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2012 National Championships

Sharing The Wisdom

2012 Internationals

AUSTRALIAN PAPER TIGER CATAMARAN ASSOCIATION

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Contacts

APTCA

President	Mike Wold:	Ph. (03) 9580 2591	E. mikewold@optusnet.com.au
Vice President	Peter Darling:	Mob. 0419 211 928	E. petentrish.darling@bigpond.com
Secretary	Ralph Skea:	Ph. (02) 4271 2932	E. ralphskea@bigpond.com
Treasurer	Trent Godfrey:	Mob. 0419 366 604	E. trent_g1@hotmail.com
International Measurer	Vic Scholes:	Ph. (03) 5169 6295	E. vic@vic.australis.com.au
National Measurer	Russell Jolly:	Mob. 0428 517 438	E. ruffy42@gmail.com
Publicity Officer	David Stumbles:	Mob. 0400 476 449	E. ptcia@papertigercatamaran.org

State PTCA

Queensland	Pres.	Gary Fleming:	Mob. 0409 038 001	E. myoptusmail@optusnet.com.au
	Sect.	Chris Shannon:	Mob. 0417 064 247	E. shanno11@hotmail.com
Tasmania	Pres.	Sean Keady:	Mob. 0410 487 762	E. skeady@internode.on.net
	Sect.	Mick Boyle:	Mob. 0419 517 208	E. mickspot@yahoo.com.au
South Australia	Pres.	Peter Darling:	Ph. (08) 8268 2587	E. petentrish.darling@bigpond.com
	Sect.	Lyall Daly:	Ph. (08) 8298 4809	E. jaladaly@virginbroadband.com.au
Victoria	Pres.	Luke Stout:	Ph. (03) 9755 1827	E. stout@alphalink.com.au
	Sect.	Mark Wiggins:	Ph. (03) 5981 0734	E. wiggo45@hotmail.com
New South Wales	Pres.	Bill Arthur:	Ph. (02) 6241 1114	E. warthur5@bigpond.com
	Sect.	Ralph Skea:	Ph. (02) 4271 2932	E. ralphskea@bigpond.com
apt editor		Ralph Skea:	Ph. (02) 4271 2932	E. ralphskea@bigpond.com

Editorial

2012 Nationals

My congratulations to the club members at Mannering Park for running a great series. The generally light to moderate conditions set them many challenges with course setting and race duration decisions, all of which were handled well. The 37 boat fleet included almost all of the countries top skippers, providing intense competition. The only real drama (that I am aware of) was Peter Darling's race to get his crippled boat on the water. Read all about his "adventure" on page 22 .

2012 Internationals

The process of selecting the 30 boat Australian contingent to attend the 2012 International Championships at McCrae Yacht Club, on Port Philip Bay, is almost complete (see page 11). New Zealand is sending a full contingent of 20 boats, with their 10 boat team of top skippers hell bent on retaining the title. With favourable weather, this is shaping up to be a showcase series for PT's.

The Churchers

Many in the Paper Tiger fraternity were shocked at the loss of David and Heather Churcher in December whilst enjoying one of their live's pleasures. Catch a brief insight into their lives on page 15.

PTechno

It doesn't seem that long ago that the advent of affordable, large numeral, digital countdown timers seemed pretty techy. Now the GPS revolution has led to gizmos like the TackTracker (see page 20). This natty little device can store info on a boat's path and speed around a race course so that you can examine, once back on shore, where you (and everyone else if they had one) went or should have gone.

Another recent advance is the development in high definition, waterproof (to 30m or more), wide angle, micro video cameras which can film a whole days sailing on one card. Attachable to any part of the boat, or yourself, they can be used as a training aid, to check sail trim, or just to admire yourself - and for less than \$200.

The Editor

Publicity Perspective

Another fantastic Nationals was held recently at Mannering Park. You can read plenty about it in this issue of APT. As usual at the Nationals, we hold the **Annual General Meeting** of the APTCA. For those unfamiliar with this, each state association sends two delegates, usually the President and Secretary if available, or others as nominated by the state. Reports are received, future Nationals and Internationals venues are discussed and progress on these events is presented.

At this year's meeting, we approved some small changes to the APTCA Constitution to bring it into line with the Paper Tiger Catamaran International Association (PTCIA) Constitution. We discussed the issuing of sail numbers and plans, ownership of the class rights, self-measurement forms, mast stocks, hull suppliers and revision of the class plans. More information on some of these topics will be distributed in the coming months.

We also elected a new committee (positions are listed at the front of this magazine). Most people stayed on in their current roles. However, after several years, Anthony Williams (NSW) stood aside as Secretary. Thanks Anthony for your efforts and professionalism in the role. We welcomed Ralph Skea as the new Secretary. Ralph, the current editor of APT, has many years of experience

serving on both club and association committees and has been a Paper Tiger sailor for over 30 years. We look forward to his contribution.

Publicity of the Paper Tiger class is an ongoing process and sometimes those of us who have sought to publicise the class for many years can run out of good ideas. New ideas on promoting the class are flowing thick and fast out of Tasmania, where their enthusiastic and creative committee has been thinking outside the box on how to attract new people to our class. It is no coincidence that their fleet is building in numbers and they are always on the lookout for good second-hand boats to satisfy the demand they are creating. I encourage you to read the Tasmanian section in this edition on another idea they are trying with a neighbouring club. What is particularly impressive about this one is that it involves junior sailors, something we certainly need to encourage in our class. Congratulations to the TPTCA committee and members on their continued efforts. We look forward to seeing the results of this latest venture.

We encourage all states to contribute their ideas on class promotion so that other states can benefit. This can be done either through the pages of APT or by e-mail.

David Stumbles - Publicity Officer

Sydway PAPER TIGER catamaran Australian Championships 2012

A highly competitive fleet that included numerous current and former Australian and International Champions, competed in the 42nd Paper Tiger Catamaran Nationals, held at Mannering Park ASC on Lake Macquarie, NSW. Boats from five states plus the ACT competed, providing a truly national competition.

This year's event was held over a compact six days, reduced from nine days for previous Nationals. This proved popular with the competitors and is likely to continue into the future. The major sponsor for the series was **Sydway Street Directories**. The other event sponsors were Redhead Sails, Swansea RSL Club, Blue Water Function Centre and Pretty Swish.

Local skipper, Ian Marcovitch, the current International Champion, started the series well with a win but struggled in the next two races. Former champions, Bryan Anderson and Greg Williams, took the next two races. It was in the fourth race that former International and National Champion, Garry Williams, began to assert his dominance. Garry won four of the next five races, wrapping up the series with a race to spare.



Event sponsor, David Godfrey, presents event winner, Garry Williams, with his trophy

Garry had prepared well for the event, embarking on a weight-loss program that saw him looking much leaner than in previous years. He was also coming off the back of winning his 21st NSW State Title in the class, an amazing achievement! He showed particular skills in the lighter and shiftier conditions, yet also won the heaviest race of the series after his son Greg lost a side stay shackle while leading. Garry had previously won the Nationals in 1984, 1985 and 1988, so it was a long time between drinks for this popular "class legend".

Three boats could have finished second going into the last race, but the eventual runner up was Bryan Anderson, securing that place with a win. Third overall was Greg Williams.

The top ten from this event qualify to form the Australian Team for the International Championships, to be held at McCrae YC in Victoria over Easter. The next twenty will also be invited to compete and will be joined by a group of twenty boats from New Zealand. Competition will be intense for the title of International Champion as well as Champion Team.

The presentation of awards was held at the Swansea RSL Club. Awards presented on the night were:

National Champion	Garry Williams	NSW
2nd Place	Bryan Anderson	VIC
3rd Place	Greg Williams	NSW
4th Place	Ian Marcovitch	NSW
5th Place	Peter Anderson	VIC
6th Place	Alex Craig	VIC
7th Place	Wayne Eager	NSW
8th Place	Kim Marcovitch	NSW
9th Place	Bruce Rose	TAS
10th Place	Ralph Skea	NSW
B Grade winner	Ralph Skea	NSW
B Grade 2nd Place	Jon Pinkerton	NSW
C Grade winner	Neil Waterman	NSW
C Grade 2nd Place	Bill Arthur	NSW
Rookie Of The Year	Steve Price	TAS
Top Veteran (50-60)	Bruce Rose	
Top Super Veteran (60+)	Garry Williams	
Snoopy (Oldest skipper who hasn't won it before)	Rick Stout	
Best Presented Boat (which hasn't won before)	Ralph Skea	

Each race winner was presented with a medallion.

NSWPTCA Secretary, David Stumbles, presents host club rep, Brenton Curran, with a plaque expressing the Association's appreciation

Russell Jolly passes on Snoopy to this year's recipient, Rick Stout

Peter Darling is presented with a Ronstan starting watch, donated by the host club, in recognition of his determination.



The Top Ten

Peter Anderson

Ralph Skea

Ian Marcovitch

Bruce Rose

Alex Craig

Greg Williams

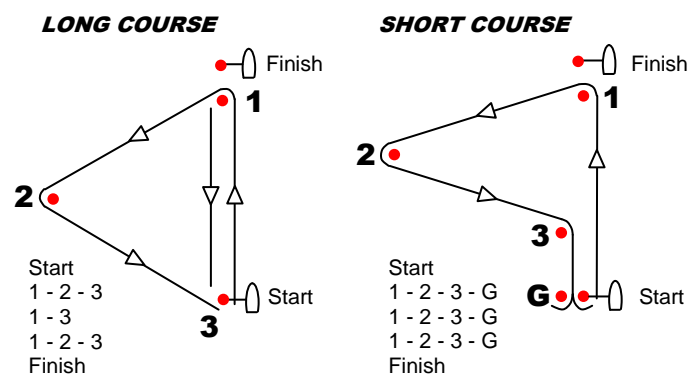
Garry Williams

Bryan Anderson

Wayne Eager

As well as the top guns, the fleet also included a number of skippers making their first appearance at a National Championship (termed Rookies, as mentioned in the award table).

The Courses



The series was sailed in light to moderate conditions, which tended to be variable in strength and direction. This proved a real challenge for most skippers. A look through the results will show that few in the front half of the fleet managed to achieve consistent placings, with quite a few having one or more real shockers. However, those who came out on top were the proven performers and did so through their ability to rise above the challenges they encountered.

Garry Williams, having last won the National Championship in 1988, found the conditions to his liking and by race 4 had the measure of the course and his opponents to take the series with 4 wins. An excellent effort. Defending Champion, Ian Marcovitch, finished fourth after a "shocker" in his last race.

And so, to the racing. I thank Tony Hastings for his recollections of the event, upon which this report is based.

After the preliminaries of hull weighing, and measuring of sails and masts, the fleet rigged up for a shake-down Invitation Race on Thursday afternoon. This was the first opportunity for many of the contestants to test their measure against skippers they hadn't sailed against before, or since some previous major event, prior to getting into the actual series racing.

Invitation Race

A sea breeze of around 15 knots provided exciting, close racing, and an opportunity to suss out the effects of the surrounding land form on wind patterns across the course. Land effects upon the breeze would play a significant role throughout the series. Bryan Anderson revelled in the conditions on the day to take the win.

Day 1 Race 1

The first race was a long course configuration in a light sea breeze. A dose of "first heat jitters" struck the fleet with many finding themselves on the line a tad early. A general recall on the first heat does tend to settle the nerves a little though. The second start got away cleanly.

The majority of the fleet went left, with a small group testing the right side of the course. A huge gap had opened between the two groups by the time they reached the first mark, with the right-handers well behind; a strong indicator that choosing the correct way to go was going to be critical to race results.

A group of 6 boats, including Bryan, Bruce, Ralph, Ian Alex and Rohan, formed a pack ahead of the main group, then shuffled the deck with Ian coming out on top when the race was shortened at the top of the sixth leg. Ralph was second with Garry making a concerted recovery to claim third.

Day 1 Race 2

This was the first of two, short course, back-to-back races after lunch. The breeze was still light off the ocean and variable in direction. The jitters were back with another general recall. The fleet got away cleanly on the second start as storm clouds were forming to the north-west.

Some boats gained advantage from localised lifts in the breeze that were spreading across the course, possibly driven by the approaching front. Peter Anderson made the most of this to lead the fleet around the first mark. As the race progressed, the wind became lighter and much more variable in direction as the storm approached.

The committee decided to shorten course



Bryan Anderson powers home in the invitation race

at the gate marks at the end of the second lap, allowing time for the fleet to return to shore before the wind died (and the lightning arrived). Bryan took the race with Kim second and Peter Anderson third.

The remaining racing was abandoned for the day as there was no sign of an early clearing of the storm cell and the wind had died.

Day 2 Race 3

Day two started with a long course race in the morning in a light south-west breeze. A shift in the breeze just before the start saw Tony cut across the starboard tack fleet on port, from the pin end, into a favourable position. The shiftiness of the breeze continued, and by the fourth leg there were some devastating holes developing, which saw some of the leaders becalmed as others streamed past them in significant breeze.

Progress so far had been pretty slow, so the race was shortened at the end of the run on the fifth leg. By this time the breeze was starting to shift east and bunch up the tail of the fleet. This saw a group on the east side slip past the bulk of the fleet and run up onto the leaders. The bunching saw around 10 boats finish in as many seconds.

Greg Williams hung on to finish first, followed by Wayne Eager and Dave Stumbles.



Greg Williams in action

Day 2 Race 4

After lunch the fleet set out for the first of the next two back-to-back short course races. A light easterly breeze had now set in. Again it was variable in direction and strength (at times lacking any strength at all). Some boats were over the line early, but the start got away OK.

Garry Williams was in his element in the conditions and convincingly took the race from Ian and Greg.

Day 2 Race 5

By race 5 the wind had shifted more to the north-east and strengthened a little, although it was still variable enough in strength and direction to be a challenge.

Perhaps I was a bit premature in my comment about a general recall settling the fleet down, as it was on yet again. Their timing was better for the second attempt but a sudden shift in the breeze, just before the gun, prevented a significant part of the fleet crossing the line on starboard tack. Then followed mayhem as they looked for gaps to tack back to port, only to be headed again. By the time they managed to cross the line, the leaders were well gone.

Some of those smothered at the start managed to work their way back through the fleet to the lead pack, but for others this was one of their dropped heats. Garry reigned supreme again, followed by Peter Anderson and Bryan.

Day 4 Race 6

Following a lay day, the fleet headed out for a morning short course race to make up for the one lost on day 2. The breeze was light from the east/ nor-east and variable in direction again. Those who read the conditions best, or had the best luck, came out on top.

Garry added another top placing to his collection, followed by Mike and Bryan.

Day 4 Race 7

With a moderate, but oscillating, nor-easter finally blowing across the course, the decision was made to run two back-to-back long course races after lunch.

The fleet sorted itself into what might be considered a "pecking order" for the conditions, with the leaders no doubt appreciating some reasonable breeze after the many light races so far.

Greg was probably wondering why the gods were frowning upon him as a lower stay shackle parted whilst in the lead. A running repair kept him in the race but also parted before the finish. What could have been a valuable win became a dropped tenth place.

Another win to Garry, followed by Ian and Bryan.

Day 4 Race 8

As the wind strength increased during the afternoon, it also became more variable in direction. Those who were in a position to benefit from the lifts and gusts on the beats came out on top. Perhaps this is best indicated by the number of skippers who might have been expected to perform well in the conditions but didn't.

Garry closed his grip on the title with yet another win followed by Mike and Ian.



Day 5 Race 9

The final race of the series was a long course on the morning of the last day. The nor-east breeze had arrived early, but was light. Garry Williams had clinched the title with his consistent wins and other good placings. Second placing was still a contest between Bryan, Greg and Ian. There were multiple contests for other placings, including the top ten spots.

The fleet split on the first beat with one group coming out well ahead by the first mark. Again the course was proving to have a favoured side in this breeze. The poor placings of some of the better performers indicate the consequence of choosing the "wrong" way to go.

Bryan chose the right way and won the race, securing second spot for the series. Jon took second place and Bruce Rose finished third. Greg finished in sixth place, which gave him third spot in the series.



A relaxed Garry Williams on his way to the start of race 1

Report by David Stumbles and Ralph Skea



SOME 2012 NATS STATS

Youngest skipper -	18	Least experience in PTs -	0 years
Oldest Skipper -	69	Most experience in PTs -	39 years
Lightest skipper -	63kg	Number of boats participating -	37
Heaviest skipper -	130kg	There were approximately equal numbers of home built plywood and professionally built foam sandwich hulls.	
Shortest skipper -	160cm	Top 10 boats -	5 ply 5 foam
Tallest skipper -	188cm	States and territories represented -	6
Least sailing experience -	3 years	Clubs represented -	15
Most sailing experience -	51 years		



Pre-race manoeuvres - day 1



2012 AUSTRALIAN CHAMPIONSHIP RESULTS

Pl	Skipper	Boat	No.	Grade	Club	R1	R2	R3	R4	R5	R6	R7	R8	R9	Pts
1	Garry Williams	Characin IV	3085	A	Wagga	3	4	[8]	1	1	3	1	1	[27]	14
2	Bryan Anderson	Fly'n Bry'n	1	A	Lysterfield	6	1	[21]	6	3	2	3	[8]	1	22
3	Greg Williams	Shadow Boxing	3086	A	Wagga	[13]	6	1	3	4	1	[10]	6	6	27
4	Ian Marcovitch	Mojo	3039	A	Mannerling	1	14	[16]	2	8	4	2	3	[15]	34
5	Peter Anderson	Just In Time	3077	A	Lysterfield	8	3	[11]	10	2	9	8	[11]	4	44
6	Alex Craig	Need For Speed	3033	A	Yarrowonga	5	[21]	7	8	5	6	4	[18]	12	47
7	Wayne Eager	Second Wind	3040	A	Koonawarra	12	[F]	2	9	10	8	7	5	[18]	53
8	Kim Marcovitch	Irukandji	3060	A	Mannerling	[26]	2	13	7	9	5	6	[14]	14	56
9	Bruce Rose	The Apprentice	2	A	Lauderdale	7	7	10	[14]	[12]	7	12	10	3	56
10	Ralph Skea	Solitaire	3065	B	Koonawarra	2	13	4	4	[20]	14	11	[15]	11	59
11	Jason Dunsmore	Unknown Zone	2117	A	McCrae	11	5	[12]	11	6	11	[14]	12	7	63
12	Jon Pinkerton	Johnny B Goode	2967	B	Koonawarra	16	12	19	5	14	15	9	9	2	66
13	David Stumbles	Rapture	3076	B	Koonawarra	10	9	3	12	[18]	[24]	17	7	9	67
14	Mike Wold	Boy At Heart	3050	A	Elwood	14	17	[27]	13	[22]	10	13	2	5	74
15	Rohan Nicol	Pussyfoot	2826	B	Wagga	4	10	[20]	15	7	12	16	[21]	16	80
16	Mark Wiggins	Firestorm	4	A	Lysterfield	[21]	8	[30]	16	16	20	5	4	13	82
17	Jacob McDonald	Unleashed	3052	B	Bendigo	9	15	5	[22]	11	13	[26]	16	17	86
18	Luke Stout	Speed Demon	3031	A	McCrae	15	[18]	6	19	17	18	[F]	17	10	101
19	Tony Hastings	Tigerdelic	2901	B	Wallagoot	[23]	11	9	[25]	13	16	15	23	19	106
20	Neil Waterman	People Eater	3018	C	Koonawarra	18	16	18	17	[19]	19	18	19	[F]	125
21	Trent Godfrey	Windbreaker	3042	B	Lysterfield	20	25	14	18	15	23	[29]	26	[28]	141
22	Bill Arthur	Out Of Sight	3098	C	Canberra	[30]	23	15	20	[29]	26	25	28	8	145
23	Steve Halliday	Dipsi Danis	3021	B	Mannerling	17	22	[34]	[27]	21	22	19	22	22	145
24	Ron Wiggins	Ere Wiggo Again	2993	B	McCrae	[29]	20	17	21	26	28	22	13	[29]	147
25	Steve Price	Aargh	2909	C	Lauderdale	[31]	24	[31]	24	25	17	24	24	23	161
26	David Godfrey	Windcruiser	3041	B	Lysterfield	25	[28]	26	23	24	21	20	[F]	26	165
27	Keith Deed	Imagine	2911	B	McCrae	26	[30]	25	26	23	[30]	21	20	25	166
28	Alan White	Virtual Reality	2852	B	Elwood	19	19	23	[32]	28	27	27	30	[33]	173
29	Rick Stout	Katrick	3055	B	McCrae	24	27	24	[33]	[32]	29	28	25	21	178
30	Russell Jolly	Vendetta	2915	B	Arno Bay	[28]	26	22	28	27	25	23	27	[32]	178
31	Bruce Proctor	Bean	1437	C	Toronto	22	29	29	30	31	[35]	30	[31]	20	191
32	Shane Zoutendyk	Need For Speed	1797	C	Wagga	[35]	32	28	29	30	33	31	32	[35]	215
33	Chris Shannon	The Other Lady	2920	C	Samsonvale	33	31	32	[F]	33	31	[34]	34	24	218
34	Peter Darling	Mission Impossible	2979	B	Arno Bay	32	[F]	33	31	[36]	34	32	29	30	221
35	Jeffrey Helps	Synergy	3377	C	Port River	34	34	[35]	34	35	[37]	33	33	31	234
36	Jani Marcovitch	Claw	1741	C	Mannerling	[37]	33	37	35	34	32	[F]	35	36	242
37	Brenton McDonald	Paper Wait	2153	C	Bendigo	36	[F]	36	36	37	36	35	[F]	34	250

[] = DROPPED RACE

F = DNF

TOP of the class

Those taking part for the first time in the recent National Championships would have noticed that they had a C grade against their name in the results. So what does this grading mean and how was it determined?

In a general sense, "A" grade represents the best performing 25% of the Australian PT fleet, "B" grade represents the next 25% of the fleet and "C" grade represents the remaining 50%; the grading being determined by a skipper's performance at previous National Championships. I say "*in a general sense*" because not all PTs compete at National Championships and an accomplished skipper can sometimes have a bad series. So it is really more of an indicator of the relative performance of a significant proportion of the fleet.

When a skipper competes at their first National Championship, they won't have a grading and will be designated a "Rookie". If you competed at the recent Nationals, at this point you will be thinking "But that was my first Nationals, yet I was given a "C" grading?" Well, the answer to that is simple - sometimes people make mistakes. Rest assured that, depending on your performance at this event, you will now definitely be at least a C grader. So how does the grading system work?

To achieve **National "A" Grade** status a skipper's overall placing at a National Championship must be in the top 25% of the fleet. The actual placing required in order to achieve this will vary depending on the fleet size at the event contested. Finishing 12th will get you there in a 50 boat fleet, but finishing 8th in a 30 boat fleet won't.

In order to stay in "A" grade, a skipper must place in the top 25% of a National or International

Championship fleet **at least once** in the three years immediately prior to the next Nationals. A skipper will revert to "B" grade if they finish outside the top 25% in all of the Nationals and Internationals in which they compete in that period.

To achieve **National "B" Grade** status a skipper's overall placing at a National Championship must be between the top 25% and 50% of the fleet. Again, the actual placing will vary depending on fleet size.

Once "B" grade status is attained, a skipper will retain this grade until "A" grade status is achieved. It is not possible to revert to "C" grade.

National "C" Grade status applies to skippers who have sailed at a previous National Championship but have not yet placed in the top 50% of the fleet.

A **Rookie** is a skipper who is competing in their first National Championship, regardless of their actual experience and ability.

So there you have it, mystery solved.

THE NATIONAL RANKING SYSTEM

As well as the National Grading System, there is a National Ranking System for PTs. This is intended to rank the top skippers in order of relative performance.

It is based on the average points gained by a competitor at the two most recent National Championships. If there is a tie on points, it is broken by elevating the skipper(s) who achieves the best overall placing in the most recent Nationals.

For example:

Skipper	Nat. 1	Nat. 2	Ave pts	Ranking
A	9	11	10	1
B	12	10	11	2
C	8	14	11	3

If a ranked sailor misses a National Championship, they retain a provisional ranking **for one year only** by taking their previous two-year average and using it in place of their missed year.

For example:

Skipper	Nat. 1	Nat. 2	Nat. 3	Ave	Rank
A		9	11	10	1
B	10	12	11	10.5	Prov. 2
C		8	14	11	3

If a second consecutive year is missed, they lose their ranking and will need to sail two consecutive Nationals to regain a new ranking.

The Editor



2012 MAERSK LINE PAPER TIGER CATAMARAN INTERNATIONAL CHAMPIONSHIP

It is now less than two months till the International Championship. With the National Championship behind us, the process of forming the Australian team to contest the title and the selection of the other Australian participants is almost complete.

The event, which will be held over the four days of Easter in 2012 (6th – 9th April), is being organised by the Victorian PTCA and will be hosted by the McCrae Yacht Club on Port Phillip Bay. The club has a strong history of running national and international championships, including for PTs.

The total fleet of around fifty boats will comprise national teams and invited skippers from Australia and New Zealand. Each team consist of ten skippers from each country's top performers at their recent National Championships. 10 invitees from New Zealand and 20 from Australia make up the rest of the fleet.

New Zealand's team will comprise:

Bob Preston	<i>Cool Cat</i>	New Plymouth	Ryan Leatham	<i>Flyer</i>	New Plymouth
Dave Shaw	<i>Feral</i>	Nelson	Scott Pedersen	<i>Double Vision</i>	Napier
Hayden Percy	<i>Aquaholic</i>	Napier	Stuart Taylor	<i>Gray Power</i>	New Plymouth
Peter Robins	<i>Runaway Train</i>	Muritai	Dylan Taylor	<i>Smugg</i>	New Plymouth
Denis Leatham	<i>Learning To Fly</i>	New Plymouth	Jamie Hatch	<i>Roar Speed</i>	New Plymouth

The Australian team will comprise:

Garry Williams	<i>Characin IV</i>	Wagga Wagga	Bryan Anderson	<i>Fly'n Bry'n</i>	Lysterfield
Ian Marcovitch	<i>Mojo</i>	Mannering Park	Peter Anderson	<i>Just In Time</i>	Lysterfield
Alex Craig	<i>Need For Speed</i>	Yarrawonga	Kim Marcovitch	<i>Irukandji</i>	Mannering Park
Bruce Rose	<i>The Apprentice</i>	Lauderdale	Ralph Skea	<i>Solitaire</i>	Koonawarra Bay
Jason Dunsmore	<i>Unknown Zone</i>	McCrae	Jon Pinkerton	<i>Johnny B Goode</i>	Koonawarra Bay

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.

All Australian invitees (who have been notified) should have received their Notice Of Race and Entry form for the event by now. If not, contact the APTCA Secretary at ralphskea@bigpond.com ASAP. Entries are required by the 27th FEBRUARY.

Ralph Skea - APTCA Secretary

You Are Cordially Invited..

By now, all of those who will be competing at the next International Championships, to be held at McCrae Yacht Club from the 6th to the 9th of April, should have received their invitations.

Some skippers may be disappointed that they won't get the opportunity to compete in this highlight of the Paper Tiger class calendar. Others may be wondering how they were chosen.

The prime purpose of the Paper Tiger Catamaran International Championship is to match teams representing different countries against one another for the honour of being International Champions. The event is held 2 out of every 3 years, alternating between the participating countries. Currently only Australia and New Zealand take part, but in 1980 South Africa was also a participant. The teams consist of 10 skippers from each country.

In addition to the teams, 10 skippers from the visiting nation and up to 20 skippers from the host nation are invited to boost the fleet numbers, thus raising the visual profile of the event. An upper limit of 50 boats is set so that the teams should get a fair chance at a relatively unhindered contest against each other.

The following is an explanation of the process which determines who will get a coveted place on the team and who will be invited to be a part of the accompanying fleet. The example assumes the event is being held in Australia.

THE TEAM

The top ten finishers at the most recent Australian Championship are invited to form the Australian team.

e.g. 1 2 3 4 5 6 7 8 9 10 = The Team

If any of the top 10 are not available, the next best placegetters from the most recent Australian Championship, in numerical order, are invited to make up the 10.

e.g. 1 2 3 4 5 6 7 8 9 10 11 12 = The Team

THE INVITEES

An additional 20 competitors from the most recent Australian Championship are invited, in numerical order, to build the Australian component of fleet to a maximum of 30. If an invitee is unavailable, the next in line is asked until 20 is reached.

e.g. 13 14 15 16 17 18 19 20 21 22 23 24 25
26 27 28 29 30 31 32 33 34 35 36 37 38
39 40 41 = 20 Invitees

If there are not enough National Championship participants available to make up the 20 places, skippers in the following categories who have not already been invited may be asked to participate. The invitations begin with the winners of each of the most recent State Championships sailed prior to the most recent Australian Championship.

The order of selection is based on the finishing order of the best performer from each state represented at the recent Australian Championship. If states are not represented at the Championship, they are included in alphabetical order after the states represented.

e.g. 1st S.A, 1st Vic, 1st Tas, 1st NSW, 1st ACT, 1st Qld

If 20 invites are still not available, the 2nd placegetters at the most recent State Championships, prior to the recent Australian Championship, may be invited in the same order as above.

e.g. 2nd S.A, 2nd Vic, 2nd Tas, 2nd NSW, 2nd ACT, 2nd Qld

If 20 are still not available, the 3rd placegetters at the most recent State Championships, prior to the recent Australian Championship, may be invited in the same order as above.

e.g. 3rd S.A, 3rd Vic, 3rd Tas, 3rd NSW, 3rd ACT, 3rd Qld

If 20 are still not available, skippers who have been ranked by the Australian Ranking System since the recent Australian Championship may be invited in numerical order.

If 20 are still not available, the 4th placegetters onwards at the most recent State Championships, prior to the recent Australian Championship, may be invited in the same order as previously.

e.g. 4th S.A, 4th Vic, 4th Tas, 4th NSW, 4th ACT, 4th Qld
5th S.A, 5th Vic, 5th Tas, 5th NSW, 5th ACT, 5th Qld
etc

If 20 invitees are still not available, the organising committee may use its discretion for further selections.

The winner of the previous International Championship shall be invited to defend their title, as an extra to the 20 invitees (i.e. 10 team members and 21 invitees), if they are not already selected by the above process.



A recent discussion with Bruce Rose prompted me to consider various ways we can encourage newer sailors in the fleet.

It is sometimes a bit discouraging for a newcomer to the class to find themselves finishing some distance behind the rest of the boats. Rather than just leave them to their own devices and hope they will improve, there are things we can all do to help them get up to speed more quickly. You might like to try some of the following ideas at your club:

Handicap Starts If a boat (or a group of boats) regularly finishes several minutes behind the rest of the fleet, consider introducing a "handicap start" arrangement. While this may not be appropriate for club championship type races, it usually is for general point-score races. Give them a head start that is a bit less than the usual amount of time they would finish behind the fleet. This can have a few benefits:

- ❖ They don't feel like they are behind from the start, so it encourages them to try harder for longer.
- ❖ They get a much closer view of what the fast sailors are doing, as they will usually get passed by them at some point. They can then try some of the things the fast guys are doing while they are near them.
- ❖ They get a taste of leading a race, rather than always being near the back.
- ❖ If the handicapping is fairly good, it can make for exciting finishes for the whole fleet.
- ❖ It gives the better sailors some practice at chasing others down.

Clinics Put the club expert(s) to work for the benefit of the fleet. Bruce suggested that each week a different topic could be covered, where the expert shares their knowledge and people get to discuss this and ask questions. You might be surprised what knowledge we take for granted. These clinics could happen in the rigging area before the race and may only need to be five, ten or twenty minutes, depending on the topic. You could cover such things as:

- ❖ Hiking position.
- ❖ Mainsheet tension, traveller position, downhaul tension and vang rotation.
- ❖ Using front lowers.
- ❖ Systems – do they work? (visit a couple of different boats to check).

Swap-Boat Races Swapping boats, especially fast sailors swapping with slower ones, can have several advantages:

- ❖ It can quickly show if the boat or the sailor is the problem.
- ❖ It is a great encourager if a usually slower sailor suddenly goes a lot better, showing they have the potential to do better.
- ❖ Gives those with poorly set-up boats a taste of the difference that a good set-up, good systems, or a well-balanced boat can make.
- ❖ Gives the better sailors a perfect chance to analyse the systems on the slower boats.

Very Short Course Races Many clubs are now using short courses, at least part of the time. But consider using VERY short courses, the size that would allow you to get 6 or 8 races completed in an afternoon. The benefits include:

- ❖ A great way to hone boat-handling skills, as everything happens a lot quicker and everything is repeated often.
- ❖ There are heaps of opportunities to experiment (e.g. in starting), as you get another go shortly afterwards.
- ❖ Much closer racing for the entire race, keeping everyone on their toes all the time.
- ❖ It's just great fun!

Training Days These are often done for higher-level sailors by bringing in a coach for the day. However, a similar concept using the better sailors from within your own club fleet (instead of an external coach) can be very beneficial for the slower sailors. It will help if you prepare in advance by asking people what they see as their main weaknesses in preventing them from going better. You can then aim activities to specifically address these problems. However, the saying "you don't know what you don't know" can apply, with slower sailors sometimes not being aware of the reasons why they aren't going better. Keen observation from the better sailors can fairly quickly highlight the areas that need addressing. A typical training day could involve:

- ❖ Having the "trainers" circulate while boats are being rigged, analysing systems, discussing methods, encouraging full participation.
- ❖ A briefing to ensure everyone understands the aims of the day and any protocols (certain signals mean certain things, etc).

- ❖ A few activities on the water (see below for ideas).
- ❖ Two or three very short races. The trainers should make notes about each sailor and the areas they think they need to work on. They can then discuss the best use of the time allocated for the next session.
- ❖ On-water de-brief.
- ❖ Post-race session working on the areas the trainers believe need improving.
- ❖ Two very short races. The trainers should assess whether the sailors are showing any improvement and note any other issues they see.
- ❖ Lunch, which gives an opportunity to discuss the morning's events and the areas highlighted as issues by the trainers. The sailors should be encouraged to ask as many questions as possible to ensure they have the best chance of improving.
- ❖ Pre-race activities to practice areas of need.
- ❖ A few very short races. Between races, sailors should approach the trainers for their advice and tips to work on for the following race.

can research these in books and on the net, but you can try things like:

- Tack on command – use a horn or whistle to indicate that the sailors must tack now. This promotes quick tacking and quick response.
- Gybe on command.
- Sail your boat backwards – promotes boat control.
- Pointing as high as possible – a handy skill to know when required.
- Just starting. Repeat starting sequences without doing a race – a good way to practice different approaches.
- Start and sail a short distance, stopping when the trainer indicates – this will quickly highlight those who are struggling to retain good position.
- Make the day as enjoyable as possible for the sailors.
- Encourage, encourage, encourage!



Sharing the wisdom between races

Video people sailing Seeing footage of yourself sailing can often show up poor techniques, especially if there is similar footage of top sailors to compare it to. While this may require a fair bit of effort, it is a worthwhile activity if you have the right equipment and enthusiasm to match. Viewing the footage is a great way to use time when the weather is unsuitable for sailing.

Team Racing While this is a skill in itself, it can also develop some handy skills for fleet racing. Teaming good sailors with slower sailors can be beneficial for the skills of both groups. There is a lot of info on team racing on the net if you want to explore it further.

- ❖ Post-race de-brief, which should be a mix of encouragement for what the sailors have done or learned and some tips for future improvement.
- ❖ Some things to consider:
 - Starts can utilise a shorter sequence, say 2 min, 1 min, Go.
 - You can also try starts where people have to hold their boat on the line and don't know exactly when the start signal will be sounded. This is good practice for holding position on the start line.
 - A particular flag or sound signal could indicate "come to me" so that the trainer can bring everyone together quickly and easily.
 - Utilise various activities to lift skill levels. You

Make the most of Rescue Duty If you sail at a club that requires you to run the racing or do rescue duty every so often, use the spare time you have on the day to follow the slower sailors and analyse what they are doing well and what they are doing poorly. If other sailors are amenable, you can provide verbal assistance to them during the race. Otherwise, you can have a chat after the race to pass on your ideas and tips.

The above ideas will not just encourage the newcomers, but will tend to lift the standard of the entire club fleet. I encourage you to share your own ideas and suggestions on encouraging newcomers or lifting the club fleet's standard. We can all benefit from the wisdom and experience of others.

David Stumbles
Publicity Officer
APTCA



DAVID AND HEATHER CHURCHER



This quotation from David Churcher was contained in a message home whilst sailing the Atlantic with wife, Heather, last year. He was reflecting at the time on the dangers faced by early seafarers. When tragedy struck the Churchers, it was not on the high seas but at home whilst riding their tandem bicycle (which they did often) on a familiar road on Victoria's Mornington Peninsula.

David had started sailing at the age of 9 in Mirror dinghies. He became a skilful catamaran sailor, gaining distinction by crewing three successful defences of the Little America's Cup (in C Class catamarans) in 1987, 89 and 91 with Simon McKeon. He also joined the Paper Tiger ranks at McCrae Yacht Club, excelling in the class in the 1990's on his boat "It's All White Now".

In 2006 and 2008 the Churchers took their yacht on a "working" Pacific Cruise where David applied his dentistry skills providing free services to the islanders. They had only been home for a few weeks, after a trip down the east coast of American and across the Atlantic to Scandinavia in their latest yacht, when their adventures came to an end on the 6th December 2011.

The following edited messages home from Heather and David, sent whilst on their last voyage, provide an insight into their lives.

It was somewhat of a shock being transported from sunny Bermuda to the west coast of Ireland, where it's said "It doesn't rain every day, it rains every hour." Although we expected the sailing conditions to be fairly rugged, we hadn't come to the logical conclusion that when the weather was too bad for sailing, it was also too bad for anything else. So we were really lucky to manage a couple of bike rides that took us past numerous archaeological sites dating back to 2000-3000 years BC. I love riding on country roads with their hedgerows full of surprises; wild roses, hollyhocks, ferns, rhododendrons, fuchsias and buttercups. David keeps his eyes ON the road for "could-be-useful" surprises like nuts, bolts and springs. We snatched a weather window to sail up the west coast of Ireland to Scotland.

Our four day stint sailing to the west coast of Scotland at times seemed like hard work, rising at 5 a.m. most mornings to get in 12 hours of sailing to cover the requisite 100 miles a day. The weather was variable: sunny, rainy, foggy, challenging with gusts of up to 37 knots. The remote anchorages were idyllic and never crowded; we saw one yacht on the water in four days.

Rather than sail around the top of Scotland to get to Scandinavian, we chose to chill out by travelling through the Caledonian Canal, which slices through the Great Glen of Scotland. Sixty miles of canal were constructed in the 1820's, joining together four of the natural lochs, including Loch Ness. Little did we realize we'd be kept busy negotiating 29 locks and many swing bridges. The tow paths alongside the canal are great for cycling, and there are enough castles along the way for those, like me, who are addicted to historical monuments.

The Captain has been ill. He developed painful, swollen, leg ulcers mid Atlantic, which did not respond to treatment. In Inverness he was looked after exceedingly well by a lady Dermatologist at Raigmore Hospital. Meanwhile the Captain was able to issue instructions from his bedside, and I was run off my feet transporting gas bottles to and from the local garage by trolley, cycling to the chandleries to purchase charts, guides and sundries, downloading weather faxes, dealing with bilge issues, not to mention provisioning, washing and cooking. I don't know how I found time to buy some skinny tight jeans and a blouse for the Scandinavian summer.

My wish this year was to celebrate my birthday, not at sea, but in a rustic pub in Scotland eating haggis. And like Cinderella (or was it Snow White), my wish came true. The locals in Fort William suggested "The Moorings Hotel," just a few steps from where we were tied up in the Caledonian Canal, and I chose "Balmoral Chicken," chicken stuffed with haggis, for my birthday dinner.

Heather

What a truly amazing thing it is to be able to sail across an ocean, to shift seasons, cultures and geography, but have the sense of the dimension, the distance that must be negotiated to "arrive." Travel today is seen and felt as an impediment to arriving and being "there;" high altitude high speed travel has almost made the getting "somewhere" an ordeal and a nuisance that takes time away from the destination. It is only in recent times of course that travel has lost its epic quality. People have been crossing these oceans and seas only for the last 600 to 1200 years. That accumulated knowledge and technology has been honed and distilled into the superb sea going craft that today enable us to make an ocean passage in comfort, safety and with a fair degree of predictability of duration.

It was not like this for literally millions who made what can only have been a step into the void with 25-30% perishing on the voyage. I thought about what must have motivated someone to make what today would seem a rash and unacceptably risky decision. Of course many had no choice; enslaved, press-ganged or ordered by military command to take to the sea. Emigrants fleeing persecution, famine and disease, or fortune hunters had the motivation, and life was a risky affair anyway....still is really.

In today's world we look for certainty, like to plan and strategize, to predict the market and make sensible decisions about partners, finance, careers, holidays and pretty much every aspect of our lives, maybe so much so that we have forgotten by what a thin thread we cling to life each day.

Ashore life was ruled by the schedule I chose to set for myself. The ticking clock was the thing most present, what time is it? I have to be somewhere, I have to have done something. Travelling in a small yacht on a large ocean takes all that and turns time into a different facet. Like turning a prism I see time as an array of colours that spread out... time to trim the sails always, time to log our position, check the weather faxes, sleep, eat, and time to just watch the seas roll by and the shearwaters and fulmars work the swells, to actually be immersed in the sunrise, or a cloud forming.....to be entirely and completely lost to right now with no thought of later or before.... until something malfunctions or breaks. But even then I'm totally engaged in the solution, not the problem, for the solution will benefit us [maybe even save us]. The problem.... well life is complex and is always going to have problems, at least out here they are my problems, not the ones imposed on one from too much information and the misguided belief that we can control our future if we just work harder at it.

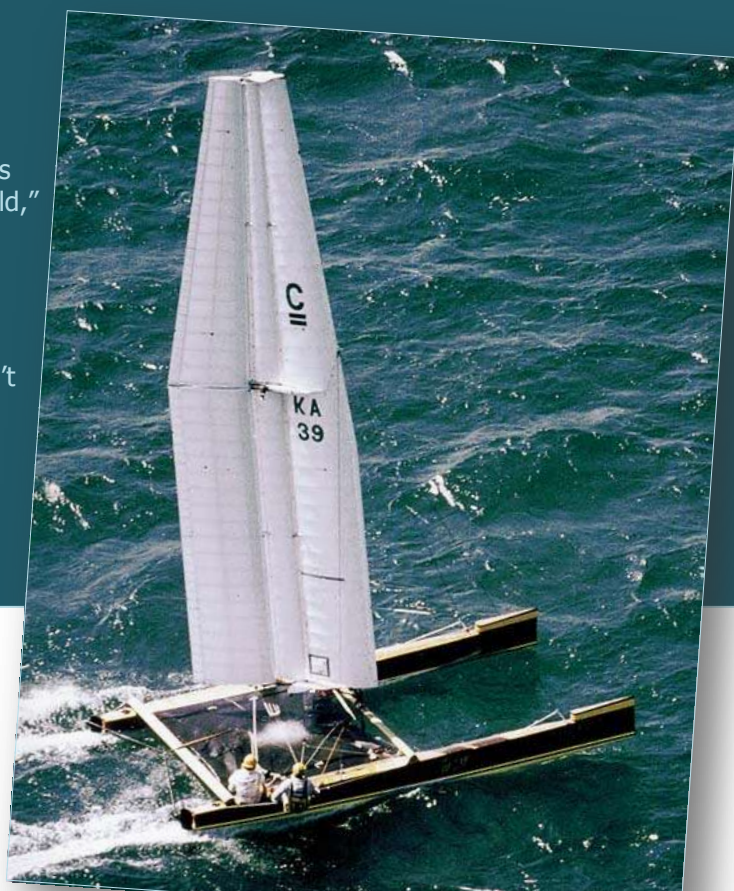
Out alone on the sea it's gut it up and solve it Davo, or do without whatever it is and fall back on plan Band you'd better have plan B ready!

There you have it. We've peeped over the edge and seen what must have been terrifying for our forebears as they sailed out across these seas to the "New World," prepared to give up certainty and control for the prospect of a better life, quick riches or just following orders with no alternative.

Fear is the irrational emotion brought on by the unknown. It's also what stops us when the odds aren't in our favour. Face it, raise up the anchor and sail away from the safe harbor, let the wind take you as the waves roll by, for the journey is still an odyssey to be savoured.

David

David and Heather will be missed by their many friends at the McCrae Yacht Club and within the Paper Tiger community.



David on 1987 Little Americas' Cup defender "Edge 1"



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
- Dolphin striker and mast step
- Sail numbers
- Sail adjustment 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 or look at:

shop.papertigercatamaran.org

to see what's required.

The site now has SSL security for safe ordering.

Neil Waterman

NEW ITEM



**COMBINATION DOLPHIN STRIKER AND
MAST STEP**

apt

quarterly

MAY ISSUE

Closing date for
articles, reports, results
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30th APRIL

Please send to: ptcia@papertigercatamaran.org

Spread the word

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Free Paper Tiger stickers (set of 3)

Contact: ptcia@papertigercatamaran.org

tasmania

The TPTCA now has a revamped website, which can be found at

<http://www.catsailor.org/index.php/tptca>

Check out the new site, see what is happening with the Tassie PT fleet, and follow the links to a range of other PT-related sites.

The Paper Tiger fleet size at Lauderdale is now at 14 boats. This appears to be a good 'critical mass'. The fleet is large enough that we can now withstand the odd absence due to family/work commitments or untimely boat repair, and still have good competitive racing.



We have welcomed Steve Price and his PT2909 'Shiva', which is now Steve's second PT. It would appear as though Steve is in two minds with regard to the potential sale of 'Depth Charge', which his son Angus now has his sights set on? Bruce is back with his newly acquired PT3036 'The Apprentice', and we (re-) welcome Andrew Barnard and his new PT3100 'Mac Attack'. It is good to see Barney back on the water!

We also welcome Nick Browne and Martin Sullivan to the TPTCA. Nick is on-board PT2807 'Flying High', and Martin is on-board PT2707 'Possum Power'. It is great to see an expansion of the gene pool at LYC!

The increase in fleet size at the one club also has a few positive flow-on effects off the water. The increase in the fleet means that more skippers are present in the rigging area prior to racing. Whilst the rigging-area conversations can experience peaks and troughs in terms of benefiting humanity etc, one positive effect is that the amount of sailing-related discussion is increasing, and it is actually getting skippers sharing more knowledge, debating rig settings, performing more pre-race checks on their equipment, and of course having a few more laughs.

WANTED

If you have a PT for sale, or have PT parts for sale please speak up.... Go to

<http://www.catsailor.org/index.php/forum/10-buy-and-sell-boats>

or call any of the TPTCA Committee Members

<http://www.catsailor.org/index.php/committee>

UP-COMING TASSIE EVENTS

- Crown Series at Bellerive YC 25-26 February 2012.
- TASCAT & TPTCA State Title at Lauderdale YC 10-11 March 2012.
- Sandy Bay / Lauderdale PT Challenge at Lauderdale YC 25 March 2012.

Davin Faux PT2932 - Chilli Toes

PAPER TIGER CHALLENGE 2012

The TPTCA committee have come up with a plan to even further boost the popularity of our already growing class. In conjunction with Sandy Bay Sailing Club and Lauderdale Yacht Club, the challenge will be held on the 25th March at 9.30am. Sandy Bay Sailing Club will be sending twelve talented skippers of varying ages to sail at Lauderdale, teaming up with our experienced PT skippers. One sailor from each club will be a "team", sharing a boat. We will conduct three short morning races, then three short afternoon races with the skippers alternating. This will give all 24 participants 3 races each.

Novelty prizes will be given to the first three teams. The club will put on a barbecue lunch, with drinks all round, after sailing. David Connor from Sandy Bay Sailing Club says that the contingent coming are very excited by the challenge. If the Paper Tiger class is to grow in this state, and other mainland states, these sorts of events keep the class alive, and we all know once you sail a PT there is no going back! If we can recruit one or two new skippers from an event like this, the day will have been a success.

Cheers,

El presidente, Sean Keady 2997 - Sssmokin Billy

Close racing at the TASCAT regatta



Interview with 2012 "Rookie of the Year", Steve Price, from the Lauderdale Yacht Club.

The Paper Tiger fleet at Lauderdale welcomes a new member, Steve Price sailing 'Shiva' 2909 (formerly 'Aargh'). Steve has extensive knowledge of sailing, having been involved in junior classes and sailing Tasars in Sydney, as well as many years on sailboards. The TPTCA congratulates Steve on a credible 24th place at the recent National Championships, a great result for a rookie. We thought we'd ask him a few questions and find out what makes him tick.

Steve, what made you decide to get a PT?

My son started sailing at Lauderdale and I got to know a few of the blokes. I guess I showed a bit of interest and just got dragged in. I had looked into F16 cats and foiling moths but the entry costs were really high and there wasn't many people sailing them. PT's looked like they got along well and were relatively cheap, so they seemed like a good option.

What did you learn from your first nationals?

Not to get buried on the line! But also, because the conditions were so light and shifty, I had to really think about how to get the boat to go. Normally I wouldn't even sail in wind that light but I probably learned more because of those conditions.

How far do you think you can go in the National rankings?

Well I'm a pretty competitive person but I'm trying not to get carried away as my son's sailing takes a lot of time and I want to be there for him. At the moment I feel like the front of the fleet's a long way off but I'm learning every time I get on the water. Hopefully I can get up to A grade in a couple of years.

What are some of the helpful things you have learned from other PT sailors?

Where do you start? To be honest the guys at the LYC couldn't be more helpful. Everyone is always ready to offer advice and give you a hand. After my first race at Lauderdale, where I came dead last, Bruce Rose gave me a lot of help with rig set up and some of the little things that help to get the boat

going, with the main thing being the need for heaps of leech tension and a flatter sail compared to mono hulls.

After returning from the nationals how do you think the standard of the TPTCA fleet compares?

Really well actually. With so many PT's sailing in the same place and with guys like Bruce, yourself and Mick all pushing each other I've already noticed the rest of the boys improving and the fleet getting closer together.

Your son Angus shows a lot of promise as a junior, do you think we will see him on a PT?

Well he already sails mine but he's pretty focussed on international Cadets and then wants to move into 29ers. You never know though, he's keen to see how he would go.

What's the most enjoyable part of sailing a PT at LYC?

Probably the people. It's only a small club but that's its charm. Everyone knows everyone and has a few beers after the race, but on the water it's full on.

What do you think of your Goodall cross-cut sail?

Yeah it's good. I can't really compare it to a radial as I've never used one, but it seemed like the way to go because that's what everyone else down here uses.

Lastly Steve, what makes you tick.

I enjoy learning new things and pushing the limits a bit, spending time with my beautiful wife and kids and generally just having fun.



Steve Price at the Nationals

queensland



Queensland State Championship

He Came, He Saw and He Conquered

The 2012 State Titles were held at Lake Samsonvale on the weekend of the 15/16 January and attracted five entrants. This was the first State Titles held since the reforming of the Queensland Association, 2 years ago. A consistent performance from Dave Vockler saw him win the series.

The weather was not as pleasant as we had hoped for, with light winds and overcast conditions and occasional showers or storms.

I would like to thank all competitors for showing great sportsmanship in supporting their fellow sailors during the weekend.

The following article was written by Ross Church, another member of the Lake Samsonvale Water Sports Association team, and explains how we used tracking devices during the series.

Gary Fleming 2314 - Tigger



Place	Skipper	Boat	No.	Club	R1	R2	R3	R4	R5	Points
1	Dave Vockler	Hot N Spicy	2888	Bundaberg	1	1	1	2	1	6
2	Chris Shannon	The Other Lady	2920	Lake Samsonvale	2	2	2	1	2	9
3	Lucille Miller	Blue Max	1597	Lake Samsonvale	4	3	3	3	3	16
4	Gary Fleming	Tigger	2314	Lake Samsonvale	3	4	4	DSQ	4	21
5	Phil Ross	Alley Cat	851	Lake Samsonvale	DNF	5	DNS	4	5	26

TACKTRACKER TRIAL - STAGE TWO

Since my initial trial of this device, I have had the opportunity to log and publish a further fourteen races using small GPS loggers with supportive sailing software supplied by Melbourne based company "TackTracker".

A TackTracker Logger is small enough to be carried (in its supplied waterproof pouch) in a lifejacket pocket or in a storage compartment on the boat. The photo shows

the compact size of the loggers even when inserted in the waterproof pouch.

As long as there is "line of sight" between the logger and overhead satellites it will operate just fine. Of course, if a sailor wears a logger in a lifejacket, or attached elsewhere on the body, the track can be somewhat "jerky" when the sailor moves around on the boat (particularly on boats which are several metres wide).



I've set the loggers to record boat positions every two seconds and this appears to be adequate to give a good track comparison between all boats carrying the loggers during a race. As well as plotting each boat's track, the software displays speed in knots, VMG, and several other factors relating to boat performance.

Most recently, during the LSWSA Regatta weekend, TackTracker was used to record all 5 races contested by Paper Tigers competing in the Queensland Paper Tiger Championship. Even though I didn't properly charge one of the loggers on the first day (which meant one of the five boats was not recorded for the first three races – sorry Gary) competitors found it very useful to be able to review their performances following each day of the Regatta (see link below to view these races).

In particular, I was able to generate and distribute a copy of a report which showed details for each boat for each leg of a race, (see example below of one such leg from the report);

Leg 3 Boat									
Trackee	Distance (m)	Time	Port Deviation	Starb Deviation	VMG	Knots	Min Knots	Max Knots	
1597-Blue Max	1458	00:14:48	-50	54	1.86	3.19	0.29	5.72	
2920-The Other Lady	1605	00:15:34	-45	67	1.74	3.34	0.34	5.44	
2314-Tigger	1421	00:15:48	-43	60	1.73	2.91	0.23	5.11	
2888-Hot and Spicy	1518	00:16:44	-43	61	1.64	2.94	0.60	5.74	
851-Alley Cat	1552	00:18:20	-39	72	1.51	2.74	0.11	5.67	

Reports such as this are not published on-line like the tracks in the link but are available if you have a software licence.

If you wish to see how logged races are replayed, have a look at this link

<http://tacktracker.com/web/races?rgid=1729764449>

on your PC or, if you have an iPhone, download the free APP called "TackTracker" and check for any regatta files displaying the LSWSA Logo.

In the meantime, here are "just after start" and "mid-race" screenshots from an iPhone APP display followed by part of a "mid-race" PC screenshot showing knots for each boat.



Ross Church 

south australia

Mission ~~Impossible~~

A famous Chinese proverb says "The reward is in the journey". Well, Peter Darling may disagree after his recent trip to the 2012 National Championships. This is Pete's story.

All was well on New Year's Eve. We had a few drinks down at the club that night but were home before midnight as we had decided to leave at 4.30am on New Year's Day to head to NSW.

I had invited a mate to come with me and keep me company, and to help drive for the almost 2,000 km each way. Me being a little outside the box at times, my mate who travelled with me was a female (Naomi) with two children aged 8 and 2. So eyes were raised as to whether I could put up with it all on the trip. My wife, Trish, had to go to a wedding that I was supposed to be at. When she heard about my problems, she wanted to fly over and miss the wedding too.

So we were packed and away we went, leaving Cleve at approximately 4am. We got to Port Augusta, only having had to slow down or hit the brakes for a few roos, one of which we missed by inches. We fuelled up and were on our way again. We made Broken Hill with only a few litres in the tank, wondering if we would get there. It was a very hot day. The car and everything was going fine, the kids had slept and been very good. We continued on to get to a place called Warren around 7.30 that night and decided to stay there. All was still going very well.

Day two, up early again to set off for our destination. Great start again; all very happy and away we go. Then, about 30km into the day, I happened to look out my mirror and side of the car to see a boat on the other side of the road. Hmmmm, wow, woops... that's my boat! I watched it go across the road and into the grass trees and fence on the other side, waiting for it to roll over.

I pulled over. The kids weren't sure what was happening. Naomi had figured it out. Not sure if I said it or not, as I

think I was in shock. A very young couple stopped to help us. My first thoughts were "Wow, what's happened?" and "How am I going to get my passengers and their gear home?" Naomi said, "Don't worry about that", but I said "No, I will". Then "Geez!" I thought, "Lucky it didn't hit an oncoming car". I leant on the boat, almost cried, and just stayed there a minute. Naomi helped me get my head back into gear and the young couple helped us get the boat back to the roadside. Then they went on their way.

A farmer appeared just up the road at a gateway. I wasn't thinking, but Naomi said "Go up and see him for some help." I ran up there and got his assistance. He said he had an old welder but he couldn't weld, however the guy at the pub about a kilometre back had a Mig welder, but he couldn't weld either. I said I could weld (after seeing the hitch broken, I do wonder) so we headed back there at a slow speed with the trailer tied to the car with rope.

[Peter hasn't mentioned at this point how the boat coped with the drama. This may help clarify the situation. Note the centrecase, or lack thereof. Ed.]



We got to the pub. It turned out he had a whole workshop of gear, so we fixed the trailer. I tried to pay the guy but he wouldn't accept anything, so we went on our way to Mannering Park. All the way I'm thinking "Is it gunna break again?"

I rang Russell Jolly to see if he could round up some gear to fix the boat, or another set of hulls. He got the shops sorted.

We got there, set up camp, got the fridge out and it wasn't working properly. Ssss, what next? I then looked at the boat properly and thought we can fix this, although I may miss a race or two. I prepared it that night and

Russell picked me up in the morning with Geordi and we went off and got a heap of fibreglass, glues, plywood, 5-minute glues, etc. I then got into the task of fixing it. I had heaps of support from Naomi and the children, and other sailors I knew, with ideas and just being there, etc. I was determined to get it ready for the first race and when guys would ask me how it's going, all I'd say is that "I'm ahead of schedule", really not knowing in my head what that was... but it kept me going and focused.

It was then suggested, whilst waiting for some glues to dry, that I head for the pool. From memory, this was around 3pm and it was reasonably warm and I was hot and just waiting and waiting. So I went to the pool, had some fun with both kids for a while, cooled off and relaxed for the first time in 24 hours.

What a great idea! I got back to the boat and the glues were close to dry. The next step was to glue the deck back on, so I did that. I got all the water bottles and heavy objects I could to hold it down and it was on. Now I'm feeling like the schedule I didn't really have is in front somehow. Wow, we got to go to the Welcome Night. So all the weights came off and I covered the deck in fibreglass resin and a little carbon I had and, wow, it was finished! I fitted the centreboard early the next morning, put some 5-minute glue on here and there to fill gaps, and then down to the rigging area for the first race.



Peter (2979) at the start line, Race 1

Got through the first race OK, no issues. Out for the second race and "bang!", breaks one of my carbon rudder blocks and tubes. Sssss, back to the beach. How am I gunna fix that before the third race? I rounded up bits and went back down to the boat only to see boats coming in and on the lawns. Wow!, they have called the third race off due to the thunderstorms. Have I ever told anyone how I love storms when I don't have to go to work? Wow, finally the gods are with me. So I get that

fixed with the help of more parts and ideas and by missing the AGM, thanks to some kind guys saying "I think ya need rest, so we will find a proxy". Oh, and after I fixed a blown heater hose on the car, surely nothing else can happen. Thank you guys, I needed the rest.

Next day I got three races in. Wow, no breaks! Three more finishes. Wow, Friday lay day, off to Newcastle for a look as I haven't been there before. We had a great fun day and when we got back to the camp I decided to go see my old mate Jolls. I grabbed his door only to hear a loud crack, zap, and get pushed back. Silly me knew what it was but grabbed the door once more only to have it happen again. Jolls said "Yeah, it does that sometimes. I should get it checked but it's just static electricity." I said "No way Jolls, that's real. I have had electric shocks before at work and that was a good one." That was good enough to kill. So we rounded up a multi-meter and tested it. Hmm, up to 30 volts on his door! Yes, enough to kill easily with amperage. So I started testing stuff and then thought it must be his extension cord to the van from the power box. Jolls said, "No, it's not that old." I took one look and said "Is it home-made?" He said "No" but it looked like it was to me. No moulded plugs gives it away. Oh, and the earth wasn't connected. That's the problem. So I hooked that up, tested it and wow, 0.5 volts, which is below the accepted 1 volt. I then proceeded to give him a lecture about what that could do.

It could have killed, so be aware.

Saturday, three more races. No real dramas other than the weather being the same. The Sunday morning race was interesting and I did OK, even though the results didn't say so. I had plenty of boat speed again. Well, racing was finished for the week and it was time to start packing up. That all went very well. We packed up most stuff that afternoon, ready to leave early the next day.

Monday we head off around 8:30am and headed to Sydney to have a quick look. We got to Sydney OK and looked around a bit more than I intended, as we got a little lost. Yes, I had Dave's Sydways and a GPS but I always seem to have trouble in Sydney. We got out of there somehow,

but took the long way to Bathurst for lunch and a drive around the track. Everyone enjoyed that and we still had a boat and trailer behind us. We then got to Hay around 7pm with no troubles and decided to stay there.

Tuesday, we had an early start to get home, leaving Hay around 7am, and got home around 8pm, again with no problems. I unloaded the gear and got ready to tell everyone all about the adventure we had.

Peter Darling - Mission Impossible



victoria

VICTORIAN CATAMARAN CHAMPIONSHIP

McCrae Yacht Club

Congratulations to Paper Tiger skipper Bryan Anderson on victory in the Victorian Catamaran Championship for 2011, sailing Fly'n Bry'n. He won on a count back from Mosquito skipper Garry Maskiell, who probably thought he had it already won and didn't compete in the last, very heavy, race. Former Paper Tiger national champ Cam Owen and crew were third overall sailing a Hobie 16 – nice to see you again Cam.

The event was held at McCrae YC over the weekend of

19-20 November 2011 and attracted ten Paper Tigers in a large fleet of A Class, F18, F16, Hobie, Mosquito, Taipan and others. Competitors included 2011 World A Class champion Steve Brewin.

The series was sailed in strong to heavy winds, particularly on day 2 when three races were sailed back to back in 20-30 knots, right up Bryan's alley. There were lots of DNC's on the Sunday, and not many finishers. Mark Wiggins, also a lover of heavy conditions, returned to the fleet after an absence with a very solid performance for 2nd in the PT division.

Mike Wold 3050 - *Boy At Heart*

Place	Skipper	Boat	No.	Club	R1	R2	R3	R4	R5	R6	Points
1	Bryan Anderson	Fly'n Bry'n	1	Lysterfield	[2]	1	1	1	1	1	5
2	Mark Wiggins	Firestorm	4	Lysterfield	1	3	2	2	3	[DNS]	11
3	Luke Stout	Speed Demon	3031	McCrae	5	6	[7]	3	2	2	18
4	Jason Dunsmore	Unknown Zone	2117	McCrae	[7]	2	3	6	4	3	18
5	Ron Wiggins	Ere Wiggo Again	2993	McCrae	6	4	5	5	5	[DNS]	25
6	Alex Craig	Need for Speed	3033	Yarrowonga	4	7	4	4	[DNF]	DNS	30
7	Peter Anderson	Just In Time	3077	Lysterfield	3	5	6	[DNF]	DNC	DNC	36
8	Keith Deed	Imagine	2911	McCrae	8	8	[DNS]	7	DNF	DNC	45
9	Mike Wold	Boy At Heart	3050	Elwood	[DNF]	9	DNS	DNS	DNC	DNC	53
10	Michael Boswell		2973		[DNF]	10	DNF	DNF	DNC	DNC	54

2011-2012 TRAVELLER SERIES - HEAT 2

Cairn Curran Sailing Club

With the lake brimming full again for the second season after the prolonged drought, the Cairn Curran Sailing Club has re-established its Classic weekend in November as a must-do event for sailors who love to camp and sail at inland water venues. It was back on the calendar for the Victorian Paper Tiger traveller series for 2011-2012.

This year's regatta was excellent, with the attendance of top skippers Peter and Bryan Anderson and Luke Stout adding to a very competitive, if small, fleet.

We sailed two races on Saturday and three back to back to back on Sunday, with the winds varying from hull flying to just below hull flying making for great sailing on flat water. It made the weekend for two of our oldest sailors to beat our top ten skippers and state champs in one race (*– the reporters septuagenarian status and bias is evident here – Vic. Ed.*). As usual, the club's hospitality was first rate.

First and second place in Div. 4 went to Mosquitos. It is hoped that more PT's will make it for the next event.

Bob Ramsay 2930 - *Bobscat*



Place	Skipper	Boat	No.	Club	R1	R2	R3	R4	R5	Points
1	Bryan Anderson	Fly'n Bry'n	1	Lysterfield	2	1	[4]	2	2	7
2	Peter Anderson	Just in Time	3077	Lysterfield	[3]	3	3	1	1	8
3	Luke Stout	Speed Demon	3031	McCrae	[5]	2	2	3	3	10
4	Bob Ramsay	Bobscat	2930	Lysterfield	[4]	4	1	4	4	13
5	Mal Willis	Polaris	1931	Ballarat	1	[6]	5	5	5	16
6	Keith Deed	Imagine	2911	McCrae	6	5	6	[7]	6	23
7	Joshua Thorpe	Aeroticat	1010	Bendigo	6	[7]	7	6	7	26

new south wales

Kembla Klassic - Round 4 SRPS

Seven PT's contested round 4 of the State Regatta Pointscore Series at the Kembla Klassic regatta at Port Kembla Sailing Club on the 26th - 27 November.

After a delay as the Race Committee searched for a steady breeze to set a course, the Saturday morning race got under way in a light, shifty nor-westerly. Kim Marcovitch arrived late at the regatta and had to watch the fleet sail away as he inched towards the start area.

As the fleet edged towards the first mark, the breeze died away, leaving them to creep almost imperceptibly around the first mark and drift to the second mark before a gentle nor-easter spread across the course.

As the race was now more of a procession, and time had slipped away, the course was shortened at the end of the 4th leg. Tony Hastings made the most of the light conditions to take the first race.

Place	Skipper	Boat	No.	Club	R1	R2	R3	R4	Pts
1	Tony Hastings	Tigerdelic	2901	Wallagoot Lake	1	3	AB	AB	4
2	Neil Waterman	People Eater	3018	Koonawarra Bay	3	2	AB	AB	5
3	Kim Marcovitch	Irukandji	3060	Mannering Park	7	1	AB	AB	8
4	Bruce Proctor	Bean	1437	Toronto	2	7	AB	AB	9
5	Ralph Skea	Solitaire	3065	Koonawarra Bay	5	4	AB	AB	9
6	Steve Halliday	Dipsi Danis	3021	Mannering Park	4	5	AB	AB	9
7	Max Dogger	The Mystery Tiger	3038	Wallagoot Lake	6	6	AB	AB	12

The afternoon race started in a steady Nor-easter of around 12 knots. Unfortunately this brought a lot of floating weed onto parts of the course, which proved detrimental to boats which sailed the right hand side of the course. Kim Marcovitch showed his trademark speed in these conditions to grab race 2.

A strong pressure system saw gusty westerly winds sweeping the course on Sunday morning. With weather reports indicating that a letup was unlikely, many boats packed up after race 3 was postponed and then abandoned. The diehards hung on until eventually, after lunch, race 4 was also abandoned.

A disappointing weekend, considering the distance travelled by some skippers, but that's the price we sometimes pay for playing with the weather.

Ralph Skea 3065 – *Solitaire*

Koonawarra Bay 14ft Cat Regatta - Round 5 SRPS

A very small fleet competed in this year's event on 11 - 12 Feb, with only 3 PTs (4 skippers were running the event) and 4 Windrush Super Sloops taking to the water. Light winds persisted throughout the weekend with thunderstorms thrown in for some light relief.

After a delay due to lack of wind, the first long course race got under way under a grey sky and in a light easterly breeze. Racing was close in the variable breeze with Ralph finishing first across the line.

The afternoon racing was delayed until a storm cell had passed. The two back-to-back short course races were sailed in a light sea breeze which eased during the first race, then recovered slightly for the final race. Jon took the first race and a Windrush took the second.

Sunday morning showed more promise as the sky was clear and a light sou-east sea breeze of up to 10knots spread across the course. There were, however some dead areas lurking about waiting for those unfortunate enough to find them. Nine seconds separated the

winning Windrush and the first PT as the breeze freshened.

The last race of the day started under

Place	Skipper	Boat	No.	Club	R1	R2	R3	R4	R5	Pts
1	Ralph Skea	Solitaire	3065	Koonawarra Bay	1	2	2	1	AB	6
2	Jon Pinkerton	Johnny B Goode	2967	Koonawarra Bay	2	1	1	2	AB	6
3	Bruce Proctor	Bean	1437	Toronto	3	3	3	3	AB	12



clear skies and 10 knots of breeze, which built during the race. Unfortunately, by the second leg a severe storm front appeared over the escarpment and rapidly descended on the fleet. With Ralph well ahead on the fourth leg, the race was abandoned as lightning began to drop from the very black clouds.

With only four races completed, three ties had to be broken using ISAF rules. The final placings for the PT's were Ralph, followed by Jon and Bruce. The PTs also took first and second overall on yardstick.

David Stumbles 3076 – *Rapture*



International Scene

by DAVID STUMBLES

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

South Africa

The following report comes from John Spencer, based in Durban. John is one of the growing number of Paper Tiger sailors in South Africa.

"Thanks for the mail, we do enjoy your news and having contact with you guys. I have attached a couple of pictures of my PT, which is progressing well. I have been at it since the beginning of August and only have foils and mast left to do, so hopefully will be on the water by the end of October. Note the Aussie-type rudder stocks!

The cost of building this PT should end up at around R18,000 which is less than AU\$3,000. This is very affordable here even with the current recession, so hopefully we will generate enough interest to get quite a strong class up and running again. One thing we are struggling with here is weight; we need to source lighter plywood. We also usually end up sailing in fairly rough seas, so cannot afford to compromise on strength.

Bill Ellens, Keith Ribbink and I, want to start producing components for future boats to make it

easier and more attractive to newcomers, and possibly do complete kits for home assembly. Not all yachties here have the skills to build boats these days."

John Spencer 



North America

Canadian catamaran builder, Jim Helps, is hoping to progress his "stitch and glue" PT during their winter months.

In September we had an enquiry from a potential builder in the USA wanting to purchase plans.

Europe

Two older boats have recently been purchased in Europe. In September I had a request for the PT Info CD from someone in Sweden who had just purchased an old Paper Tiger and was about to restore it. In November I had another request for the CD from someone in the Netherlands who is already in the process of restoring an old Paper Tiger. Hopefully I will be able to provide reports on their progress.



New Zealand

Bob Preston awarded 2012 Mitre 10 Mega New Zealand Paper Tiger National Title

There was plenty of action off the Taranaki Coast early in January when the New Plymouth Yacht Club hosted the 2012 Mitre 10 Mega New Zealand Paper Tiger Nationals from January 1st to 6th. The event saw over 50 boats from all over the country competing in spectacular fashion off Port Taranaki with the racing producing some very tight results.

The event saw the overall National Title, as well as the B and C Grade titles contested, meaning that every competitor throughout the fleet was fighting for every position. With a wide range of competitors participating, other titles decided during the week long competition included the New Zealand Women's Title, The Junior (Under 21 Years) Title, The Veteran's (50-59 years) Title, The Grand Masters (60-64 years) Title, and the Great Grand Masters (65+ years) Title.

Bob Preston (Nelson) took the overall National Title following a magnificent performance during the entire week. Preston finished with a 7 point lead over 2nd placed Ryan "Rowdy" Leatham (New Plymouth/Evans Bay), Mark Bell (Ponsonby) rounded out the top three in what was a enthralling battle from Race One.

The junior title was a fierce battle between Nathan Percy (Napier), Dylan Taylor (New Plymouth), past International Junior Champion Sean Syman (Wellington), defending National Junior Champion Stuart Sutherland (New Plymouth), as well as current International Junior Champion Jamie Hatch (New Plymouth). After eight tight races **Dylan Taylor** came out on top to win his first national title and finish 11th overall.

The Women's Title saw local New Plymouth sailor Pauline Sutherland taking on her Wellington counterparts Lynley Manning and Jane Thomassen. **Jane Thomassen** (Evans Bay) took out the title to defend the title she won last year.

Following a tight tussle at the top of the B Grade, **Denis Leatham** (New Plymouth) has taken the title with 13th Place overall. Leon Johnstone (New Plymouth) finished a close second and Stuart Morrish (Napier) took 3rd place.

The C Grade title was won by **Dylan Taylor** (New Plymouth), who took the title ahead of Jamie Hatch (New Plymouth) and Nathan Percy (Napier).

The Regatta also doubled as the selection trials for the New Zealand Team to compete at the Paper Tiger Internationals at Easter 2012 in Melbourne, Australia. This added extra spice to the event with competitors eager to finish in the "Top 10" and gain selection into the New Zealand National Team who will attempt to defend the International Team Title.

Other titles also decided during the regatta were:

Veterans Champion - **Mark Bell**

Grandmasters Champion - **Bob Preston**

Great Grandmasters Champion - **Ian MacLennan**

The team to compete at the Internationals will be:

Bob Preston
Dave Shaw
Hayden Percy
Peter Robins
Denis Leatham

Ryan Leatham
Scott Pedersen
Stuart Taylor
Dylan Taylor
Jamie Hatch

***Ryan Leatham** 821 - Flyer*



The Nationals fleet takes a hiding in Race 1



Photo by Claire Anderson

NEW ZEALAND NATIONAL CHAMPIONSHIP RESULTS F = DNF C = DNC/S [] = Drop

Pl	Skipper	Boat	No.	Rank	Club	R1	R2	R3	R4	R5	R6	R7	R8	Pts
1	Bob Preston	Cool Cat	2962	A	New Plymouth	[F]	3	2	2	1	3	3	1	15
2	Ryan Leatham	Flyer	821	A	New Plymouth	[8]	1	3	4	2	2	7	3	22
3	Mark Bell	Totally Wired	2862	A	Ponsonby	7	2	6	1	4	1	[12]	2	23
4	Dave Shaw	Feral	3084	A	Nelson	1	5	7	3	7	4	[9]	4	31
5	Scott Pedersen	Double Vision	3070	A	Napier	4	6	1	13	[19]	8	10	12	54
6	Glenn Syman	Unplugged	2922	A	Evans Bay	12	[20]	5	6	10	6	5	13	57
7	Ian MacLennan	Love Over Gold	2820	A	Takapuna	[F]	7	18	8	5	10	1	11	60
8	Hayden Percy	Aquaholic	3073	A	Napier	[26]	4	4	21	3	12	11	8	63
9	Stuart Taylor	Gray Power	2529	A	New Plymouth	13	9	8	5	9	16	[19]	9	69
10	Peter Robins	Runaway Train	3088	A	Muritai	2	8	11	[19]	14	9	14	16	74
11	Dylan Taylor	Smugg	2351	C	New Plymouth	16	16	[S]	10	6	20	6	6	80
12	Sel Pedersen	Majik Blu	3090	A	Napier	15	13	13	12	12	7	12	[20]	84
13	Denis Leatham	Learning To Fly	2988	B	New Plymouth	[F]	10	9	11	11	11	18	15	85
14	Jamie Hatch	Roar Speed	2634	C	New Plymouth	[F]	22	12	9	8	13	23	5	92
15	Leon Johnstone	X Factor	2966	B	New Plymouth	27	21	[S]	7	23	15	20	7	120
16	Stuart Morrish	2 Elusive	776	B	Napier	9	29	23	[30]	15	25	14	10	125
17	Andy Brown	Hairy Maclary	3072	B	Evans Bay	11	14	15	28	[31]	30	13	14	125
18	Nathan Percy	Captain Morgan	2812	C	Napier	23	19	14	18	13	5	38	[39]	130
19	Colin Rankin	Mustang Sally	2972	B	Muritai	17	25	[32]	27	17	19	8	21	134
20	Carl Syman	Psyclone	2861	B	Evans Bay	5	17	[33]	26	22	22	15	28	135
21	Stewart Thomas	Blue Moon	2905	B	Wanganui	[F]	12	17	15	26	32	17	17	136
22	Mike Hood	Skytrain	2970	B	Evans Bay	[C]	28	16	20	20	14	24	23	145
23	Rick Martin	Butterfly	2987	B	Evans Bay	6	31	[S]	16	21	27	31	19	151
24	Wally Eady	Lord of the Dings	2971	B	New Plymouth	25	30	19	25	25	23	30	[32]	177
25	Sean Syman	Money For Nothing	3009	B	Evans Bay	10	15	22	35	36	21	[42]	41	180
26	Carey Johnstone	Copy Cat	3068	B	New Plymouth	20	35	35	39	[40]	17	22	18	186
27	Greg Shadbolt	Abby Cat	822	C	Evans Bay	[F]	23	39	29	29	18	26	24	188
28	Scott Barker	Bad Boy	3075	A	Muritai	3	11	10	17	[F]	C	F	C	191
29	Stuart Sutherland	Wild Thing	2935	B	New Plymouth	[F]	18	20	32	18	28	37	43	196
30	John Tattersall	If Only	600	B	Muritai	[F]	39	28	31	30	26	21	29	204
31	Remi Thomassen	Double Dutch	2740	B	Evans Bay	21	26	27	36	[38]	38	32	26	206
32	Rodger Wilson	Soon	3028	B	Evans Bay	22	34	[37]	33	37	24	25	31	206
33	Chris Reid	Scram	3074	B	Napier	[C]	27	29	32.4	16	33	34	38	209.4
34	Murray McLanghlan	Against The Grain	2986	B	Evans Bay	14	33	21	38	34	37	40	[42]	217
35	Norm Codd	Panther	2933	B	Evans Bay	[F]	36	F	23	28	29	29	22	217
36	Robin Connor	Top Cat	2990	B	Muritai	24	38	30	34	27	31	[43]	36	220
37	John Coplestone	Rhythm 'n Swing	3083	B	New Plymouth	19	24	24	14	C	C	C	C	231
38	Jane Thomassen	Pom Puss	3045	B	Evans Bay	32	32	26	37	33	36	[44]	35	231
39	Pauline Sutherland	Deja Vu	3071	C	New Plymouth	[F]	43	38	24	24	34	41	34	238
40	Bob Nicholls	Play Time	3010	B	Pidgeon Bay	18	41	34	[44]	43	43	36	25	240
41	Alan Dunn	Happy Daze	2887	B	Evans Bay	[F]	37	36	40	39	35	28	27	242
42	Shawn Thomas	Bruisers Back	2502	C	Wanganui	[F]	46	31	22	35	40	33	37	244
43	Lynley Manning	One Fish Two Fish	2800	B	Evans Bay	[F]	40	25	43	42	39	16	40	245
44	Michael Hatch	Rumpus Cat	828	B	New Plymouth	[F]	42	S	41	32	42	27	30	264
45	Jason Crowe		2365	C	New Plymouth	30	44	[C]	42	41	41	35	33	266
46	Michael Grey	Katabatic	281	C	New Plymouth	28	[F]	41	45	45	44	45	44	342
47	Todd Birrell	Ride The Lightning	2890	C	New Plymouth	31	45	40	[C]	C	C	C	C	316
48	John Kennett	Licence To Thrill	3007	A	Naval Point	[F]	C	C	C	C	C	C	C	350
48	Robbie Morrison	Panther	2698	C	Napier	[C]	F	C	C	C	C	C	C	350



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
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 Regatta Bellerive YC			
MAR		10 th - 11 th Tas State Champ & TASCAT Lauderdale YC	10 th - 12 th SA State Champs Lake Bonney YC		10 th - 11 th Wallagoot Lake BC Regatta
		25 th PT Challenge Lauderdale YC		27 th - 28 th Vic State Champs McCrae YC	
APR	6 th - 9 th International Championship McCrae YC				
					21 st - 22 nd Round 6 SRPS Batemans Bay SC
MAY					6 th Peter Loft Marathon BYRA
JUN					

International Championship



National Championship



State Championship



State Pointscore Series



General Regatta



Special Event



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

(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

(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)

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)



PT2317 "Cut n Run"

\$1,100

New South Wales

Refurbished ply boat on galvanised trailer. Redhead sail.

Contact Peter Robinson on 0450 644 944

(ad placed Feb 2011)

