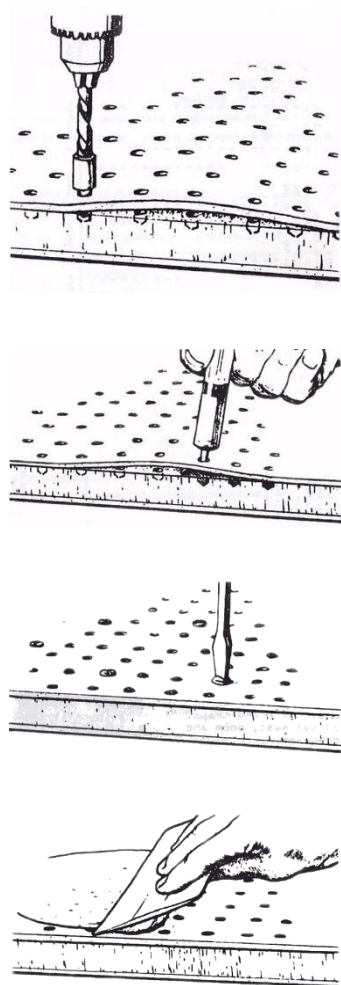
The "Norglass Paints" website (for example) <http://www.norglass.com.au/how-to> explains how to deal with perished gelcoat using paint finishes. Unfortunately, a lot of modern paints have ridiculously fast setting times, which make a good brush finish difficult to achieve. Adding "Penetrol" to oil-based paints slows the drying process down and helps the brush marks to level out. Paint adds weight, so sanding off some of the perished gelcoat (without going right through it), will help reduce the weight gain.

So, how might repairs to painted boats differ from those for unpainted ones? Well, as the repair is protected from sunlight by the paint, epoxy resins and fillers can be used. Epoxies create strong bonds with the resins used in foam sandwich construction but don't like ultraviolet exposure. Also, there is not the need to leave a gap between the repair and the hull surface for a layer of pigmented gelcoat (a fiddly exercise). This makes repairing and finishing off an easier operation; definitely an advantage if you are not a craftsman.

The "West Systems" website (for example) <http://www.westsystem.com/ss/assets/HowTo-Publications/Fiberglass-Boat-Repair-and-Maintenance.pdf> gives a very comprehensive coverage of fibreglass repairs using epoxy/fibreglass techniques. Whilst a lot of the information is based on repairs to larger boats, there are certainly ideas which are applicable to PTs.

Section 2.2.1 addresses methods of matching gelcoat repairs to the original finish, while Section 2.2.2 addresses appropriate paint finishes if gelcoat matching is not effective.

Section 4.2.2 addresses the use of a fibreglass backing patch to reinforce hull and deck repairs (similar to the ply one described in the previous DIY article on timber hull repairs). This can also be a useful technique if a section of hull is to be removed and reinstalled in order to gain access to internal damage such as centrecase leaks or split decks (see pics opposite).



Section 5 gives information on repairing delamination of the fibreglass skin. Delamination tends to occur more often in older boats and is identified by flexible bulges in the hull surface. The method described is based on a balsa core material but is certainly adaptable to foam core boats, as I discovered years ago.

The process involves drilling a series of holes through the fibreglass to just beyond the loose area. Then thickened epoxy resin is injected into the holes, starting at the centre and working outwards. The skin is temporarily held down with self tapping screws until the resin sets. Then thickened resin is injected into the screw holes and a trowelled into the other holes with a plastic squeegee.

Section 7 describes methods for reinforcing the hull in areas where fittings are attached. Filling the core, where screws and bolts pierce the hull, is a good way to prevent moisture entry into the core material. It also prevents crushing of the panel and loosening of fittings that are under load.

If acquiring foam for your repairs is an issue, plywood can be used as the core material (and the backing piece, but seal it). If you don't have an angle grinder, GENTLY saw a 1.6mm drill sideways along the line to create a starter slot for the hacksaw blade (Pic. 1). Angle the



blade at the corners to allow for the bevel (Pics 2 & 3). A backing piece is recommended when replacing the patch. If the patch is in a high impact area, carefully sanding the gelcoat back to (not through) the glass layer along the patch joint and adding 25mm wide fiberglass tape is advisable. Then use epoxy filler to blend the patch with the panel.

Some older boats have plywood as the core material in the transoms. This can perish and fail over time if water is penetrating through the pintle attachment holes. Once wet, the ply is hard to dry out. Consider internally reinforcing this area with glass, ply or timber, and epoxy core fill around the pintle attachment holes.

Ralph Skea – 3065 – 'Solitaire'



Profile

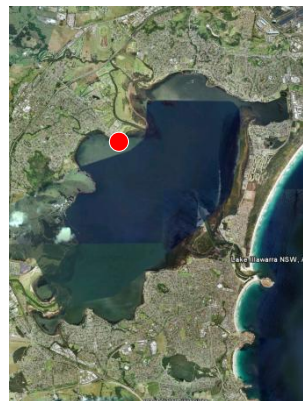
A tour of Paper Tiger clubs
around Australia



Note: No clubs from Tasmania have been included as the only current fleet is at Lauderdale (reviewed last edition).

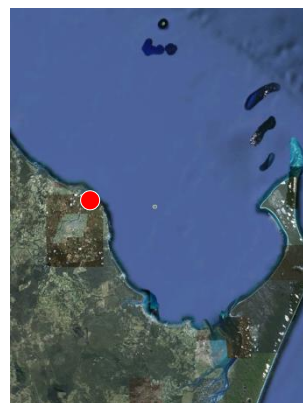
Koonawarra Bay Sailing Club (NSW)

<i>Location</i>	Kanahooka, south of Wollongong, NSW
<i>Body of Water</i>	Lake Illawarra, a coastal lake (10km long x 6km wide)
<i>Number of PTs</i>	8-10
<i>Other classes</i>	Windrush.
<i>Number of members</i>	10
<i>PT events hosted</i>	1997 & 2009 Internationals. 1992 Nationals. Multiple NSW State Championships (last one was 2010)
<i>Other major events hosted</i>	Various State Championships, including Fireball, MG14 and Windrush. - Neal Schneider – Nat Champ 2001, NSW Champ 1999 - Jon Pinkerton – NSW Champ 1997, 2002, 2004, 2005 - Wayne Eager (NSWPTCA President) - Neil Waterman (NSWPTCA Treasurer) - David Stumbles (PTCIA Secretary) - Ralph Skea (APT Editor)
<i>Well known PT sailors from the club</i>	
<i>Website</i>	www.koonawarrabaysc.org.au



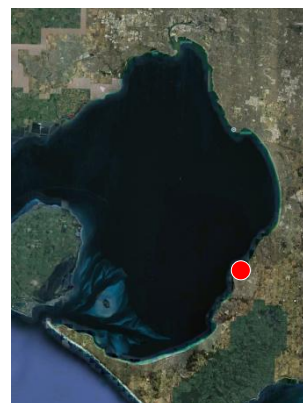
Bundaberg Sailing Club (Queensland)

<i>Location</i>	Near the Burnett River mouth, Bundaberg
<i>Body of Water</i>	River and offshore courses, weather permitting
<i>Number of PTs</i>	5
<i>Other classes</i>	Nacra, Hobie, Laser, Tasar and two trailer sailer fleets (multihull & monohull)
<i>Number of members</i>	120
<i>PT events hosted</i>	2003 Nationals. Queensland State Championships
<i>Other major events hosted</i>	Qld Nacra Championships
<i>Well known PT sailors from the club</i>	- Dave Vockler – 7 times Qld Champion - Brendan Whalley – Qld Junior champion
<i>Website</i>	http://sites.google.com/site/bundabergsailingclubinc/



McCrae Yacht Club (Victoria)

<i>Location</i>	Mornington Peninsula, Point Nepean Rd, McCrae.
<i>Body of Water</i>	Port Phillip Bay
<i>Number of PTs</i>	10-15 weekly
<i>Other classes</i>	A-class, Mosquito, Taipan, Laser, B-14, Pacer, Optimist
<i>Number of members</i>	259+
<i>PT events hosted</i>	1994 & 2003 Internationals. 1993 Nationals. Multiple Victorian State Championships. Will host 2012 Internationals.
<i>Other major events hosted</i>	Multiple International C-Class Championships (Little Americas Cup). 1999 A-Class Worlds.
<i>Well known PT sailors from the club</i>	<u>Current:</u> Jason Dunsmore, Ron Wiggins, Keith Deed, Rick Stout, Luke Stout, Neil Williams - Nat Champ 1989, 90, 91 <u>Past:</u> Glen Ashby (ex Bendigo), Ben Deed (ex Sorrento), Stephen Brayshaw, Warwick Lyon, Barry Lyon.
<i>Website</i>	www.mccraeyc.com.au



Images courtesy
of Google Earth

Recent Recruits

This is the first in a series of quick introductions to some of the newer faces in the Paper Tiger class.

Chris Shannon (Queensland)

Boat Name: 'The Other Lady' (2920).

Club: Lake Samsonvale Water Sports Association.

Occupation: Business Analyst in a consulting company.

How long have you been sailing Paper Tigers?

I have been sailing Paper Tigers now for about two years.

What sailing did you do before Paper Tigers?

My Paper Tiger is the first sailing boat that I have owned. I moved up to Queensland a couple of years ago and decided that I wanted to try sailing as a sport. I did a course at Southport Yacht Club and decided that I wanted to buy a little catamaran to race.

How were you introduced to Paper Tigers?

As mentioned, I was new to sailing when I bought my Paper Tiger. It fitted the brief for what I wanted in a boat. I actually lived with Greg Williams after high school for a while and I knew that he sailed them, although I was looking at other options as well around that size (or even a Laser). One came up for sale at the time I was looking to buy, so I decided to give it a go and have been very happy with the choice so far.

What do you like best about Paper Tigers?

For me it suited what I was looking for. They are quite affordable compared to other boats and it was easy to learn on, although with enough adjustments to mean that it is easy to sail but difficult to master. What I have liked about the Paper Tigers is that the association has been very helpful in answering all of my newbie questions, and it is that support that has made being in the class very enjoyable.

What five words would you use to describe yourself?

Friendly, Eager to learn, Ambitious, Hard working, Family orientated.



Denis Davis (New South Wales)

Boat Name: 'Smilenwave' (3087)

Club: Wagga Wagga Sailing Club

Occupation: Transport Manager

How long have you been sailing Paper Tigers?

This season coming will be my 3rd full club season on a Paper Tiger. The NSW State Title at Koonawarra Bay was the first regatta I have ever sailed in.

What sailing did you do before Paper Tigers?

I started on a cat-rigged Hobie 14 about 7 years ago, sailing at my local club between droughts.

How were you introduced to Paper Tigers?

Well, sailing at Wagga Wagga Sailing Club it's just a matter of time before you get the Tiger injection. One Saturday, Garry Williams had set his Paper Tiger up to sail a club race and our Officer of the Day could not make it, so Garry filled in and let me sail his Paper Tiger for the day. For some strange reason I sold the Hobie after that.

What do you like best about Paper Tigers?

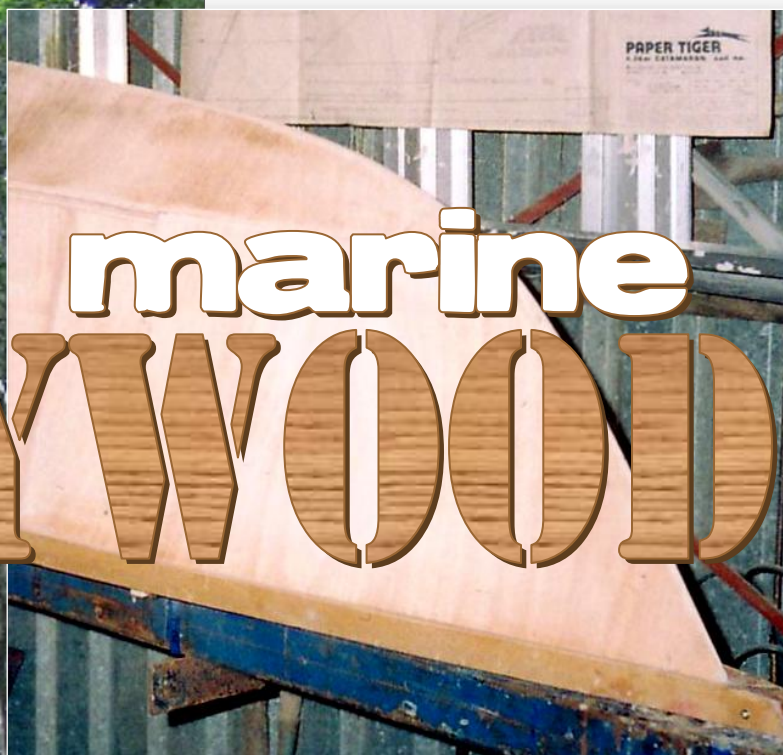
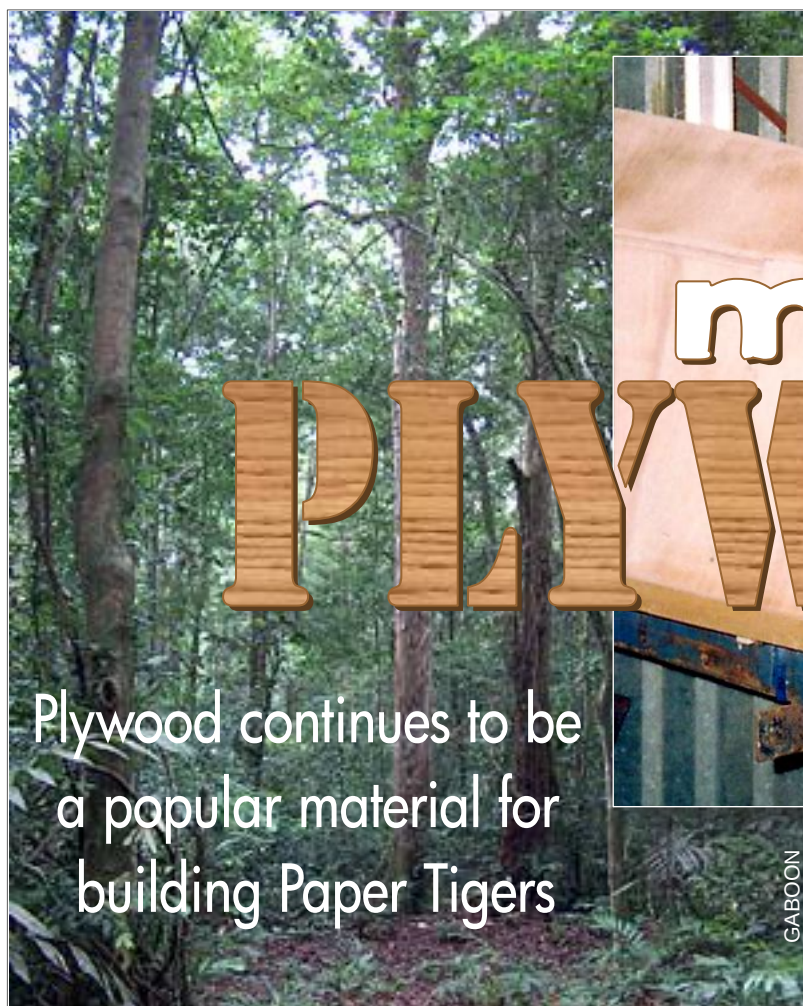
I enjoy the fact that Paper Tigers are basically a one-design class but the rules give us enough freedom to experiment in some areas and personalise our boats. I think the class also has a rare breed of pure racers. In respect, they keep few secrets and will give out any help or information to make the racing closer.

What five words would you use to describe yourself?

Genuine, Persistent, Technical, Resourceful, and of course Competitive, or a Racer if you like.



Stephen Halliday, Neil Waterman & Ian Marcovitch - Mannering Park 2010



marine PLYWOOD

Plywood continues to be a popular material for building Paper Tigers

GABOON



Why choose ply over foam composite

Firstly, there are still people who appreciate the satisfaction that comes from hand crafting their pride and joy; then there is the opportunity for the enthusiast to tweak the rules in search of an edge; next, it is relatively easy to solidly repair a damaged timber boat; and finally, savings of up to 80% in hull cost (if labour isn't costed) can be achieved by building ply hulls compared to purchasing composite ones.

The potential downside of ply is its reduced durability compared to composites if left out in the weather for very long periods. This can be largely addressed if the boat is soundly built, properly sealed inside and out, painted with 2 pack polyurethane paint, and water is not allowed to pond in the hulls. Even so, a composite boat may be expected to stand up to the weather better, although the gelcoat will break down under UV light over time. Any PT will last much longer if it receives a bit of TLC and protection from the elements.

Having made the decision to go with ply construction, which ply is preferable? I had a set of hulls for 20 years that were made out of exterior grade ply (except for the decks). The glueing of the veneers was fine but the quality of the timber was inferior, resulting in a lot of stress cracking of the surface. This problem was solved by sheathing the hulls, which of course added unwanted

weight. For a durable boat, marine grade plywood is definitely the go.

What is marine ply

Marine grade plywood is constructed with A Grade veneers on both outer surfaces, which means that they have no open imperfections and provide a high resistance to stress cracking. The core veneer(s) should be free of voids to resist water penetration, which could become trapped between the glue lines and degrade the structure. The timbers used are generally rated as non-durable, so the timber is treated to resist fungal damage in high-moisture environments. The glue used to join the veneers is A-Bond standard and is Water Boil Proof (WBP), which is the same glue standard used in A-Bond exterior grade plywood.

At this point, a word of caution is in order. Marine plywood ain't always 'marine' plywood. Some of the products imported into Australia don't meet the strict requirements set down by the relevant standards adopted in Australia. Marine plywood should be marked to indicate that it is manufactured and certified to Australian Standard AS/NZS2272-2006, or to the British Standard BS1088-1:2003 (the accepted international standard), for marine plywood.

The wash-up of all of this is that certified marine

plywood should provide a strong, stable, long lasting material with which to build your masterpiece. The high surface quality will also provide a sound base for finishing coats. Of course, all of this comes at a premium price.

If you would like to know more about what makes plywood 'marine' grade, check out the British Standard at:

<http://www.chinapwi.com/Download/Marine%20plywood%20BS%201088-1.pdf>

Why Gaboon

A number of timber species are used in the manufacture of marine ply, and the species used will effect the characteristics of the finished board. The timbers generally used in the manufacture of marine ply are durable species where weight is not a primary concern. However, light weight is a characteristic which is of great importance to us.

Marine grade plywood made from '*Aucoumea Klaineana*' (an African hardwood known as Okoume, Gaboon, and Mahogany) has long been the material of choice for building ply PTs. BS1088, clause 3.3.2, makes special reference to the use of low density timbers like Gaboon where light weight is critical to construction. Gaboon is not regarded as a durable timber in its raw state, but 4mm thick plywood made from 3 equal thickness veneers of Gaboon is light and easily worked, and once sealed with epoxy, the material is definitely strong and durable enough to withstand many years of serious racing under demanding conditions.

Weight

So how light is light? The plywood that I obtained some 4 years ago was 4.5kg per 2440mm x 1220mm x 4mm sheet. I weighed the whole stock that the supplier had in order to select the lightest sheets. However, as the sheets were quite damp, there may well have been lighter sheets available elsewhere.

I have also seen Gaboon ply at over 6kg per sheet. With 5 sheets used in a typical PT, you can see there was a potential weight saving of around 7kg just from taking the time to select the lighter sheets. It is desirable to end up with finished hulls (painted) that weigh under 17kg each if a minimum weight boat is to be achieved. If the builder intends adding interior stiffening to the hulls, (a common practice these days) the lightest weight ply obtainable is a must. Further drying of the ply (and therefore weight reduction), may be possible once the hulls are built.

Quality

The heavy ply I mentioned above had unequal veneer thicknesses, poorly glued areas and significant voids in the core veneer. This clearly didn't meet the relevant

standards. Difficulties with obtaining good quality Gaboon plywood in recent years has been expressed by builders within the class, as well as by importers in online comment. Even though I carefully selected the ply sheets for my current boat, they were all damp and slightly buckled. Luckily internal hull stiffening, which I had planned anyway, ironed this out.

What to look for

There are quite a few suppliers who advertise Gaboon marine plywood for sale and espouse the quality of their product. So how might you avoid disappointment when your new boat hits the scales?

- If you can, select the sheets yourself.
- Look for the certification stamps that 'should' indicate compliance with the Australian or British standards.
- Take a set of reliable scales with you that are designed to measure weights up to 10kg accurately.
- Select the lightest sheets available, preferably under 5kg per sheet. If the sheets are heavier, try another supplier if you can.
- Look for the flattest sheets available.
- Look for dry sheets. Although a light weight, damp sheet will lose more weight as it dries, it may buckle if not held flat and may take significant time to dry out completely.
- Look to see if the veneers are of equal thickness. The outer veneers take the major loadings, so if the core is thicker, the panels may not be as stiff.
- Look at the end grain of the core veneer (both sides of the sheet) to see if there are any gaps. You may still miss gaps in the middle of the sheet, but the chances are reduced if the edges are all good. Core gaps will sometimes show as faint lines in the surface colour running across the sheet. Gaps can be filled during construction, should you miss them, but indicate poor ply quality.
- Look for any delamination of the veneers.

If everything seems good, then you should end up with a satisfactory product. If you have to order your ply sight unseen, then specify your requirements based on the above list. If the supplier takes pride in their reputation, they should be happy to assist you.

The following two sites are provided as examples only of the many suppliers available, just to get you started.

They are not intended as a recommendation. The final choice is up to you.

http://bruynzeel.rtrk.com.au/?scid=58417&kw=4394256&pub_cr_id=7859659554

<http://www.denmanmarine.com.au/id67.html>



queensland

News from the North

The wind has left us over the last few months, although Paper Tiger sailing in Queensland is starting to make a bit of headway. Dave Vockler has come back into the class and is very keen to get a State Titles happening.

There are a few guys sailing up north near Bundaberg again as well as a few at Lake Samsonvale.

We also have a new Paper Tiger being built at the moment. The photo opposite shows Greg's progress with the new boat so far, and hopefully we can get him out on the water soon.

Gary Fleming and I attended the **Wivenhoe Winter Marathon** over the June long weekend. There was some good racing between the Paper Tigers and the Arrows and it was great to get out there with the fleet of Nacra 430's as well. On the Saturday the weather was cold with visibility very



low and the whole lake under fog. We camped overnight at the lake with a number of Lake Samsonvale members, but the weather hadn't improved much with another freezing day on Sunday. It was great to get the Paper Tigers out there, and hopefully we can see some more at forthcoming regattas in Queensland.



There is some interest in potentially incorporating the State Titles into one of the Lake Cootharaba regattas. For anyone interested in attending, these upcoming regattas have been added into the Events Calendar on page 31 of this issue.

Chris Shannon –
2920 – 'The Other Lady' 

Gary Fleming (2314) and
Chris Shannon (2920) at
the Wivenhoe Winter
Marathon

Winter Mutterings from TPTCA Grapevine

I was in a taxi the other day and the topic of sailing was brought up. The taxi driver said *"there's a yacht club around here somewhere isn't there?"* I said *"Yes there is, just near the northern end of the beach"*. Promptly the taxi driver replied, *"Yeah I was down here really late one night over summer after getting a call from a couple of interstate (SA) guys who were lost and were trying to find their way back to camp. They were a bit under the weather, and one of them appeared to be some kind of cross between Elvis and Eric Clapton."* I replied, *"Nah don't know who you are talking about – it was probably some guys involved with the fishing club..."*

As you can tell from the above introduction (sorry Nev and Elvis Mitch), winter has been a quiet time for PTs in TAS, as it appears as though most Tasmanian Tigers hibernate for the winter. Unlike our thylacine cousins, the PTs will most certainly return with the continual lengthening of the days. It would seem as though the various tigers are receiving differing amounts of attention & maintenance post Lauderdale Nationals.

Bruce has not been seen since the Nationals presentation night, but will most likely pop up come early January.

Rumour has it that Mick has had *Re-Entry* 'in bits' and has been through a couple of reams of wet-n-dry in the last 2 weeks. Mick is now supporting a very 'Zapper-like' moustache - not quite sure of the aerodynamics but it should do good things for PT marketing over the summer.

It has been said that Sean has 'lost condition' over the winter, however it has also been said that a 'new sail' is on the way for 2997? *Smmmokin' Billy* appears not to have left the LYC compound for some time now, however a number of local rabbits appear to enjoy *Billy's* company.

Dav has made remarkable progress in the weight loss department shedding one whole kg over winter, is down to a nimble 100kg, and is now campaigning for weight divisions to be brought into the National PT rulebook. It has been said that Dav was spotted wandering through Melbourne CBD late at night carrying what looked like a new sail. As per *Smmmokin Billy*, *Chilli-Toes* appears not to have clocked up too many hours over winter.

"The Family" of *Bongo Fury*, *No Eye Deer*, *Go With the Flow*, and *Gulf Buggy* has also disappeared over winter. It has been said that "The Family" is plotting a major coup to overthrow rival PT sailors in this upcoming 2011-2012 season with some form of winner-

take-all team-racing a'la Cadel Evans!

Bruce Clayton is very keen to get some breeze in the sails come the start of the season but it would appear as though Lucy may have claimed some rights over dad's PT? It has also been said that Reeseey will be back on the water this season – let's hope it's on a PT!



TPTCA Formalities & Marketing

The TPTCA AGM will be held in August, all welcome. The TPTCA is starting to build on good stocks of PT spare parts from masts, through to smaller PT-specific fittings. Please contact TPTCA if you need anything for your PT in Tas.

The TPTCA has had discussions with other yacht clubs in the Hobart Region and has organised two events that are both aimed at the promotion of the class in Tasmania. With Tas Paper Tiger numbers growing to ten (10) at the Lauderdale PT Nationals, the TPTCA is keen to maintain this momentum, promoting growth in the class both at Lauderdale and around the state in general. The event dates will be finalised for the next APTCA publication, however one event will be held at the Lauderdale Yacht Club, and the second will be held at the Sandy Bay Yacht Club. The TPTCA is targeting all ages of sailor, but is particularly keen to promote the PT as a class for younger sailors to upgrade to.

TPTCA Parting Words

The final tid-bit from Tas is that it has been alleged that a prominent Tas PT Sailor has entered into secret pre-season draft-pick negotiations that could involve another PT entering the state, provided that a home is found for his current vessel. It has been alleged that this deal will certainly breach the prescribed salary cap set down by the Minister for War & Finance.

Davin Faux – 2932 – 'Chilli Toes'



south australia

Another Builder

Some exciting news from South Australia. Tony from the **Fibreglass Factory** is starting production of Paper Tigers. He is keen to get some boats on the water for this coming season, and earlier last month I was at his workshop to see the initial stages of the making of the plug for his hulls. See pictures below. He is also going to make rudder boxes, as well as rudders and centreboards.

Tony has a lot of experience in off-the-beach catamaran production, some may have seen his F16 and F14 catamaran's, which are very high quality.

It has been a very long time since there has been a PT manufacturer in SA, and the Association is excited at this prospect. We hope that Tony's efforts will boost numbers of PT's in the state.

Tom Bawden – 2974 – 'Carbon Copy' 



victoria



C. Furey

Latrobe Valley – Sauna Sail

Above is a sensational photo from the Sauna Sail, which forms part of the VPTCA Traveller Series for 2011-2012. It appeared soon after on a US-based web page, and I subsequently tracked down the photographer, **Chris Furey**. I thank him for his permission to publish the image. You will see a PT in there but I'm not sure which of us it is.

I have also included a photo of a log jam of boats drifting to the finish line. Much shouting but most of it good natured. Photo also by Chris Furey.

There were five races and five of us in the fleet – Bob Ramsay (who won Division 2 of the whole regatta - PT, Arrow, Hobie 16, Nacra 4.3), Mal Willis, Keith Deed, Tim Norman and myself.

The Sauna Sail is sailed on the cooling pondage of the Hazelwood power station (much in the news lately) and the warm water frequently leads to foggy conditions in the cold June air. This regatta was sailed in light conditions, and it can be extraordinarily beautiful drifting around. The starts were interesting, with nine divisions at three minute intervals, and fog sometimes too thick to see the start boat.

When the wind is up, it can be ultra-exciting as boats loom out of the mist at speed, particularly A Class, Taipan, F18 and Tornado with spinnaker. When you can see the thick mist blowing at 15 knots + your boat speed, it is a revelation. Not for the faint hearted.

Mike Wold - PT 3050 – 'Boy at Heart'



C. Furey

new south wales

2012 State Championships

The 2012 NSW State Championships will be held at Wagga Wagga Sailing Club on the 2011 October long weekend (1st to 3rd). The decision to hold it in October was based on there being no long weekend in January (the usual States date) and the higher likelihood of getting suitable breezes in October in Wagga. Already there are early indications of a good size fleet for the States and entries are rolling in. The Wagga club has been a magnificent host in the past, so we are looking forward to competing there.

2012 National Championships

The committee is busy planning the 2012 Nationals, to be held for the first time at Mannering Park. Lake Macquarie is a great sailing venue and the club is keen to ensure the best result for the sailors, so it is bound to be a great event. There is a lot of info about the Nationals towards the back of this magazine, but please feel free to contact us if you have any questions at all about it. And don't forget that this event is the selection series for the 2012 Internationals.

State Pointscore

This year's State Pointscore has six rounds:

- State Championships (Wagga Wagga SC) 1st to 3rd October 2011.

- Mannering Park 14ft Cat Regatta (Mannering Park ASC) 8th & 9th October 2011.
- ACT Multihull Championships (YMCASC, Canberra) 22nd & 23rd October 2011.
- Kembla Klassic (Port Kembla SC) 26th & 27th November 2011.
- Koonawarra Bay 14ft Cat Regatta (Koonawarra Bay SC) 11th & 12th February 2012.
- Anzac Regatta (Batemans Bay SC) 7th & 8th April 2012.

Points are awarded for the overall place at each event, the best four rounds to count for the total score.

14ft Catamaran Traveller Series

The State Pointscore will overlap with the inaugural NSW 14ft Catamaran Traveller Series (see full page promotion on page 35 of this edition of APT). Our own Tony Hastings is a key organiser of this series, which is aimed at bringing the various 14ft catamaran classes together to provide bigger fleets and great racing, especially for those classes with smaller numbers. Four of the rounds of the PT State Pointscore will also be rounds of this series (Mannering Park, ACT Multi's, Kembla Klassic, and Koonawarra Bay) so you can easily compete in both series at the same time. This series is a great opportunity to showcase the strength of the Paper Tiger class (both in numbers and performance) against the other small cats, as well as build on the already good relationships between the sailors in the various classes.

David Stumbles – 3076 – 'Rapture' 



Mannering Park 14ft Regatta 2010



A FRANK ASSESSMENT

"Thank you [Tony] for copying me your "Making the leech stand up". Your analysis and pictures are interesting. The following comments may be of interest to you –

1. *I would be interested in hearing your reasons for "I reject the idea that some skippers can point higher and go faster because 'they are good sailors', as if possessing some magical quality".*

My observation is that about 95% of all sailors employ a simplified one-handed handling technique of "use the rudder for everything" which results in slow sailing because of the very great rudder deflection drag and associated circular waterflow drags and spiral waterflow drags intrinsic to this way of sailing. So it is logical that there should be a big difference in speed between the way they sail and the lower-drag way the other 5% sail.

The other 5% aspire to a logical handling technique which, if perfectly applied, would result in the minimum possible extra drag due to the wind's unsteadiness in speed and direction. Their object is to use two hands to adjust both heading and sail trim to enable the boat to sail though the wind's unsteadiness at a speed as close as possible to its full potential speed in a notional steady wind at the speed and direction of each moment. But because the changes in both wind speed and in wind

direction occur randomly every few seconds, and are randomly uneven, some large, some small, it is not practically possible to achieve the ideal of immediate and technically perfect response to every change. The more closely each sailor can approach the ideal, the faster his boat will sail. So within this 5% of sailors there will be small but consistent differences in speed, depending on the level of skill each has managed to achieve in his/her quest toward handling his craft well.

I note that these observations are supported by both the objective measurements of the simulator printouts, and also the regatta score sheets. Just a comment.

2. *I agree with you that, in the mid-range winds, a boat such as yours (no headsail) will sail fastest when the leech is set approximately parallel with the mast. This will call for very great leech tension, which in turn will result in an inflexible rig with no hope of any automatic response, and a "wooden" feel to the boat.*

Your pictures show one boat which is set up differently from all the others. Since this is the boat which won, let us look at it more closely. If you look along the mast of the boat on the left [below], the set-up is such that the lower mast sags to leeward and the masthead is hooked out to windward. Given this mast curve, a sail can be set with the leech parallel to the curved mast with much less leech tension than when the mast is straight. The leech of such a sail will be much more mobile, and this mobility can then be employed to encourage the sail to respond to the changing wind by moving automatically toward the shape which will be fastest in the new situation. This is the goal of the designer of every automatic rig. Just another comment."

Frank Bethwaite





International Scene

by DAVID STUMBLES

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

South Africa

Bennie Schwim has been sailing Paper Tigers since the early 1970's and is currently restoring one of the boats he used to sail. He reports here on his progress.

"As you can see in the photos, my hulls were not very good to start with. I have progressed a bit further than on the later photo. All the beam boxes and bulkheads are now epoxied in, with deck stringers also in on the foredeck area. I also had to add an inner timber support for the gunwales as the existing glass is very thin at the top where there is no sandwich foam support. Progress has been difficult, as I have had to keep sections of the original deck in place to keep the hulls from distorting. The centreboard cases have been built, but I still have to fit them. Decks and gunwales are ready for fitting. I have also made a special support to help take up the twist in the hulls between front and back beams under pressure.



After all this work, maybe it would have been better to have built new hulls from scratch, although there is a special feeling knowing that I have saved one of the older boats.

The photos of the centreboard and rudder foils (shaped by Keith and Wayne Ribbink) and rudder cheeks (built by John Spencer), are also early ones as these are now complete. The rudder arms were angled in after the photo was taken. The mesh trampoline was made for me by a friend, with a local yachting business (from pictures on the PT Info CD).

He also donated two earlier cross cut Paper Tiger sails by Elvstrom, complete with leech line fitted. (these are both brand new, red sails still in original wrapping with sail no 3370)

My mast, boom and beams are also finished and ready, with all the latest fittings, even with the latest mast spanner as in one of your newsletters.



Andre Lamprecht, unfortunately was not well during the winter, so his Tiger has not progressed either. We will complete the paintwork on his boat with mine.

I have also included a photo taken in 1974 at Point Yacht club in Durban, of Andre and myself, with my Paper tiger "TIGGER" (3091). Hopefully we will have our boats completed by the next newsletter."

Bennie Schwim



Rob Stenner (48) recently contacted the PTCIA and has since become involved in the revitalised South African Paper Tiger scene. He built three Paper Tigers in the mid seventies (3604, 3627 and 3628). He's still sailing 3628 and it is used regularly in their summer sailing season, with a number of his family making use of the boat. He requested a copy of the free PT Info CD as he is keen to get his boat back up to the latest spec and to start racing it again.

Canada

Once the snow melted, Jim Helps escaped from his garage for a while. But now the novelty of summer freedom is wearing off, he is back on track developing his "stitch and glue" Paper Tiger concept and is happy with progress to date.

New Zealand

Once again the New Zealand fleet is gearing up for a big season and they have many events planned. They are expecting to see large numbers at each event as the strength of the class continues to build there. It is exciting to see the growth they are experiencing and this is no doubt due to the promotional effort the class puts in.



Other Countries

Since the last edition of APT, we have had two enquiries from the USA, two from South Africa, one from Canada, one from Israel, one from Germany, one from the Netherlands, plus several from Australia and New Zealand. As we continue to support and encourage the fledgling fleets in various countries, hopefully we will get to a point where we see more countries represented at the International Championships.

David Stumbles, Secretary, PTCIA



2012

PAPER TIGER CATAMARAN **International Championship** and **Australia vs New Zealand Teams Challenge**

The Victorian PTCA is organising the next Internationals, which will be held over the four days of Easter in 2012 (6th – 9th April). The venue is McCrae Yacht Club, southeast of Melbourne on Port Phillip Bay. McCrae will be familiar to many Paper Tiger sailors from both Australia and New Zealand, and has a strong history of running national and international championships, including PTs. The club is nestled at the foot of picturesque Arthur's Seat, which can influence wind patterns and make for challenging but enjoyable tactical racing. Tidal influences can also be significant, particularly at Easter.

The total fleet of forty boats will comprise the national teams and invited skippers, based on firm criteria of performance in national and state championships. The prospect of selection for their national teams always provides a bit of extra 'juice' for AUS and NZ skippers competing for a 'top ten' placing at their respective national championships. The Australia vs New Zealand teams challenge is regarded as an important reason for the success of the Paper Tiger class over its four decade history. New Zealand currently holds the teams trophy from their success in Napier in 2010, and the individual champion Ian Marcovitch, from NSW, will be looking to defend his title.

In the lead up to the event, McCrae YC will also host the Victorian PT Championship in March 2012. This will be a good shakedown for both the club and skippers hoping to do well at Easter.

Mike Wold



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
AUG	20 th – 21 st Allboats Regatta Lake Cootharaba				
OCT		15 th PT vs Sharpie Series Sandy Bay YC			1 st – 3 rd 1 SRPS NSW State Champ Wagga Wagga SC
					8 th – 9 th Round 2 SRPS Manning Park ASC
					22 rd – 23 ^r Round 3 SRPS Canberra YMCASC
NOV	5 th – 6 th Cat Challenge Lake Cootharaba	5 th – 6 th Showdown Regatta Royal YC			26 th – 27 th Round 4 SRPS Port Kembla SC
DEC		3 rd – 4 th TASCAT Regatta Deviot SC			
JAN 2012	3 rd – 8 th National Championship Manning Park NSW				
	14 th – 15 th New Year's Regatta Lake Samsonvale				
FEB	18 th – 23 rd Gold Coast Cat Week Southport YC	12 th Tasman Yardstick Royal Hobart Regatta			11 th – 12 th Round 5 SRPS Koonawarra Bay SC
		25 th – 26 th Crown Series Reg Bellerive YC			
MAR		10 th – 11 th TASCAT Champ Lauderdale YC		27 th – 28 th Vic State Champ McCrae YC	10 th – 11 th Wallagoot Lake BC Regatta
APR				6 th – 9 th International Championship McCrae YC	Round 6 SRPS Batemans Bay SC
MAY					6 th Peter Loft Marathon BYRA

International Championship



National Championship



State Championship



State Pointscore Series



General Regatta



2011 NSW PAPER TIGER CATAMARAN STATE CHAMPIONSHIP

1st to 3rd October 2011

Sponsored by: Wagga Wagga City Council
The Lawson Motor Inn
Bakers Delight
Henderson's Houses
Calderwood Electrics

NO, THE DATE AIN'T WRONG!

To take advantage of the long weekend, and to chase more favourable weather at the venue, the 2012 NSW Paper Tiger Catamaran State Championship will be held in **OCTOBER 2011**

The event will be held at the Wagga Wagga Sailing Club on Lake Albert, Wagga Wagga.

Schedule

Register:	Sat. 1 Oct.	10.30 – 11.30	
Briefing:	Sat. 1 Oct.	11.30	
Racing:	Sat. 1 Oct.	1.00pm	2 races
	Sun. 2 Oct.	9.30am	3 races
	Mon. 3 Oct.	9.30am	2 races

Entry

Seniors:	[18 or over at 1-10-2011]	\$80
Juniors:	[Under 18 at 1-10-2011]	\$50
Entries close 20-9-2011. Late entry fee		\$20

Facilities

Lunches all days, dinner Saturday and Sunday.
Public toilets and showers adjacent to club.

Accommodation

The Lawson Motor Inn

117-121 Tarcutta Street, Wagga Wagga.
5 star accommodation.
(02) 6921 2200
<http://www.thelawson.com.au>

Henderson's Houses

Short Term Furnished Housing Rental
(Pet friendly).
(02) 6922 3669 or 0422 099 889
<http://www.hendersonshouses.com.au>

**For full event and venue details contact
NSWPTCA Secretary, David Stumbles, at:
Mob: 0400 476 449
Email: mailto:ptcia@papertigercatamaran.org**

2012 Nationals

2012 Paper Tiger Catamaran Australian Championship

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
www.cctourism.com.au
www.centralcoasttourism.org
www.winecountry.com.au
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

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

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

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

House Accommodation

Try local real estate agents and also see 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



Koonawarra Bay Sailing Club

14ft CATAMARAN REGATTA 11-12 FEB 2012

LAKE ILLAWARRA

CONTACTS: David Stumbles 0400 476 449
Ralph Skea 4271 2932

www.koonawarrabaysc.org.au



STATE REGATTA P. 5 ROUND 5

NSW 14-FOOT CATAMARAN TRAVELLER SERIES

2011-12

The **NSW 14-foot Catamaran Traveller Series** is already becoming the stuff of legend. Even before the first race has been run, the origins of this series are achieving mythical status. Perhaps it was at the Windrush 14-foot cat State Titles that they declared a series racing against other, similar boats was the boost their class needed. Perhaps the series began when the Windrush, Maricats, Paper Tigers, Hobie and Nacra enjoyed such good racing at the Wallagoot Lake Regatta and they declared they should do this every year. Or perhaps it was due to the close racing had at other regattas that led to the cat sailors wondering; who is the greatest among them?

The winner of the series may justifiably earn the title of "NSW 14-foot Catamaran Champion". However, that glory is not the driving motivation behind the series. The goal of the entrants is to demonstrate the good spirits, comradery, fun times and great racing experienced by 14-foot cat sailors. Many entrants sail older, less competitive boats, as 14-foot cats can be picked up very cheaply and make ideal training boats. The cats are small and light enough to be loaded on a trailer and rigged up by one person. They are stable enough for beginners to sail, yet demand expert sail trim, tactics, weight balance and boat handling to win races.

The 14' Catamaran Traveller Series 2011-2012 includes the following regattas:

- **8 & 9 October:** Mannering Park Amateur Sailing Club's 14' Cat Regatta. 
- **22 & 23 October:** YMCA Sailing Club's ACT Multihull Championships. 
- **26 & 27 November:** Port Kembla Sailing Club's Kembla Klassic. 
- **11 & 12 February:** Koonawarra Bay Sailing Club's 14' Cat Regatta. 
- **10 & 11 March:** Wallagoot Lake Boat Club's Regatta.
- **6th May:** Bayview Yacht Racing Association's Peter Loft Marathon.

The series will include A and B Divisions, with an entrant who, on average, finished in the lower half of boats in recent regattas they entered, classified as Division B.

A high point scoring system will be applied to the series, while each race and regatta would continue to use the standard low-point system. The high-point system is based on that used by Formula1 and MotoGP racing, and scores as follows:

Place	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	15+, DNF, DNC
Points	25	20	16	13	11	10	9	8	7	6	5	4	3	2	1	0

The point system highly rewards winners, so ought to favour those who sail well over those who turn up more often. The system will apply to both divisions, so hopefully all entrants will receive some points for any regattas they enter.

You may wonder how this all came about. It began with pages of discussion on the **www.catsailor.net** forum, and decisions were made via a Facebook poll (search: NSW 14' catamarans). Disagreement has been waived off with the comment; "We'll see how it goes this season and review it before planning next year's series". I'm expecting it to be brilliant! See you there?

PT State Regatta Pointscore Round



Tony Hastings

BOATS and bits

Please note that 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
(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
(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 (home) or buckinghamt@sunwater.com.au (work)
(ad placed Apr 2011)





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

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.

Shop Update

The online shop is slowly getting more products and in a few weeks time there will be a set of Larry Fay Rudders and Centreboards, and Mal Willis Stocks. Sail numbers will be available soon as well, so when you purchase a second hand sail you can change the number to comply with the class rules.

We have had a few orders, including masts and bases, to Queensland.

We are still looking for people to supply items like halyard locks, goosenecks and outhaul cars, just to name a few. If you would like to supply the online shop, please have a look at:

shop.papertigercatamaran.org

to see what's required. We will be looking to buy 5 of each item from suppliers in order to ship them out as soon as payment is received.

For our NZ readers, it would be good to have supplies from New Zealand too; that way there's a variety of choice.

Neil Waterman

apt
quarterly

NOVEMBER ISSUE

Closing date for
articles, reports, results
and adverts

31st OCTOBER

Please send to: ptcia@papertigercatamaran.org

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