

NOV 2011

# appt *quarterly*

**NSW State Championships**

**PT Centreboards**

**Wild Weather Survival**

**NOTICE OF RACE**

**PAPERTIGER**  
catamaran

**2012 nationals**  
manning park nsw

AUSTRALIAN PAPER TIGER CATAMARAN ASSOCIATION

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# Editorial

Thanks to the contributors to this edition of APT. You will find a number of performance related articles this time with input from Ian Marcovitch, Bruce Rose, Garry Williams, Rohan Nicol and Cameron Fitzgerald. Hopefully this will generate further input and articles from the many talented skippers we have in the class.

Only two states have contributed updates on their activities this time, which is disappointing. Effective class promotion benefits from an awareness of the extent of activities across the country. I would encourage the enthusiasts in each state to take on the role of class promotion through this publication. This includes the acquisition of photographic coverage of your state's activities and personalities. Check out Tasmania's efforts on page 11.

We also welcome any travel stories where the PT went along for the ride.

## 2012 Nationals

Less than two months to go now till the National Championship at Mannering Park, New South Wales. Although the notice of race and entry form have already been widely distributed, they have been included in this issue just in case someone was missed. Hopefully the weather will be kind and the competition intense for this pinnacle event of the Australian Paper Tiger racing calendar.

If you can't be there, look out for extensive coverage and photos from the event in the February issue of APT.

## Bumper Boaters

In the early days of sailing there were no life jackets and how to swim wasn't common knowledge. Needless to say there was a priority placed on keeping the boat afloat. The creation of the basic right of way rules formed part of the measures taken to avoid collisions at sea.

Once sailing became a sport, as well as a means of travelling the world, the rules became more complex to deal with the deliberate close-quarter manoeuvring involved. As time went on and more rules were added, learning and applying all the permutations of the Racing Rules of Sailing became a bit of a mind bender, and subject to heated interpretive debate in the protest room. Recent

years, however, have seen some simplification of the Racing Rules to reduce the on-water confusion.

One of the joys of sailing the Paper Tiger is the type of people that the class seems to attract (or at least the ones I have come across anyway).

Whether it is due to a different attitude when it comes to sportsmanship, or simply the fact that the boats don't take kindly to collisions, but collision avoidance is generally given a high priority.

Unfortunately, the same cannot be said for an element within some other catamaran classes. There seems to be either an ignorance of the most basic rules, a contempt for the rules, or the attitude that if there is a remote chance of breaking the rules and getting away with an advantage, it's worth taking....and, after all, they have insurance.

Over the years the actions of a few have given catamarans a bad reputation, with some clubs refusing any involvement with them regardless of which class. What I am also hearing now is a growing reluctance for some catamaran skippers to attend mixed regattas where they know certain classes will be attending and the risk of damage to their boats (and/or themselves) is perceived as high.

This is a serious issue on two accounts. Firstly it can give everyone in a particular class of boat a bad name, even though I know great guys in these classes that I would happily sail against. Secondly many small clubs these days sail pretty close to the wind financially and rely on their regattas for vital income. A drop in attendance can effect a club's viability and could potentially see the demise of these regattas.

## Where ARRE you?...

The advent of new builders in the PT class has been a great move. However, there is still a demand for quality second hand boats. David Stumbles maintains a list of boats for sale going back a number of years. The list at the back of APT only shows those advertised in 2011.

It is not practical to keep chasing up old ads to see if they are still available. So if you are aware of sound PTs that may be languishing in sheds somewhere, and aren't being advertised, let Dave know so we can spread the word.

**The Editor**



## CENTREBOARD DEVELOPMENT IN THE PAPER TIGER

by Ian Marcovitch

***When I first planned “MOJO” I wanted maximum mast rake. Other catamaran and dinghy classes I was involved with responded well to heavy rake, which improved upwind speed and gave superior driveability on the reaches. Performance square downwind was always going to be questionable, but should be compensated for by the gains on other legs.***

At the time, Ben Deed was carrying the most mast rake, measured using the halyard arc method (Diagram B) at around 60mm off the back beam. This seemed to be the maximum rake that was feasible within the normal design parameters of the Paper Tiger whilst still having balanced helm. To achieve more rake, the centre of lateral resistance offered by the centreboards and rudders would have to be moved aft.

The elliptical Fay boards (diagram B) had a wedge cut out at the front so that they could be raked aft. Peter Anderson's Larry Fay carbon boat, set up by Bruce Rose, used an extended rudder mould to create narrower centreboards which seemed to work well enough, so I designed my new boards at 200mm wide.

This alone moved the leading edge back 75mm compared to the normal boards. As Peter was not carrying any more rake than Ben Deed, I decided to rake my new 200mm wide boards further aft.

When setting the centrecases in the hulls, I put the aft edge of the case 1400mm forward from the transom measuring point (min. allowable 1390) but the top rear of the centrecase I put 164mm further forward than shown on the plans. The plans show the rear of the case at deck level as 1451 mm along the measurement jig from the bottom tuck point.

Another way to quantify the rake is to measure the distance from a point 500mm down the trailing edge of the board to the tuck point. The distance by the plans is 1448mm. This measurement, when “MOJO” was launched was 1260mm. “MOJO’s” current measurement is 1455mm.

When my son Kim's boat was built, we made the centrecases to suit the 150mm wide MacKenzie centreboards. Because the boards were so narrow, we only moved the rear of the case at the deck about 100mm forward from standard. As his boat was faster than mine, with all other factors as close to identical as possible, I felt that it had to be the efficiency of the narrower MacKenzie centreboards. With the new

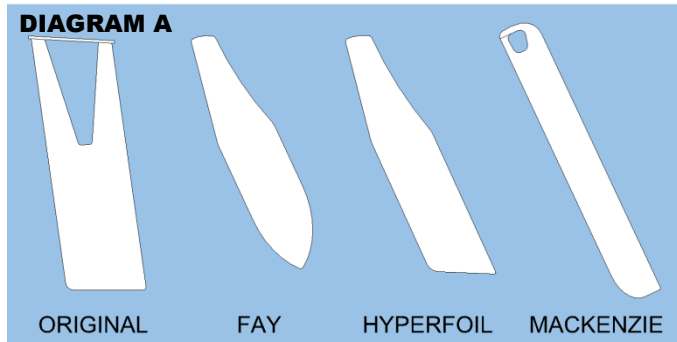
The Paper Tiger is more a “restricted development” class rather than a true “one design” class. While the hull platform and rig are controlled, there are opportunities for the adventurous to fiddle in search of that elusive “edge”. One area that has seen significant experimentation over the years is the centreboards.

The only centreboard rule restrictions are a minimum distance from the transom to the back edge of the centrecase, some maximum slot dimensions, a requirement that cases align along the centrelines of the hulls, and a requirement that the boards are not able to be tilted to either side.

Diagram A shows a comparison between the original centreboards, by the 1968 plans, and some production boards that are currently in use. Other variations have been produced over the years by class enthusiasts.

Ian Marcovitch, of Redhead Sails fame, has a long history of pushing the rule boundaries within the PT class. This is the story of his search for the ideal centreboard configuration.

Editor

**DIAGRAM A**


boards fitted to "MOJO", we seemed more equal.

The actual board rake was now greater than when "MOJO" was launched because the narrower board was sitting forward in the case at the top, while I had blocked in the front of the case at the bottom. The rake measurement was now about 1220mm. However, the depth of the board was now less, and the effective section of the board was finer, due to the angle of the water across the section being further from square.

Both Kim and I used up to minus 200mm of mast rake in regattas and trials with each other (Dia. C). Reaching was nice but there was no quantum leap in speed with the extra rake, and tacking the boat was tricky. Sitting on the start line was not really an option anymore; we had to keep moving, as once the boat stopped it stalled.

For a while I used minus 100mm rake and I put a block

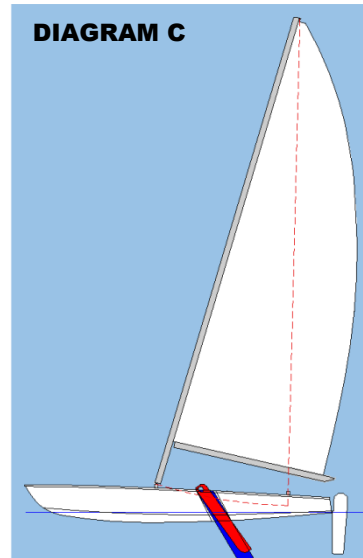
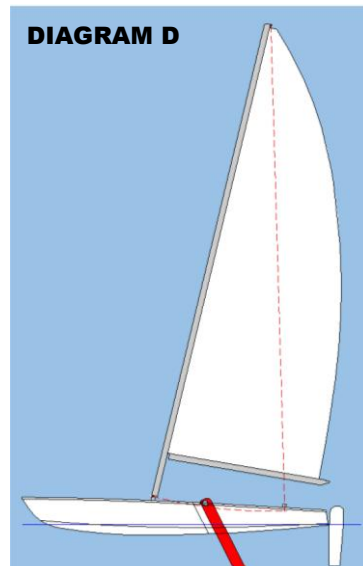
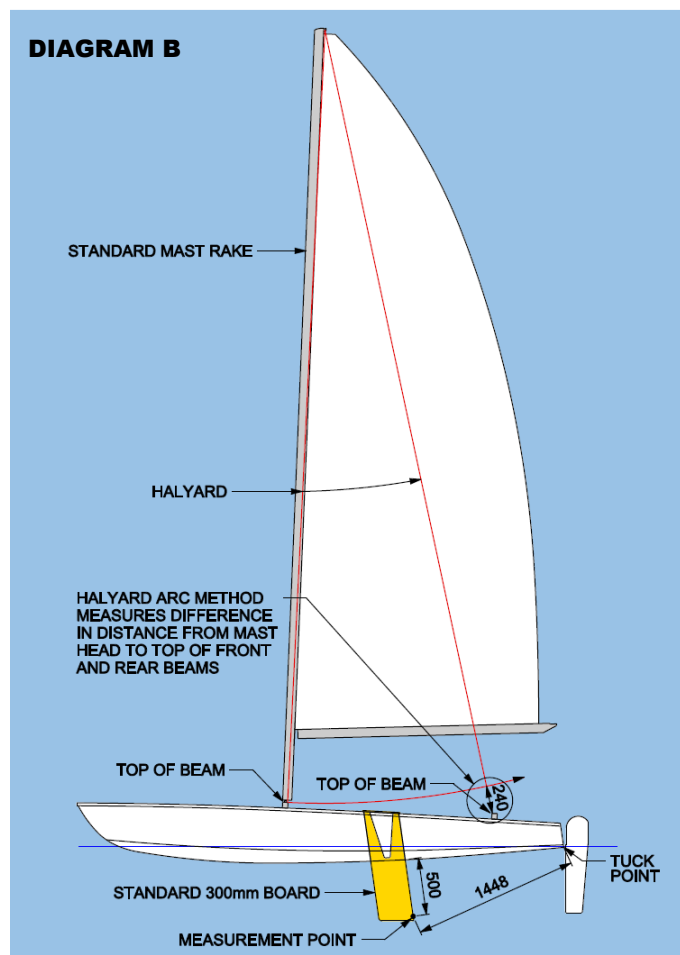
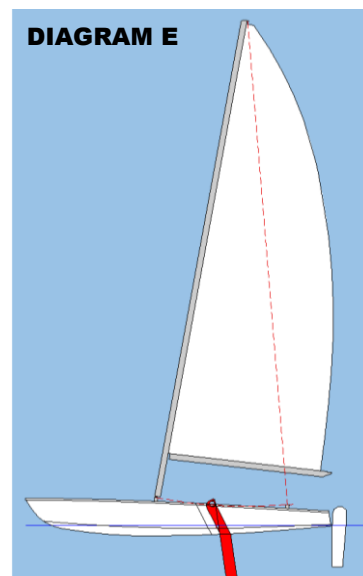
in the top front of the centre case so that the trailing edge of the narrower board rested against the rear of the case. The rake measurement was about 1290. (Diagram D).

Before the Napier Internationals I modified my boards so that they were not so raked. I cut an angle on the rear of the boards to take some of the rake out of them so that the measurement was around 1455mm (the current measurement mentioned earlier). The piece of carbon I removed from the rear of the board I then added to the front top of the board so that it effectively wedged the board in the case once it was down. My current mast rake is close to zero (Dia. E).

My conclusion from all this experimentation is that increasing the rake of the boards to allow more mast rake is counterproductive. The boat as a whole gets more benefit from having the leading edge of the board further aft (via a narrow board) rather than by raking the board aft. Aft board rake increases the fore and aft width of the board which:

- Increases the wetted surface at the cost of lift.
- Makes the boat harder to turn because it creates a longer keel that has to be rotated.

At this point I am considering lessening the board rake further....

**DIAGRAM C**

**DIAGRAM D**

**DIAGRAM E**


# 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 (6<sup>th</sup> – 9<sup>th</sup> 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





**The day is warm and what breeze there was is dying. Progress down the run has been slow and concentration is focussed on the boats ahead when the crack of thunder suddenly switches your attention astern.**

The previously distant cloud bank has now turned a menacing green and is rolling forward at an alarming rate. What is perhaps more menacing is the curtain of mist/rain engulfing all below it and the dark agitated line approaching across the glassy water.

This is but one scenario marking the approach of extreme weather. Wind fronts can roll through in clear air with little warning, and thunder storms can arrive in still air, providing little opportunity to head for shore as the air crackles and metal boat components build up static charge.

The definition of "extreme" depends to some degree on the skipper's level of expertise or bravado. The cut-off wind limit for Paper Tiger class races is when the wind speed is consistently above 22 knots. However, some guys might argue that this is when sailing PT's gets exciting. These are more likely to be big guys or young guys with surplus income.

While lightning and big waves can feel pretty extreme, the purpose of this article is to suggest how one might return to shore uninjured and still attached to a boat that is in one piece when the wind goes well beyond race limits, i.e. survival conditions. The point at which you decide that enough is enough is up to you, but I would suggest that the following signs may indicate that the race could become expensive if you persist:

- It is not possible to sheet on to sail to windward without the boat being lifted and flung sideways or the bows driven forcibly underwater by gusts.
- It is not possible to bear away with the boom let fully out without the bows being driven underwater.
- It is not possible to tack the boat because it is driven back onto the same tack or the boat is driven backwards and the bows lifted by the wind getting under the trampoline.

When severe weather hits, it hits everyone. So don't expect that help will be immediately at hand. You may well have to deal with this one alone, at least for a while.

It is important to understand that extreme weather fronts do not usually comprise a strong, steady wind. There may be violent gusts that come from significantly different directions to the general wind. Therefore, the boat has to be able to respond to these without powering up significantly.

So what might be an immediate prudent course of action if this is your first time in this situation? I suggest the following, based on personal experience:

#### **Fully release the mainsheet and traveller control.**

I am assuming here that the mainsheet has been knotted to prevent the boom hitting the shrouds, and the traveller control rope is the right length to prevent the traveller car beating itself to death against the traveller track end stop. If not, then both need to be cleated just short of these points. The aim here is to allow the sail to be pushed out of the way by any errant gust without it generating power.

### Fully release the vang and downhaul.

Releasing the vang will allow the boom to lift freely, thus allowing greater deflection by the gusts. Releasing the downhaul will depower the sail luff so that it is less likely to drive the mast forward.

### Pull the outhaul on full.

This will depower the lower part of the sail where the boom stops it flapping freely.

### Adjust the lower forestay so that it is firm with the mast straight.

It is a good idea to provide the mast with as much support as possible. A tight lower forestay will bend the mast and loosen the upper stays and shrouds. This is definitely not a good idea should the worst happen and the boat capsizes....but we are not going to let this happen, right?

With the rig under control it is now time to address boat control. The aim here is to let the wind do its thing without letting it take charge:

### Pull up both centreboards all the way.

This will allow the boat to slide sideways in the big gusts rather than violently lifting a hull or driving forward and potentially under a wave. Taking them out altogether is probably not advisable unless they are firmly attached to the boat....you may need them later. The hulls will provide enough grip to allow some steering control.

### Push the tiller hard to leeward and hold it there.

This will keep the boat relatively stationary and turned slightly to windward. The boat will actually creep slowly forward but the wind resistance of the hulls, rig and you, and the loose mainsheet will stop it turning into the wind. Should an errant gust power up the sail, the boat will immediately turn into the wind and depower the rig.

### Hike out.

This is where you do your bit. We are talking serious wind here. Every doubling of wind strength quadruples the power that a sail can develop, so big gusts can develop a lot of drive from a small area of sail. Expect some surprises and do what you would do if going to windward in a strong manageable breeze, hike out up against the shrouds and stay there. You may have to pull the windward centreboard out to do this. If you are pitching in short steep waves, and the boat is feeling light in the bows as the wind gets under it, hike out ahead of the shrouds to keep the bows down.

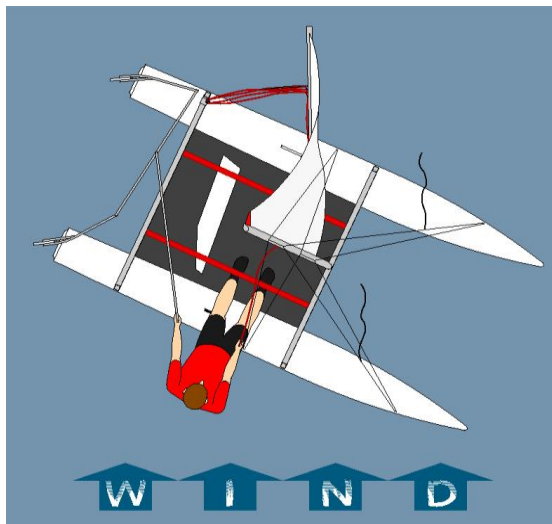
Now it is a case of staying alert and watching for approaching gusts which may require quick responses on your part as the boat leaps and plunges.

You may notice that I haven't mentioned dropping the sail or lowering yourself into the water to hold the boat down. There are good reasons for this. Unless you have a halyard release system that operates easily while you are sitting on the boat with all the sail adjustments attached and with the weight of a flailing boom hanging off the bottom of the sail, you will be putting yourself in a position on the boat, while trying to release it, where you can't stop the boat capsizing if struck by a gust. If you do get the sail down, will you be able to secure it? Also, as long as the sail is up, people can find you.

As for going into the water, **DON'T!!!** Your arms will soon tire, you will be pounded by waves, you may get cold and you will be in a bad position to counteract the forces trying to take the boat from you.

Having got the boat under some control, it is a good time to assess your situation. Points worthy of consideration are:

- Does this look like (or was it forecast to be) a passing weather front. If so, then sitting it out in survival mode is probably a satisfactory option as sometimes conditions will moderate within half an hour. If there is clear sky showing behind the cloud front, then it should pass soon.
- The boat will creep forward and to leeward, so is it safe to carry on in the current direction until the worst of it passes, or is there something ahead of you that would best be avoided?



If there are obstacles ahead, or there is no sign of the wind letting up, you are going to have to plan a way to reach open water or a safe shore (unless a rescue boat gets to you first). If there is a safe shore ahead, edge your way towards it in the lulls. If the shore is unfamiliar, approach it carefully in case of submerged hazards. It is worth noting that getting off the boat and hanging onto it on your own, once ashore, won't be easy either. You may be safer on the water until help arrives by boat or on the shore that you are heading towards.

If you have to tack to avoid hitting something, then this will take some planning. A temporary lull in the wind and a "flat" spot in the waves is essential. Reversing out of a stalled tack in strong winds and steep waves is definitely risky.

The above technique has proved effective a number of times in up to 60 knots of wind on large lakes. Hopefully, you will never find yourself in a situation where you will need to apply it, but it is best to be prepared.





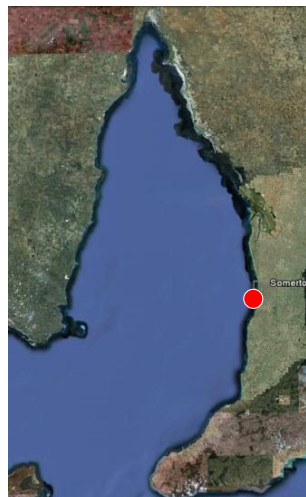
# Profile

A tour of Paper Tiger clubs  
around Australia



## Somerton Yacht Club (SA)

Location	Metropolitan Adelaide, South Australia
Body of Water	Gulf Saint Vincent
Number of PTs	7
Other classes	Tasar, Heron, Mosquito
umber of members	85
PT events hosted	2010 State Championship
Other major events hosted	
Well known PT sailors from the club	<ul style="list-style-type: none"><li>• Russell Jolly (APTCA National Measurer)</li><li>• Lyall Daly (SAPTCA Secretary)</li><li>• Alan Weightman</li><li>• Bruce Russell</li><li>• Neville Rowe</li></ul>
Website	<a href="http://www.somertonyc.yachting.org.au/">www.somertonyc.yachting.org.au/</a>



## Mini Profile: Alan Weightman

Alan Weightman has been a long standing Somerton Yacht Club Paper Tiger sailor, and his support of the Tiger class is setting a record that will take a great deal to beat.

Alan built his boat "Harass" (sail number 1666) in 1976 and has raced it regularly since then. At the age of 87, this season he is skippering his immaculately maintained 35-year-old craft to another season of racing.

We congratulate Alan on this achievement and thank him for all he has done to promote the class.

### Lyall Daly



# APTCA POSTER

The APTCA now has a promotional poster based around the excellent Rachel Leatham image of Luke Stout taken at the 2010 Internationals. It comes in two versions and includes the website for the International Paper Tiger Catamaran Association, thus providing access to a wide range of information on the class. It also includes a website which can be modified to provide the local PT fleet contact for the area where the poster will be displayed.

If you would like a hard copy or PDF of the poster, please contact Dave Stumbles.





# State Of The Nation

NEWS FROM STATE  
PT ASSOCIATIONS

## tasmania

The 2011-2012 season is up and running with the Paper Tiger fleet at Lauderdale now swelling to eleven (11) boats, with one (1) additional PT to arrive at Lauderdale after the nationals. This is great news for the class in Tassie, particularly given that the post-nationals lull was certainly lurking.

There were expectations that interest in PTs post-nationals would subside, however the class is actually blossoming right now. This is thanks to the pure passion and energy of the TPTCA committee members and LYC PT sailors.



The TPTCA has been active in terms of promotion of the class recently, as the below newspaper article suggests. The primary promotional methods have been via: personal visits to regional yacht clubs (well done Sean!); promotional posters; newspaper articles; and the LYC website. The best form of promotion has been all PT sailors sailing regularly and making themselves available in and around the club.

The TPTCA & The Lauderdale YC organised a road trip (to the other side of the Derwent River!) to promote the class among some young sailors at the Sandy Bay YC.



Eight PTs hit the road and provided a large number of young sabot and optimist sailors the thrill of a lifetime in the waters off Sandy Bay. A second trip to the Western Shore is planned later in the season, primarily to target the 'not so young' sailors.



The TPTCA has developed a new slogan for its promotional and growth efforts into 2012. The aim is to grow the class to 20 PTs... "Target 20"



**TARGET 20**



Some more good news is that Bruce Rose, current National Champion, is back on the water! In recent years Bruce has only appeared during Title Events, however in the 2011-2012 season Bruce is popping up everywhere.



Bruce has recently purchased two PTs, one of which is being spruced-up ready for sale. Bruce has been in and around the club for the initial part of the season offering his time to assist with general sailing advice, rig set-up, and tuning. This has been of great assistance to all PT sailors at Lauderdale. Well done Bruce!

Mr Sean Keady is one sailor who has benefitted from Bruce's advice particularly associated with rig tuning. Sean (**Sssmokin Billy**) has really lifted this year and is now really providing Mick Boyle (**Mud Shark**) with some genuine competition. In the recent Showdown Regatta Sean finished 1<sup>st</sup> in front of Bruce (**Flying High**) in two of the eight heats. Bruce won the eight race regatta. Sean says that the key factors contributing to his improved performance have been stay lengths; batten type/shape; and rudder alignment. Supreme physical fitness was not mentioned during interviews with Sean.

Whilst on the subject of PT tuning and performance, Bruce Rose kindly put pen to paper regarding a number of key aspects. Over the next few issues of this publication we will share extracts of the article.

Davin Faux - 2932 - **Chilli Toes**

**Greetings from the apple isle. Paper Tigers in this state are going from strength to strength. The problem at this stage is to find boats for prospective helmsman.**

**The fleet at Lauderdale is made up of sailors from the eastern shore area of Hobart. Interest has been shown from Sandy Bay Sailing Club as a result of our successful promotion day. A bonus for the class in our state is 3 times National Champion, Bruce Rose, purchasing a new boat from Victoria and being available for advice on all facets of Paper Tiger sailing. For all at the club to improve, it is essential for us to test ourselves against the likes of Bruce so that we can get more Tasmanians achieving at a national and international level.**

**Below is a list of boats and helmsmen at LYC. Come the next newsletter we hope to have news of new sailors and boats. That's it from Van Diemens Land.**

**Cheers, Sean Keady. President TPTCA.**



**STOP PRESS LATE NEWS:** Former Tasmanian PT Champ is reported to be making a come-back. Watch this space

Helmsman	Boat Name	Comments
Bruce Rose	TBA	1 x International & 3 x National Champ. Known for blistering boat speed and nocturnal activities.
Mick Boyle	Mud Shark	2 x State Champion. Garden gnome.
Davin Faux	Chilli Toes	President of the Tasmanian Paper Tiger Fat Bastards Division of the TPTCA, for helmsmen over 90kg.
Bruce Clayton	Barbadian Czar	2 <sup>nd</sup> year in class. Vice President of the TPTFBD.
Ian Bailey		Followed in sons footsteps, member of the TPTFBD.
Oliver Bailey	Bongo Fury	Olly loves sailing because he likes beating dad.
Steve Price	Depth Charge	Steve has sailed for 6 weeks and has purchased another boat from South Australia, which he plans to sail at the nationals. Fierce competitor.
Brendan Amos	Gulf Buggy	Brendan 'the terminator' Amos has sharpened his bows and is coming to get you.
Patrick Amos	Go with the Flow	Patrick likes to beat his dad, and Oliver. Rising star.
Sean Keady	Sssmokin Billy	Self-proclaimed great bloke & winter-only member of TPTFBD. Chief stirrer.
Nick Brown	Flying High	Ultra keen sailor. Ex-Victorian.

## PERFORMANCE COMMENT ON THE GOODALL CROSS-CUT SAIL

The Goodall cross-cut sail was originally developed by Neil Williams and was more widely developed and promoted by Williams/Goodall in the early to mid-nineties (approx. 1994). The sail panels are now computer generated, providing for a consistent product in terms of shape and size. The batten shape for this sail is very important and based on years of experimentation. Bruce Rose has worked with Greg Goodall to develop a particular batten profile/shape that can be purchased off-the-shelf from Goodall Sails. ***"They are, in my opinion, a very important component, improving in particular the reaching performance of the Goodall cross-cut sail"*** said Bruce.

Coupled with the above-mentioned batten profile, the relatively new advent of the leach-line is a must for PT sailors.

**Mast Rake:** For the Goodall cross-cut sail, Bruce suggests a mast rake of 90mm as a good all-round setting.

**Stay Tension:** The Upper stay tension is checked by pulling/pushing the last forestay to be attached reasonably firmly past the chainplate hole until the shackle hole meets the top edge of the gunwale. ***"You should feel a springiness to the stay when applying the correct tension"***. Some fine tuning of the rear uppers (1-3mm) may be required for optimum performance. ***"If the uppers are too tight your running and reaching speed will suffer, and if they are too loose your windward performance will suffer"***.

More PT Performance comments from Bruce in the next issue.

Davin Faux



## the SHOWDOWN 2011



BRUCE ROSE - FLYING HIGH

Photo and article courtesy of  
SAIL-WORLD.com

**The Showdown annual spring regatta, hosted by the Royal Yacht Club of Tasmania, was held from 4th to 6th November on the River Derwent. Bruce Rose, the three times Australian champion, has shown his class with a comfortable overall victory in the Paper Tiger catamaran class.**

This is the first time the Paper Tigers, which are based at Lauderdale Yacht Club, have competed in The Showdown and their presence, along with A-class, F18 and Taipans, added to the spectacle of the event.

Rose began the eight race regatta with a third place, but then notched up six straight wins, ending the regatta with a second to finish with a net eight points.

Second overall was SSSmokin Billy (Sean Keady) who won the first and last races. In third place was Mud Shark (Mick Boyle).

The catamarans joined other high-performance skiffs, sailboards and dinghies on Alpha course off Sullivans Cove where they enjoyed some exhilarating sailing, with the NNW wind gusting down the river at up to 25 knots before easing back to 10-15 knots early in the afternoon.

However, the early racing was not without incident, a collision between two catamarans, a Paper Tiger and a Taipan, resulting in one holed cat and one crew taken to hospital for seven stitches in his hand.

## SHOWDOWN RESULTS

Place	Skipper	Boat	No.	Club	R1	R2	R3	R4	R5	R6	R7	R8	Points
1	Bruce Rose	Flying High	2807	Lauderdale	[3]	1	1	1	1	1	1	2	8
2	Sean Keady	Sssmokin Billy	2997	Lauderdale	1	[3]	2	2	3	2	2	1	13
3	Mick Boyle	Mud Shark	2927	Lauderdale	2	2	[3]	3	2	3	3	3	18
4	Bruce Clayton	Barbadian Czar	2773	Lauderdale	6	6	4	4	[DNC]	4	6	5	35
5	Oliver Bailey	Bongo Fury	2912	Lauderdale	4	4	6	6	5	[7]	5	6	36
6	Steve Price	Depth Charge	2094	Lauderdale	[7]	5	5	5	4	6	7	7	39
7	Patrick Amos	Go With The Flow	2679	Lauderdale	5	[DNC]	DNC	DNC	DNC	5	4	4	48
8	Brendan Amos	Gulf Buggy	3020	Lauderdale	[DNC]	7	DNC	DNC	DNC	DNF	DNC	DNC	67
9	Davin Faux	Chilli Toes	2932	Lauderdale	[DNC]	DNC	DNC	DNC	DNC	DNC	DNC	DNC	70



new south wales

# 2012 NSW

## PAPER TIGER CATAMARAN

### STATE CHAMPIONSHIP



## The 2012 NSW States were held over the October long weekend, 2011, a departure from the traditional January long weekend for this event.

This was in an attempt to hopefully get better wind conditions at the venue, Wagga Wagga Sailing Club, located a long way inland. This, combined with not having a long weekend associated with January's Australia Day, made the October idea seem logical.

Sadly, the better wind conditions did not eventuate. However, we still managed to have a great weekend and the racing was intense and close, if a little slow.

There were many contenders for the title, with 16 NSW boats and two interstate boats. The visitors were Garry Craig from Yarrawonga in Victoria and Neville Rowe from Somerton in South Australia, giving the event a more Nationals-like feel. The current International Champion, Ian Marcovitch from Mannering Park, was a leading contender, having won his first State Title in Wagga way back

in 1982. Others who were considered serious contenders were Garry Williams (20 time State Champion), Greg Williams (three-time State Champion) and Rohan Nicol, all from the host club, as well as Jon Pinkerton (four-time State Champion) from Koonawarra Bay. There were also a couple of other black sheep who could have figured given the right conditions.

Garry Williams and Denis Davis worked hard to get as many local boats on the water as possible. They also arranged for some non-Paper Tiger sailors from the host club to borrow PTs and join the action. Geoff White, a Maricat and trailerable yacht sailor, was keen to be involved. Garry loaned him the famous "Characin II", the boat that Garry had used to win four International Championships and three National Championships, as well as 13 of his 20 State Titles. Geoff absolutely loved the racing and the boat and is keen to continue his involvement in the class. He reckons he could hear the boat whispering "Garry, go this way" and "Garry, tack now!".

David Buckley, an accomplished Laser and Manly Graduate sailor, borrowed another former Williams boat, that of Garry's father George, "Phantom



Tiger II". David only managed to get out on it once before the event, yet sailed it very well most of the weekend. His results would have been better had he not taken his son (Fin) out with him in some races to also join in the racing. While the additional weight of a second person on board would have been a significant handicap, hopefully both of them got a lot of enjoyment out of this taste of PT racing.

Martin Gregory, a Puffin Pacer sailor, borrowed a very old club boat and struggled with it at times. It was one of those "step back in time" boats, featuring all the old systems and gear. However, Martin thoroughly enjoyed the weekend and the friendliness of the class.

All of the races were sailed in quite light and shifty breezes, with only one race providing any kind of hull flying that I saw, and this only lasted half a minute or so.



**The "Can't Fly A Hull At Wagga" myth**

The first day was bitterly cold and raining, and the fleet had endured more than enough after one race, seeing the second one cancelled for the day. Fortunately the weather warmed up for the following two days, but the breeze never did.



**Cold...raining...barely moving...not happy!**

The lack of wind did not detract from the closeness of the racing and the competition for positions on start lines and at mark roundings. While the gate course that was programmed for four of the seven races is not as exciting in these conditions, it did actually provide some very challenging decision-making at the gate marks, as the sailors jockeyed for position and then committed to going one way or the other. Splitting from someone can easily be make or break at Wagga, so it was never easy making a call on which way to go.

As the series unfolded, the same boats seemed to be placed near the top of the fleet, dispelling any notion that it was all about luck. The sailors I mentioned above all had moments of glory, but some more than others. There were actually five different race winners of the six races completed (Garry Williams, Rohan Nicol, Cameron Fitzgerald, Greg Williams and Ian Marcovitch). The most consistent was Garry Williams, only once finishing outside the top two. He also was the only sailor to win two races. This amazing performance is something that NSW sailors have come to expect from Garry. His victory in this event made it his 21st NSW State Title win! An absolutely incredible achievement.

The next most consistent sailor was Rohan Nicol, whose worst placing was a fourth. He won the first race and saw the lead in many of the races. His ability to keep the boat moving and to minimise losses was inspiring. He thoroughly deserved his second placing overall.

Going into the event as a 'B' Grader was long time PT sailor and local, Cameron Fitzgerald. However, he kept appearing near the front and also began to build a healthy scoreline. His worst placing was a sixth and he won the last race, placing third overall and blitzing B Grade in the process.

Greg Williams recovered from a poor (for him) start to the series, with a 2-1-4 in the last three races, lifting him to fourth overall. Jon Pinkerton, who was sitting in third after the first two days of racing, struggled a little in the last two races and dropped to fifth overall at the end, just one point behind Greg. International Champion, Ian Marcovitch, was fairly inconsistent compared to the other top boats but had a couple of very good races to finish in sixth overall, just one point behind Jon.

Best of the newcomers was Geoff White, finishing a credible ninth, with David Buckley in 14th and Martin Gregory in 18th. The interstateers struggled

in the challenging Wagga conditions, with Neville Rowe in 15th and Garry Craig in 16th.

As per usual, the members of the Wagga Wagga Sailing Club got very involved in the event and there were a good number of people assisting on the water and onshore, including some former PT sailors. On behalf of the association, I would like to pass on our sincere thanks to the club and its members for their efforts over the whole weekend and leading up to it.

The NSWPTCA held its AGM at the event. There were some significant changes to the committee, however it was decided to make the actual changeover in January, as per usual State Titles, and especially because the current committee will be overseeing the Nationals in January. We will advise of the changes then.

**Dave Stumbles – 3076 – Rapture**



**A 45 degree wind shift at the gun created start line mayhem**

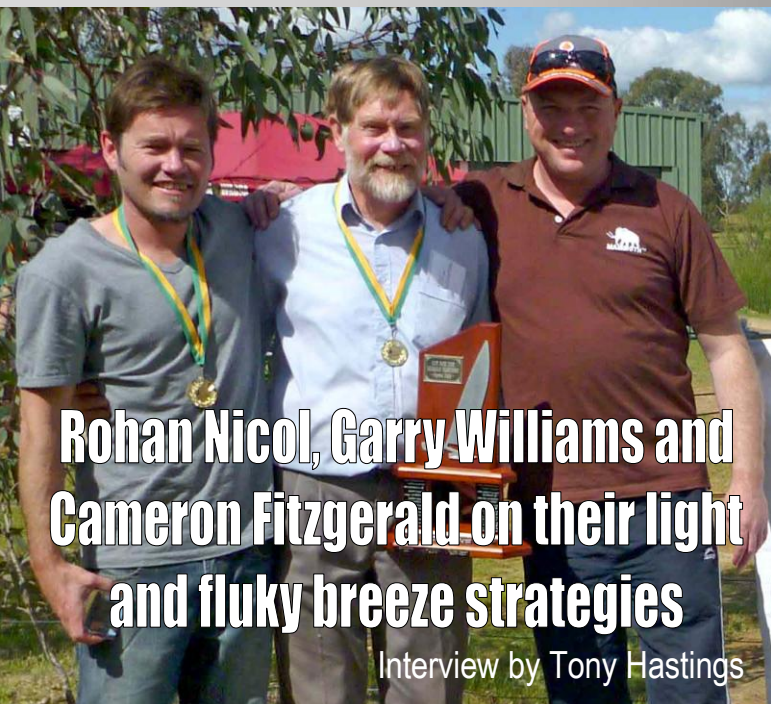


L. McDonnell

## 2012 NSW STATE CHAMPIONSHIP RESULTS – ROUND 1 SRPS

Place	Skipper	Boat	No.	Club	Grade	R1	R2	R3	R4	R5	R6	Points
1	Garry Williams	Characin IV	3085	Wagga Wagga	A	2	2	1	1	2	[6]	8
2	Rohan Nicol	Pussyfoot	2826	Wagga Wagga	A	1	[4]	2	4	3	2	12
3	Cameron Fitzgerald	Absolute Power	2984	Wagga Wagga	B	3	[6]	3	5	5	1	17
4	Greg Williams	Shadow Boxing	3086	Wagga Wagga	A	8	5	[14]	2	1	4	20
5	Jon Pinkerton	Johnny B Goode	2967	Koonawarra Bay	A	4	3	6	3	[8]	5	21
6	Ian Marcovitch	Mojo	3039	Mannering Park	A	[14]	1	5	7	6	3	22
7	Tony Hastings	Tigerdelic	2901	Wallagoot	A	[12]	8	4	12	4	7	35
8	David Stumbles	Rapture	3076	Koonawarra Bay	A	7	9	8	6	7	[13]	37
9	Geoff White	Characin II	2625	Wagga Wagga	B	5	7	9	[13]	9	9	39
10	Kerry Spalding	Bobby Dazzler	2983	Wagga Wagga	B	6	13	12	9	[14]	10	50
11	Wayne Eager	Second Wind	3040	Koonawarra Bay	A	9	10	13	[DNF]	10	11	53
12	Ralph Skea	Solitaire	3065	Koonawarra Bay	A	13	[14]	7	10	11	14	55
13	Bruce Proctor	Bean	1437	Toronto	B	11	[16]	10	11	12	12	56
14	David Buckley	Phantom Tiger II	2577	Wagga Wagga	B	10	11	17	[DNF]	13	8	59
	Neville Rowe	Mr Percival	2944	Somerton (SA)		16	[17]	11	14	16	16	73
	Garry Craig	Watermelon	2848	Yarrawonga (VIC)		[DNC]	12	16	8	DNC	DNC	74
15	Denis Davis	Smile N Wave	3087	Wagga Wagga	B	[15]	15	15	15	15	15	75
16	Martin Gregory	Red Club	1854	Wagga Wagga	B	[DNF]	DNC	DNF	16	17	17	84





## Rohan Nicol, Garry Williams and Cameron Fitzgerald on their light and fluky breeze strategies

Interview by Tony Hastings

**The question is, how did you know which way to go and when to tack?**

**G:** Don't ask me, ask the wind! Is that it?

**R:** It's a lottery isn't it? Take a ticket.

**C:** It's a bit of a lottery and you just keep your eye out on where it's coming from.

**But did you see it coming and anticipate, or did you just react when it hit you?**

**C:** Both (all nod in agreement).

**G & R:** Yes, both.

**C:** Don't stray too far from the centre.

**G:** Yes, you go too far out one side, you'll get caught if the wind changes against you. So I agree, it's anticipation and it's also placing. But as Cam said, you don't stray too far from the centre.

**R:** And balance the truth of what you've got at that moment.

**G:** Yep

**R:** Still keeping the boat moving.

**G:** Keeping it moving and keeping it going towards the buoy, rather than advantage position.

**R:** Yep, momentum is the key.

**G:** I think advantage position is the thing you don't do today. You don't sail away from the buoy to try and get an advantage.

**R:** No; that's high risk, a higher risk than the centre. So it's a percentage game isn't it?

**G:** It is. (all laugh)

**C:** And a little bit of luck!

**Just one other question, about sail trim when you are going upwind. Did you all have Redhead radial sails?**

**C:** I didn't have a radial. [It's a] previous generation [crosscut] sail.

**R:** Yours is 12 years old, isn't it?

**C:** Yes.

**G:** 12 year old Redhead! That's how good they are, but Cam's has not got the same depth in it as Rohan's and mine. Rohan's and mine have the same depth that you've got (a Redhead mark IV radial), and I had to try and pull some of that depth out to emulate something like what Cam's got in upwind conditions. I don't know what you did Ro?

**R:** I sailed with mine pulled very flat.

**G:** Yes.

**R:** And just so knowing that I'm not going to bend a light breeze around a full sail.

**G:** Yep.

**R:** So if I want drive, I need to have it flat. And the water here's flat, so I can afford to have a flat sail.

**G:** Yep, and I did exactly the same. (Cameron nods in agreement)

**R:** And steering very smoothly, not moving around on the boat, so I keep momentum at all times. (all agree)

**C:** Not overshooting.

**G:** Yes, yes!, exactly, and sheeting compared to the wind rather than just pulling it on to a particular [setting].

**R:** Yes, absolutely.

**Is there anything else you'd like to say or any highlights you want to share?**

**G:** Yes, it would be nice if we had wind. (all laugh) I'm pleased to get to the end of this one Tony.

**Yes, and congratulations.**

**G:** Thankyou.

**An extraordinary achievement.**

**R:** What is that, 21 State Titles that you've had?

**G:** 21 out of 41.

**R:** That's terrific.

**G:** I never thought that it would get to that. You don't sail to do that.

**R:** No. You just take it for how it happened.

**G:** Yes.

**Thanks very much.**





# Mannering Park

## 14ft Catamaran Regatta



**Eight Paper Tigers** joined a mixed fleet of 32 Arrow, Windrush, Maricat and Nacra 430 cats in October for Mannering Park Amateur Sailing Club's 14ft Catamaran Regatta (venue for the 2012 PT Nationals) on Lake Macquarie in early October. Conditions for the two day event consisted of a light south-easterly breeze on the Saturday and a gusty westerly wind on the Sunday.

Six PT's competed on day one, with two races in the morning and two after lunch. The breeze was fairly consistent in strength in the morning and freshened a little by race four in the afternoon, never getting over about 8 knots though. However, the southern shore of the bay messed with the wind direction and strength on the right hand side of the beat. This resulted in some significant and inconsistent gains and losses on this leg of the course, as indicated by the results.

The course was adjusted during the afternoon to improve conditions on the beat and this saw a very close finish in race 4, with the first three PTs crossing the line within 3 seconds.

Two more PT's arrived on Sunday, one of which was being raced for the second time by a young lass who normally sails Lasers. This was an old glass boat which they intend to refurbish. In spite of her light weight, she handled the breezy first race very well. Unfortunately conditions deteriorated for the subsequent races.

Sunday morning's start was delayed due to a lack of breeze. Eventually the breeze arrived from the west and was looking good by the start of race 5. However, as the race progressed, bullets began to appear. By half way through race 6, conditions were getting quite hectic. Ian Marcovitch was caught by a nasty gust at the gybe mark and briefly parted company with his boat after some notable gymnastics. Race 7 started in a solid, but slightly less unpredictable wind with no more PT dramas.

Greg Williams took the honours in the PTs, with Rohan Nicol a close second in the well run regatta. The local committee was testing themselves for the Paper Tiger National Championships to be held in January 2012 and performed admirably. With the cooperation of the weather, everything is looking good for a successful series.

Ralph Skea – 3065 – *Solitaire*



### MANNERING PARK RESULTS – ROUND 2 SRPS

Place	Skipper	Boat	No.	Club	R1	R2	R3	R4	R5	R6	R7	Points
1	Greg Williams	Shadow Boxing	3086	Wagga Wagga	3	3	[4]	1	1	1	1	10
2	Rohan Nicol	Pussyfoot	2826	Wagga Wagga	1	2	1	2	3	2	[4]	11
3	Ian Marcovitch	Mojo	3039	Mannering Park	2	1	2	[4]	2	4	3	14
4	Stephen Halliday	Dipsi Danis	3021	Mannering Park	4	[6]	3	5	6	3	2	23
5	Neil Waterman	People Eater	3018	Koonawarra Bay	5	4	6	6	4	[DNF]	DNC	33
6	Ralph Skea	Solitaire	3065	Koonawarra Bay	6	5	5	3	7	[DNF]	DNC	34
7	Bruce Proctor	Bean	1437	Toronto	[DNC]	DNC	DNC	DNC	5	5	5	39
	Kimberly Russell	Blew By U	646	Wangi	[DNC]	DNC	DNC	DNC	8	DNF	DNC	53

# ACT Multi-hull Championships



**A slightly different group of eight PTs competed at the YMCA Sailing Club's ACT Multi-hull Championships on Lake Burley Griffin in late October. The seven race series was held in west/norwest breezes which freshened over the course of the weekend.**

A fleet of 24 boats took to the water on Saturday morning, only to drift, paddle or get towed back to shore shortly afterwards as the light breeze died away. After lunch a gentle westerly breeze arose, which gradually turned nor-west during the afternoon, and three back to back races were held.

Seven PTs took part on day one. With a mix of shore effects creating significant lifts, knocks and wind channels across the figure of eight course, it was possible to look famous one minute and lose it all the next. In spite of this the racing was intense, with four boats well placed at the end of the day.

An eighth PT arrived Sunday morning. Unfortunately Bill, in spite of his recent retirement, had had work commitments on Saturday. After a short delay, awaiting the arrival of the breeze, a very pleasant nor-wester set

in across the course. Two races were sailed in the morning and two after lunch. During the afternoon the breeze freshened, providing some excellent rides on the flat water. The shore effects and wind channels still influenced positions throughout the racing, providing the opportunity on a number of occasions for recoveries from bad starts.

The first five races were sailed on an otherwise clear lake. However, after lunch on Sunday, the Canberra Yacht Club fleet invaded the lake for their regular afternoon racing. Their large, mixed monohull fleet ranges up to large trailer yachts, one of which decided to run under spinnaker through our start line before the gun. Unfortunately their timing was off and they ploughed into the middle of our packed fleet a few seconds too late. Amazingly after some desperate evasive manoeuvres, everyone emerged unscathed, though somewhat rattled.

Greg Williams emerged victor again on a countback. It's interesting to note the distribution of placings in the top boats.

This was yet another well run regatta by the YMCA club who always look after us well.

**Ralph Skea – 3065 – Solitaire**



## CANBERRA RESULTS – ROUND 3 SRPS

Place	Skipper	Boat	No.	Club	R1	R2	R3	R4	R5	R6	R7	Points
1	Greg Williams	Shadow Boxing	3086	Wagga Wagga	1	2	3	[4]	2	3	1	12
2	Rohan Nicol	Pussyfoot	2826	Wagga Wagga	[4]	3	2	3	1	1	2	12
3	Ralph Skea	Solitaire	3065	Koonawarra Bay	3	[4]	1	1	3	2	3	13
4	Tony Hastings	Tigerdelic	2901	Wallagoot	2	1	[6]	2	4	5	4	18
5	Neil Waterman	People Eater	3018	Koonawarra Bay	5	5	5	6	5	6	[DNC]	32
6	Stephen Halliday	Dipsi Danis	3021	Mannering Park	6	6	4	[7]	6	7	6	35
7	Bill Arthur	Out Of Sight	3098	Canberra	[DNC]	DNC	DNC	5	7	4	5	39
8	Max Dogger	The Mystery Tiger	3038	Wallagoot	7	7	7	8	8	[DNC]	DNC	46



# STATE REGATTA POINTSCORE PROGRESSIVE RESULTS

Place	Skipper	Boat	No.	Club	Rd 1	Rd 2	Rd 3	Rd 4	Rd 5	Rd 6	Points
1	Greg Williams	Shadow Boxing	3086	Wagga Wagga	4	1	1				6
2	Rohan Nicol	Pussyfoot	2826	Wagga Wagga	2	2	2				6
3	Ralph Skea	Solitaire	3065	Koonawarra Bay	12	6	3				21
4	Ian Marcovitch	Mojo	3039	Mannering Park	6	3	DNC				29
5	Stephen Halliday	Dipsi Danis	3021	Mannering Park	DNC	4	6				30
6	Neil Waterman	People Eater	3018	Koonawarra Bay	DNC	5	5				30
7	Tony Hastings	Tigerdelic	2901	Wallagoot	7	DNC	4				31
8	Bruce Proctor	Bean	1437	Toronto	13	7	DNC				40
9	Garry Williams	Characin IV	3085	Wagga Wagga	1	DNC	DNC				41
10	Jon Pinkerton	Johnny B Goode	2967	Koonawarra Bay	5	DNC	DNC				45
11	Bill Arthur	Out Of Sight	3098	Canberra	DNC	DNC	7				47
=12	Max Dogger	The Mystery Tiger	3038	Wallagoot	DNC	DNC	8				48
=12	David Stumbles	Rapture	3076	Koonawarra Bay	8	DNC	DNC				48
14	Geoff White	Characin II	2625	Wagga Wagga	9	DNC	DNC				49
15	Kerry Spalding	Bobby Dazzler	2983	Wagga Wagga	10	DNC	DNC				50
16	Wayne Eager	Second Wind	3040	Koonawarra Bay	11	DNC	DNC				51
17	David Buckley	Phantom Tiger II	2577	Wagga Wagga	14	DNC	DNC				54
18	Denis Davis	Smile N Wave	3087	Wagga Wagga	15	DNC	DNC				55
19	Martin Gregory	Red Club	1854	Wagga Wagga	16	DNC	DNC				56







# International Scene

by DAVID STUMBLES

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

## New Zealand

### SYMAN DOMINATES HOROWHENUA CUP FOR PAPER TIGERS

Glenn Syman (Evans Bay Yacht & Motor Boat Club) has won the first regatta in the Paper Tiger North Island Freshwater Series in a dominant display at the Horowhenua Cup at Lake Wairarapa over the Labour weekend.

Lake Wairarapa put on zero to six knot conditions for the first regatta of the season with the race committee, lead by Paul Davies, doing well to get any races completed, let alone the five that were finally finished by Sunday afternoon (with plenty of time left before the mighty All Blacks win!). The regatta was again a tough fought contest as has become a feature of the series over the years. However, Glenn Syman showed his light weather expertise by taking all five bullets during the regatta (even if one was by less than half a metre).

Saturday saw two races completed in very light conditions along with an awkward wave pattern running in the opposite direction to the minimal wind. Syman won the first race after showing some magnificent light downwind sailing skills along with picking some fantastic puffs up the second beat.

The second race came down to the wire with Syman taking the victory from John Thomson by less than half a boat length after the three leading boats rounded the final mark within three boat lengths.

Sunday dawned with very little wind again. With results so close on day one, everything was to play for on the final day with both the Horowhenua Cup title up for grabs and points for the North Island Freshwater Series up for grabs. Race three, four and five saw Syman again show his dominance with three more victories. With the wind dropping, the rain threatening, time ticking away before the Rugby World Cup Final and a clear winner of the regatta it was time to call an end to racing.

The Paper Tiger North Island Freshwater Series is a regatta series held over four regattas around the North Island (Lake Wairarapa, Lake Ngaroto, Turangi, and Taupo) during the season. Points are tallied at each regatta, with no drops allowed at any individual regatta (making consistency essential). The overall series winner is calculated by allowing each sailor to count 3 regattas from the 4 in the series.

Final results for the Horowhenua Cup:

- 1st** Glenn Syman (Evans Bay Yacht & Motor Boat Club)
- 2nd** Ryan (Rowdy) Leatham (New Plymouth Yacht Club)
- 3rd** Scott Pedersen (Napier Sailing Club)

Full results can be found at:  
<http://papertiger.org.nz/results.htm>

Ryan Leatham





# 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
NOV	5 <sup>th</sup> – 6 <sup>th</sup> Cat Challenge Lake Cootharaba	5 <sup>th</sup> – 6 <sup>th</sup> Showdown Regatta Royal YC			26 <sup>th</sup> – 27 <sup>th</sup> Round 4 SRPS Port Kembla SC
DEC		3 <sup>rd</sup> – 4 <sup>th</sup> TASCAT Regatta Deviot SC			
JAN 2012	3 <sup>rd</sup> – 8 <sup>th</sup> National Championship Manning Park NSW				
	14 <sup>th</sup> – 15 <sup>th</sup> New Year's Regatta Lake Samsonvale				
FEB	18 <sup>th</sup> – 23 <sup>rd</sup> Gold Coast Cat Week Southport YC	12 <sup>th</sup> Tasman Yardstick Royal Hobart Regatta			11 <sup>th</sup> – 12 <sup>th</sup> Round 5 SRPS Koonawarra Bay SC
		25 <sup>th</sup> – 26 <sup>th</sup> Crown Series Regatta Bellerive YC			
MAR		10 <sup>th</sup> – 11 <sup>th</sup> TASCAT Champ Lauderdale YC		27 <sup>th</sup> – 28 <sup>th</sup> Vic State Champ McCrae YC	10 <sup>th</sup> – 11 <sup>th</sup> Wallagoot Lake BC Regatta
APR					Round 6 SRPS Batemans Bay SC
	22 <sup>nd</sup> – 25 <sup>th</sup> International Championship McCrae YC				
MAY					6 <sup>th</sup> Peter Loft Marathon BYRA

International Championship



National Championship



State Championship



State Pointscore Series



General Regatta





A stylized sailboat logo consisting of three overlapping triangular sails. The top sail is white, the middle sail is a medium blue, and the bottom sail is a darker blue. The sails are arranged to create a sense of depth and movement.

**PAPERTIGER**  
catamaran

2012 nationals

manning park nsw



## 2012 Sydney Paper Tiger Catamaran Australian Championships

3rd – 8th January 2012

Lake Macquarie, New South Wales, Australia

The Organising Authority (OA) is the Mannering Park Amateur Sailing Club Inc. (MPASC) in conjunction with the New South Wales Paper Tiger Catamaran Association Inc. (NSWPTCA) under the authority of Yachting Australia Inc. (YA)

# Notice of Race

## 1. Rules

- 1.1 The regatta will be governed by the rules as defined in ISAF 2009-2012 *The Racing Rules of Sailing* (RRS).
- 1.2 The Prescriptions and Special Regulations of Yachting Australia Inc. (YA) will apply.
- 1.3 The rules of the Paper Tiger Catamaran Class will apply.
- 1.4 Racing rules will be changed as follows:  
RRS 35 (Time Limit and Scores); RRS 44.1 (Taking a Penalty); RRS 60.1(a) (Protests); RRS 62.2 (Redress); RRS 66 (Reopening a Hearing); RRS A4 & A5 (Scoring). The changes will appear in full in the sailing instructions. The sailing instructions may also change other racing rules.

## 2. Advertising

- 2.1 The regatta is designated a Category "C" Event in accordance with ISAF Advertising Code, Regulation 20.
- 2.2 The organising authority may require competing boats to carry event sponsor advertising on the hull, sail or boom.

## 3. Eligibility and Entry

- 3.1 The regatta is open to boats of the Paper Tiger Catamaran Class.
- 3.2 Competitors must be financial members of their respective state class association.
- 3.3 Boats shall retain the same skipper for all races in the series.
- 3.4 Eligible boats may enter by completing the attached Entry Form and sending it, together with the required fee, to David Stumbles, 24 Brindabella Drive, Horsley, NSW, 2530, Australia or e-mail [eventcoord@koonawarrabaysc.org.au](mailto:eventcoord@koonawarrabaysc.org.au). The required fee may also be submitted electronically (see Entry Form for details).
- 3.5 The closing date for entries is 15th November 2011. **PLEASE NOTE: Your entry will need to be received by 15th November to guarantee an event shirt.**
- 3.6 Late entries, accompanied by the additional late entry fee (see below), may be accepted at the above addresses, at the Organising Authority's discretion.

## 4. Fees

Required fees are as follows:

Entry Fee for Seniors (18 or over on 3/1/12):	<b>\$190</b>
Entry Fee for Juniors (under 18 on 3/1/12):	<b>\$80</b>
Late Entry Fee:	<b>\$20</b>

## 5. Schedule

5.1	<b>Measurement &amp; Registration:</b>		
	Tuesday, 3rd January, 2012	0900 – 1200 hrs	MPASC
5.2	<b>Briefing:</b>		
	Tuesday, 3rd January, 2012	1300 hrs	MPASC
5.3	<b>Invitation Race:</b>		
	Tuesday, 3rd January, 2012	1400 hrs	MPASC



#### 5.4 Racing Schedule:

Day	Date	Earliest Time of First Warning Signal	No. of Races
Wednesday	4th January 2012	1030 hrs	3
Thursday	5th January 2012	1030 hrs	2
Friday	6th January 2012	Reserve Day	-
Saturday	7th January 2012	1030 hrs	2
Sunday	8th January 2012	1030 hrs	2

- 5.5 A total of nine races will be scheduled. Races may be sailed back-to-back on each day.
- 5.6 One extra race per day may be sailed, as long the event does not become more than one race ahead of schedule.
- 5.7 The Organising Authority and/or the Race Committee reserve the right to modify the schedule according to prevailing weather conditions, weather forecasts, or unforeseen circumstances. This includes utilising the Reserve Day for racing.
- 5.8 No race shall start after 1300 hrs on Sunday, 8th January, 2012.

#### 6. Measurements

Competitors shall submit a copy of their valid measurement certificate with their entry and, in addition, shall present their boat during the prescribed measurement period where the following measurement checks will be taken: boat weight, mast dimensions, and sail dimensions.

#### 7. Sailing Instructions

The sailing instructions will be available at registration. They may also be published in advance on the event web site <http://austnats2012.papertigercatamaran.org>

#### 8. Venue

The races will be held on Lake Macquarie, in the vicinity of Mannering Park Amateur SC, as described in the sailing instructions. Directions to the venue will be issued upon receipt of entry.

#### 9. The Courses

The diagrams in Attachment 1 show the courses, including the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left. The approximate length of the first leg of the course will be 0.8 nautical miles for Course 1 and 0.5 nautical miles for Course 2.

#### 10. Penalty System

Rule 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

#### 11. Scoring

- 11.1 Four races shall be completed to constitute a series.
- 11.2 Races to be counted towards series score:
- When fewer than five races have been completed, a boat's series score will be the total of her race scores.
  - When from five to seven races have been completed, a boat's series score will be the total of her race scores excluding her worst score.
  - When eight or more races have been completed, a boat's series score will be the total of her race scores excluding her two worst scores.

**12. Radio Communication**

Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.

**13. Prizes**

Trophies and/or prizes may be awarded in the following divisions, depending on the number of entries in each (others may be awarded at the discretion of the Organising Committee):

Overall Championship  
Junior Championship (under 18 as at 3/1/12)  
Race winners

**14. Disclaimer of Liability**

Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to Race. The organising authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

**15. Insurance**

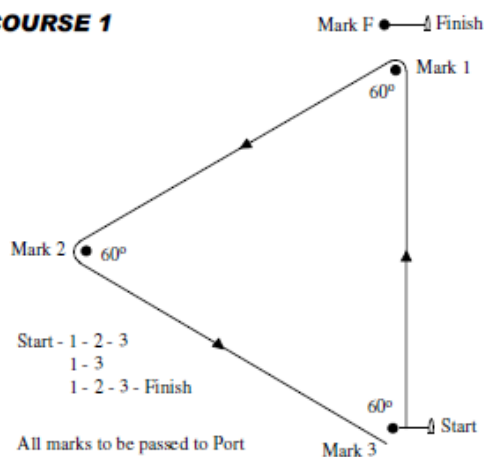
Each participating boat shall be insured with valid third-party public liability insurance with a minimum cover of \$10 million per event or the equivalent.

**16. Further Information**

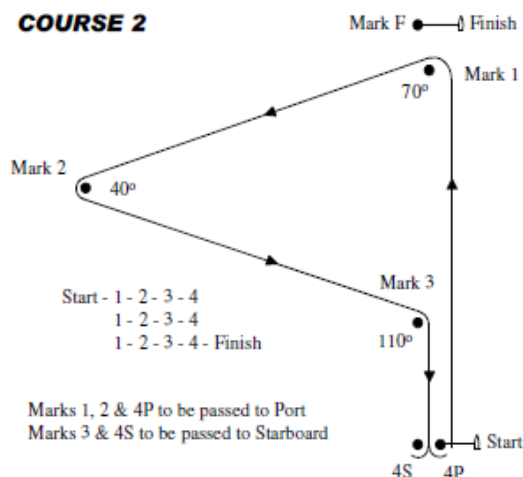
For further information contact Neil Waterman (Event Coordinator) on 0413 006 760.

## Attachment 1 — Course Configurations

**COURSE 1**



**COURSE 2**





## Additional Information

Event web site: <http://austnats2012.papertigercatamaran.org>

### Sponsors

We are indebted to

#### **Sydney Street Directories**

who are the event naming sponsor. Their generous support is greatly appreciated by everyone involved with the event.

We are also extremely grateful for the generous support of our other sponsors:

- Redhead Sails
- Swansea RSL Club
- Blue Water Function Centre
- Pretty Swish

### Contact

For further information about the event, please contact:

- Neil Waterman (Event Coordinator):
  - M: 0413 006 760
  - E: [neil@koonawarrabaysc.org.au](mailto:neil@koonawarrabaysc.org.au)
- David Stumbles (NSWPTCA Secretary):
  - M: 0400 476 449
  - E: [ptcia@papertigercatamaran.org](mailto:ptcia@papertigercatamaran.org)

### Checklist

- ☐ All applicable parts of the Entry Form have been filled out
- ☐ Cheque / Money Order enclosed or e-banking option completed
- ☐ Copy of Measurement Certificate enclosed
- ☐ Valid membership of state yachting authority (ticked on Entry Form)
- ☐ Valid third party public liability insurance cover of at least \$10 million (ticked on Entry Form)
- ☐ All required T-shirts ordered (and money included in entry fee payment method)

### Social Events

Please indicate on the Entry Form the number in your party likely to be attending social events, including you (if more than one entry per family, please show extras on one form only). These figures will help us plan the social events. We encourage you to pay for these events along with your entry fee. Confirmation of these numbers will occur at Registration.

### Costs:

- **Welcome Night Dinner**
  - Entrants: Free
  - Others: \$10
- **Presentation Dinner**
  - All adults (12yrs+) \$30
  - Children (4-11yrs) \$15
  - Children (under 4) Free

### Payment

Entry Fees and Event T-shirt payment is by cheque, money order or electronic banking. If you are unable to arrange payment by these methods, contact the Event Coordinator ASAP to make an alternative arrangement.

### Event Shirts

The event shirts for the Nationals will be quality short sleeve polo shirts. They will be available only by pre-ordering in the space provided on your Entry Form. Entries must be submitted by 15th November 2011 to guarantee an event shirt. They will be available for collection during Registration. To assist with size selection, the following size chart is provided:

Adult Size	S	M	L	XL	2XL	3XL
Chest*	53.5	56	58.5	61	63.5	66.5
SP Length	71.5	74	76.5	79	81.5	82

\*NOTE: Chest is measured across shirt (laid flat), not around chest of wearer.

### Accommodation

Accommodation information has been placed in event flyers and on the event website.

If you are unable to secure accommodation, please contact the Event Coordinator who may be able to assist you in finding some.

### Receipt / Directions

Upon our receipt of your Entry Form and Entry Fee, you will be issued with:

- A receipt detailing the fees you have paid.
- Detailed directions to the host club, Mannering Park Amateur Sailing Club.

### Club Facilities

Lunches will be sold at the club each race day.

Boats may be left overnight with masts up on the rigging area adjacent to the sailing club at the owner's risk.

## Composite Schedule of All Events

Day	Date	Event	Time
Tuesday	3/1/12	Measuring & Registration	0900 – 1200
		Briefing	1300 hrs
		Invitation Race	1400 hrs
		Welcome Night (MPASC)	1830 hrs
Wednesday	4/1/12	3 Races	1030 hrs
		APTCA AGM (MPASC)	1930 hrs
Thursday	5/1/12	2 Races	1030 hrs
Friday	6/1/12	Reserve Day	
Saturday	7/1/12	2 Races	1030 hrs
Sunday	8/1/12	2 Races	1030 hrs
		Presentation Dinner (Swansea RSL)	1800 hrs

*Nibbles after racing each day*

## Event Website

Have you checked out the event web site?

Go to: <http://austnats2012.papertigercatamaran.org>

## Sponsors



Street Directories



Blue Water  
Function Centre







# Entry Form

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

The Organising Authority (OA) is the Manner Park Amateur Sailing Club Inc., (MPASC)  
in conjunction with the New South Wales Paper Tiger Catamaran Association Inc. (NSWPTCA)  
under the authority of Yachting Australia Inc. (YA)

Office use  
Rec'd /  
Late? \$  
Amt \$  
Ok? Owe  
App

Boat Name: \_\_\_\_\_  
Sail No.: \_\_\_\_\_ Meas. Cert. No.: \_\_\_\_\_  
Skipper's Name: \_\_\_\_\_  
Date of Birth: \_\_\_\_/\_\_\_\_/\_\_\_\_  
Address: (street) \_\_\_\_\_  
(suburb) \_\_\_\_\_  
(state) \_\_\_\_\_ (postcode) \_\_\_\_\_  
Phone: Home: (\_\_\_\_) \_\_\_\_\_  
Work: (\_\_\_\_) \_\_\_\_\_  
Mobile: \_\_\_\_\_  
Fax: (\_\_\_\_) \_\_\_\_\_  
E-mail: \_\_\_\_\_

I am a financial member of the \_\_\_\_\_ P.T.C.A.  
and the \_\_\_\_\_ Club

- ☐ I am a member of my state yachting authority (MYA) [eg YNSW, YV, YSA, YT]  
☐ I have valid third party public liability insurance cover of at least \$10 million  
☐ I enclose a copy of my Measurement Certificate  
☐ This is the **1st** Paper Tiger Nationals I've competed in (tick if applicable)

## Fees

Entry fee enclosed: Senior (\$190): \_\_\_\_\_  
Junior (\$80): \_\_\_\_\_  
if applicable ==> Late fee (\$20): \_\_\_\_\_

Event Shirts (\$30 ea.): Size No.  
S \_\_\_\_\_  
M \_\_\_\_\_  
L \_\_\_\_\_  
XL \_\_\_\_\_  
2XL \_\_\_\_\_  
3XL \_\_\_\_\_

NOTE: Submit entry  
by **15th November**  
2011 to guarantee  
an event shirt.

Welcome: Entrant Free \$0  
Extra Adults \$10 \_\_\_\_\_  
Presentation: All Adults \$30 \_\_\_\_\_  
Child 4-11y \$15 \_\_\_\_\_  
Child under 4 Free \_\_\_\_\_ \$0

Total amount payable: \$ \_\_\_\_\_

Payment by: ☐ Cheque ☐ M/Order ☐ E-Banking  
(Cheques/money orders to be payable to **NSWPTCA**)

If using Electronic Banking, please submit the required fees to the NSWPTCA account, using these details:

BSB: **641-800** (IMB Building Society)  
Account No.: **200408459**  
A/c Name: **NSW Paper Tiger Catamaran Assoc.**  
Reference: **Enter your full name**

Note that you will still need to send a written copy or a filled in electronic copy of your entry form by the closing date. Entry forms designed for electronic submittal can be obtained from (and when complete should be sent to) the e-mail address below:

**eventcoord@koonawarrabaysc.org.au**

## Indemnity

I agree to be bound by the Racing Rules of Sailing and all other rules that govern this event and I acknowledge my responsibility in relation to Fundamental Rule 4 - Decision to Race. I understand that the organising authorities will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta. I declare that I have a current certificate of insurance that covers me while racing.

Signed: \_\_\_\_\_ Date: \_\_\_\_/\_\_\_\_/\_\_\_\_

## Junior Indemnity

All juniors (ie. skippers under the age of 18 as at 3/1/2012) must have the signed consent of a parent or guardian, as below:

I consent to the above entry and 'Indemnity':

Signed: \_\_\_\_\_ Date: \_\_\_\_/\_\_\_\_/\_\_\_\_

Relationship to Entrant: \_\_\_\_\_

## Contact Information During Nationals

Please provide the following information for planning and contact purposes:

During the series, I will be staying at:

Place: \_\_\_\_\_

Address: \_\_\_\_\_

Phone No.: (\_\_\_\_) \_\_\_\_\_

## Skipper Information (all skippers)

We would appreciate the following information:

Weight: \_\_\_\_\_ kg Height: \_\_\_\_\_ cm

Years sailing: \_\_\_\_\_ Years in Paper Tigers: \_\_\_\_\_

Highest sailing achievement: \_\_\_\_\_

Funniest moment in sailing: \_\_\_\_\_

## Boat Information

Hulls: Builder: \_\_\_\_\_

Age: \_\_\_\_\_ Material: \_\_\_\_\_

Sail: Maker: \_\_\_\_\_ Age: \_\_\_\_\_

Mast: Type: \_\_\_\_\_

Centreboards: Builder: \_\_\_\_\_

Rudders: Builder: \_\_\_\_\_

Please send entry by 15th November 2011 to **David Stumbles, 24 Brindabella Dr, Horsley, NSW, 2530, Australia.**

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

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



# Accommodation

## *Big4 Monterey Tourist Park*

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

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

## *Lake Munmorah Motel*

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

## *Mecca Village*

Caravan sites only (no cabins or camping).

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

## *Bellaviews Lakehouse*

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

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

## *Lake House Bed & Breakfast*

One bedroom apartment.

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

## *House Accommodation*

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

## *Cheaper Accommodation Option*

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

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



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



▲ Mannering Park Amateur Sailing Club (A)



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



**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](http://www.koonawarrabaysc.org.au)**



STATE REGATTA R. 5 ROUND 5



# BOATS and bits

Please note that the items listed may no longer be available

**\$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)

**\$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.

Contact Peter Ferguson on (02) 4944 7069 or 0407 473 553. Based in Newcastle.

(ad placed Mar 2011)

## PT1542 "Catstevens"

**\$3,000**

### Victoria

Built by R. Myrtle in 1982. Goodall sail (dated). White hulls. Weighs 47.4kg. Has modern foils and is set up quite well. Comes on a registered trailer with beach trolley. Has been garaged. Would suit new entrant to class.

Contact Peter Miller on 0448 940 332 or

[pjmiller8@bigpond.com](mailto:pjmiller8@bigpond.com)

(ad placed Oct 2011)

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

### Victoria

Foam sandwich Botteril rudders, Goodall sail, new trampoline, purpose-made cover, beach trolley, purpose-built galvanised trailer. All in excellent condition. Easy to rig and sail.



Reluctant sale due to impulse purchase of another boat...! Currently in store in Red Hill, Victoria. \$2,880 ONO including the trailer.

Contact Peter on 0407 417 097 or [peter@fci.com.au](mailto:peter@fci.com.au)

(ad placed Mar 2011)

## PT2179 "Allegro"

**\$4,000**

### New South Wales

Ply. Built in the 80's. Has been re-decked and repainted in 2 pack paint - white/orange. American mast, Boyer rudders, homemade centreboards. New tramp. Ready to race with all fairly new fittings throughout, including rope rudder pull downs. Located at Koonawarra Bay Sailing Club, Wollongong, NSW, 80km south of Sydney. 51kg. No trailer.

Contact Neil Waterman on 0413 006 760

(ad placed Oct 2011)

## PT2457 "Jordy"

**\$2,000**

### New South Wales

Plywood hulls, Goodall sail, new Larry Fay centreboards, 1-year-old Chinese mast. Trolley. No trailer.

Contact Steve on 0437 303 532

(ad placed Nov 2011)

## PT2833 "For Xternal Use Only"

**\$3,400**

### Victoria

Good competitive boat at a great price! Foam sandwich hulls, cross-cut sail and battens, centre boards and rudders, all blocks / fittings, beach trolley, boat cover, new (1 season) mast (includes new mast fittings). No trailer. Ready to sail. Boat is currently in Mount Martha, but can be brought to Parkdale if needed.

Contact Adrian Black on 0417 315 810 or

[adrian@blackfamily.id.au](mailto:adrian@blackfamily.id.au)

(ad placed Oct 2011)

## PT2980 "Cold Shot"

**\$7,000**

### New South Wales

Fay Kevlar/Carbon hulls, Fay centreboards, Goodall USA mast section, Goodall cross cut sail + foam battens, Redhead tramp, Harken and Ronstan fittings, Custom built trailer + fin box. Boat has only been sailed a few times since



assembly. One of only two tigers laid up in Kevlar Carbon. Is a sister boat to Bruce Rose's Batemans Bay Nationals winner. Trailer has plates and is compliant; but unregistered. There are no rudder stocks or blades with the boat. \$7000. Located close to Koonawarra Bay Sailing Club.

Contact Garry Bromley on 0424 828 574.

(ad placed Sep 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.
- Larry Fay Centreboards and Rudders
- Mal Willis rudder stocks
- Sail numbers
- Number strips

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

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

to see what's required.

The site now has SSL security for safe ordering.

Neil Waterman

## NEW ITEM



PT downhaul and outhaul adjustment strips. Outhaul strips are paired left and right hand.

# apt *quarterly*

## FEBRUARY ISSUE

Closing date for  
articles, reports, results  
and adverts

# 31st JANUARY

Please send to: [ptcia@papertigercatamaran.org](mailto:ptcia@papertigercatamaran.org)

## Spread the word

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



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

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