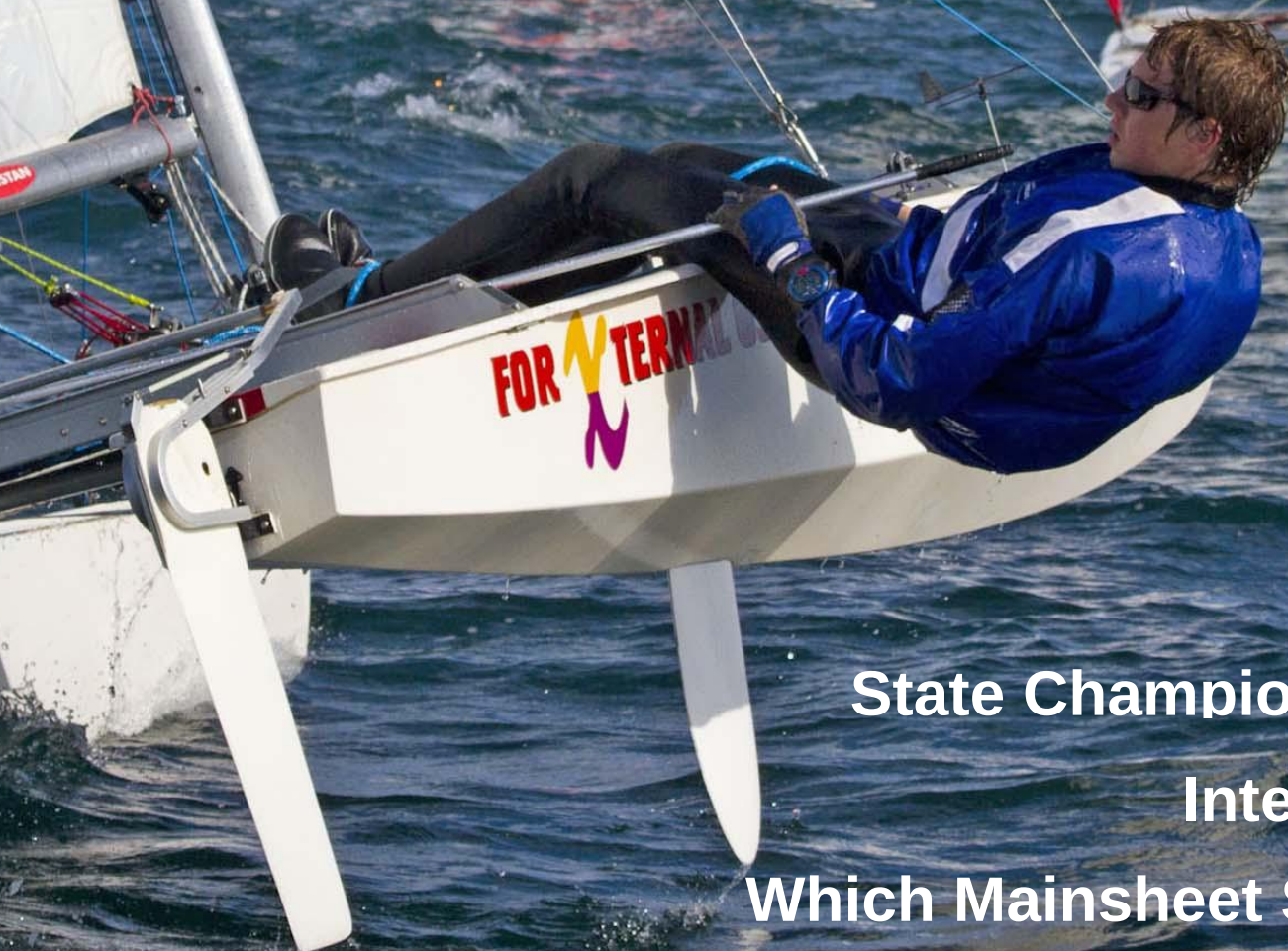


MAY 2012

appt
quarterly

2012 Internationals



State Championships

Interviews

Which Mainsheet System

AUSTRALIAN PAPER TIGER CATAMARAN ASSOCIATION

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Cover: Victorian, Joshua Thorpe, tackles his first Internationals

Photo by Rachel Leatham

Editorial

2012 Internationals

The recent International series, held at McCrae Yacht Club on Victoria's Port Phillip Bay, saw two closely matched teams from Australia and New Zealand battle for the International Champion title. At the end of day three, New Zealand was in striking distance of retaining the title with only 23 points separating the teams. Unfortunately, squally conditions on day 4 saw the last race abandoned and the chance to take the crown on Aussie waters slip away.

This APT contains a report on the series with a twist: it was prepared by some of the competitor's partners. It also contains an insight into what makes the new International Champion, New Zealand's Dave Shaw, tick and comment by some of the competitors.

PT Systems

While the major components of PTs are restricted by the rules to keep boats competitive, the sail control systems installed vary from boat to boat to suit the whims of the

skippers. Newcomers to the class, and those in locations isolated from the main fleets, may benefit from a new series commencing in this issue of APT. The aim of the articles is to spread awareness of systems currently in use and explore the pro's and con's of each. The first article focuses on the mainsheet system.

X,Y, Z....

A young bystander was recently heard to comment that PTs are only for "Old F##ts". Interesting!.... perhaps we haven't been putting enough effort into promoting the achievements and enthusiasm of our younger skippers. With this in mind, you may notice a shift in focus in this issue.

Age is not a limiting factor in PT's, with class champions from right across the age spectrum. The fact that many of our skippers are not gen. Y or Z, and yet are still in the top ranks, only demonstrates that the challenge to excel in PTs never ends.

The Editor

Publicity Perspective

PT sailors will no doubt be disappointed that the Internationals was won by a Kiwi, there are many positives to draw from this. The Internationals has been held 28 times, starting off in 1975. Kiwis have only previously won it twice, in 1979 (Harry Handley) and 1981 (Peter Gray). Both of these guys won it when it was held in New Zealand.

This alone makes Dave Shaw's recent win very impressive. However, the total dominance he showed in the results was astounding, especially as many competitors described it as one of the most competitive PT fleets ever assembled. To think that he discarded a third place and won the rest of the races is certainly an amazing achievement. And to see Kiwis fill six of the top ten places is also impressive. Great to see the Australian Team hang on for an overall Team Trophy win though.

The strong competition between the two countries will no doubt spur some on to better performances and this will drive improvement across our whole fleet. The Kiwis have raised the bar a notch, so Australian PTs now have a goal to aim at, as you can be assured the Kiwis will be even stronger on their home waters in next year's event. The next venue is a particularly good one. Muritai is a beautiful place, tucked away on the eastern side of Wellington Harbour. The harbour itself is an excellent body of water for PT sailing. If you have never competed

In New Zealand, there has never been a better time to do so! Make sure you are at the Meningie Nationals to give yourself the opportunity and start putting the effort in now!

There can be no doubt that the International Championships are a strong drawcard for our class. Many of the younger sailors mention this as one of the reasons they were attracted to (or stay in) our class. Many of the small catamaran classes enjoy bantering over which class is best, especially when we sail against them at mixed class regattas. However, you can be assured that each of those other classes would love to have what our class has:

- Two countries that are getting sizeable National Championship fleets (50 in NZL).
- A large (50 boat) and very competitive International Championship, offering our sailors the chance to compete for their country, to travel as a team, and to enjoy extremely close and exciting racing.
- Added to that, we have growing fleets in a few other countries that will, hopefully, one day, join in the fun.
- And there can be no denying that the Paper Tiger is just an absolute pleasure to sail.

Enjoy!

David Stumbles - Publicity Officer

From The President

As another sailing season draws to a close we can each take some time to contemplate how we fared, to enjoy the glow of our successes, to review where we fell short, to set some goals for next season. With the timeline relaxed a bit, we can maybe daydream and get creative about that new sail, or mods to the batten shape, or maybe some new foils and carbon rudder boxes. A bit of weight reduction, a bit of strengthening - and I don't mean just the boat! As they say in some of the other sporting codes, a good pre-season shows up when the going gets tough in the next one.

My observation over more than three decades is that, perhaps more than some other classes, PT skippers love to fiddle and develop, to get technical, to talk and chew the fat with fellow skippers about rigs, sails and fittings. This is a source of pleasure and a strength of the class, but my advice to anyone planning to take the next step up is to get your boat, body and mind right during the winter break and be fully ready to hit the water **early** in the season. Commit to your goals and then get **TIME ON THE WATER!**

At the class national level, we have wound up the season with the Maersk Line Paper Tiger International Championship held at McCrae Yacht Club, on Port Phillip

Bay in Victoria (see elsewhere in this issue). It was an outstanding event, sailed in great competitive spirit on the water between the Australian and New Zealand teams and the invited skippers, and with very friendly relations on-shore. It is worth noting that with six races completed and fifty entrants, there was not one protest lodged, but don't for a moment think that things were soft on the water. Congratulations to the Australians on a narrow victory to reclaim the teams trophy, but the individual championship placings were dominated by the Kiwis with first and third outright and youth category winners. Congratulations to new International Champion Dave Shaw. And this was with the disadvantage of overseas travel and unfamiliar sailing waters. The writing is on the wall AUS skippers, get better or get beaten.

From the inside I saw the effort by the Victorian PT committee and McCrae YC to organise these Internationals. Congratulations to all concerned; you can bask in the glow of success – but keep your hat on. The NZ Paper Tiger Owners Association also did a great job to get twenty well prepared PTs across the Tasman and back. Once again the outstanding sponsorship of Maersk Line shipping made this possible. We hold that company in high esteem.



Rachel Leatham

All but two of the International's fleet skippers



2012 Internationals

The importance to the Paper Tiger class of this competition can hardly be exaggerated. From the time of its inception in 1974, there have been twenty eight international championships held, and the desire to get in the "top ten" and represent your country has fuelled the ambition of many of our skippers from the time they have entered the class, particularly the youth.

The first championship winner, at Torbay, NZ in 1974, was 16 year old Trevor Cann of Australia. His father Ray was also in the AUS team that year. Another youth to win the overall championship was Glenn Ashby in 1995, again at Torbay. This year's youth category winner was 16 year old Dylan Taylor, a member of the NZ team.

Youngest competitor at 15 was Josh Thorpe from Victoria, with a wild card entry. With experience in other classes, he joined PTs only months ago, but acquitted himself well in tough competition. It's great to see a new generation coming on strong, but also note that the oldest skipper at McCrae was Russell Jolly at 69!

There were in fact eight father and son pairs racing at McCrae, including two in the AUS team and one in the NZ team. And two members of the AUS and NZ teams in 1974, Peter Anderson and Bob Preston, were members of the respective teams this year. What a fantastic advertisement for the Paper Tiger – a life choice in sailing. Can Dylan and Josh imagine still sailing Paper Tigers in the year 2050?

If you stand still you go backwards, so we need to set and achieve goals to keep the class vibrant. The last several years have seen some major advances, one being the launch of this APT magazine, which is of outstanding quality by any standard. Our gratitude to hard working volunteers, editor Ralph Skea and publicity officer David Stumbles. We have also seen a major effort to produce a modern Paper Tiger building and fit-out guide, with CAD generated drawings and specs., produced by the Victorian committee, in particular by the hard work of Trent Godfrey. These were well received by the Paper Tiger Catamaran International Association (PTCIA) meeting at McCrae and should be an important tool in promoting the class. There is also significant progress in supplies of fittings and masts, and the availability of professionally built foam boats to order. Negotiations are currently underway for the PTCIA to assume the administration of plans and sail numbers into the future.

The signs are good, but there is a lot to do. Let's keep at it.

Mike Wold - PT3050 Boy at Heart

President Australian Paper Tiger Catamaran Association



MAERSK
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Paper Tiger Catamaran

INTERNATIONAL CHAMPIONSHIP 2012



Rachel Leatham

McCrae Yacht Club

It's been a long time since a team has won the International trophy on foreign waters, so the New Zealanders knew they would be fighting the odds to retain the title won at Napier in 2010.

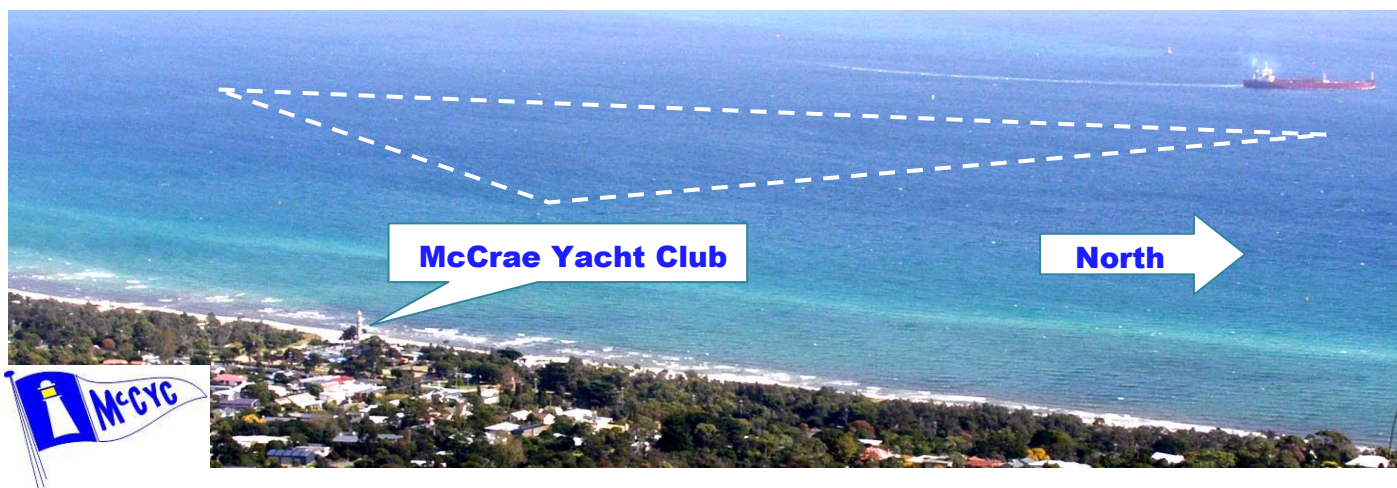
With this in mind they put together an excellent team of skippers comprising ten of their best from the top 14 at their 2012 National Championship. They also assembled a second team of ten for moral support, all under the watchful eye of Team Liaison Officer, Lynley Manning; a superb effort, considering the costs, logistics and inconvenience involved in travel and shipping the boats

across the Tasman. To take part in this event, a skipper can be without their boat for up to six weeks.

Australia assembled its team of ten from the top 12 at our 2012 Nationals. In accordance with the rules for the event, an additional twenty Aussies were invited to make up the fleet of 50, the largest fleet for this event.

The venue was McCrae Yacht Club, located on the south eastern shore of Port Phillip Bay in Victoria. The rumour had been put about among the uninitiated that, apart from a tricky breeze in a sou-easter, McCrae was just like lake sailing. On measuring day (Thursday 5th) conditions were just so, with barely a ripple nor a wavelet breaking upon the sand and happy beach goers basking in the balmy weather.

Day one of the racing began in a similar vein. However, the breeze freshened as the racing progressed and by the time the second race got under way conditions had





Aussie, Trent Godfrey, pedal to the metal

become decidedly un-lake-like, with large cresting rollers sweeping the course. "It's [almost] never like that here" was the response of the locals. Now where have I heard that before???...oh yeah, that's right....at every venue I've ever been to, including my own club.

After a night of strong winds and driving rain, conditions settled down a bit for the next two days of racing.

With the wind now blowing from the south across shallower water, rather than from the north down the full length of the bay, the waves were smaller, though steep, confused and right on the nose on port tack. Variations in wind strength saw many places gained and lost on the beats, with the favoured side changing from one beat to the next.

Both teams had been selected at National Championships sailed in generally light conditions. A number of team members on both sides commented that they were finding the conditions challenging, and some of the big names, who would normally shine, struggled. At the same time, some of those who had missed the cut at their Nationals revelled in the rougher conditions, finishing well up in the fleet.

Early in the series the Kiwis had looked on track to retain the title with some solid performances, but the Aussies fought back as the series progressed to take the lead. With one race left to go, only 23 points separated the teams. Certainly an upset was possible at that stage.

Needless to say the long wait on Monday morning as strong squally winds swept the course was tense. With winds topping 28 knots, and no sign on the weather radar of conditions abating, the final race was reluctantly abandoned. After coming so close to victory, I am sure that the Kiwis were sorely disappointed and I suspect the Aussies, while relieved, would have preferred a

seven race result.

While the team result was close, there was no doubt as to who the Individual International Champion should be. New Zealand's Dave Shaw took only one race to find his pace, and from there on was unstoppable, scoring 5 straight wins. 16 year old Dylan Taylor, also from NZ, won the International Youth title and Scott Barker (also NZ) was 1st in the invitees.

The 2012 internationals saw two closely matched teams (some commented that they were probably one of the closest) in one of the event's largest ever fleets, battle their way to a result that put neither side to shame. The on and off water camaraderie and social interaction was probably best summed up by NZ President Mark Hatch's comment at the presentation dinner that although we are two countries, we are as one fleet.

The following race report was compiled by a bunch of hangers-on, better known as the WAGS (wives and girlfriends of sailors). Thanks ladies. Enjoy!

Friday 6th April

McCrae put on a beautiful day as usual and the sailors were eager to get the regatta started. Nerves were flying high. Kiwis arrived early and were looking very spiffy in their team uniforms. Australians as usual took a more relaxed approach viewing the Kiwis from the balcony.

The conditions for sailing could not have been better with clear skies, warm weather and light winds; well at least from a spectator's point of view. The boys might have liked a bit more wind and a little less chop. The winds were from the north east, blowing between 4-7 knots. There was quite a swell rolling in from high winds in Melbourne.

Race 1 The start was aggressive, as expected, and most sailors were over the line, so a general recall was issued. Sailors were still full of beans and another general was called. Luckily it was not black flagged. Third time lucky saw a clean start and sailors were beating up the first leg with an even split of the fleet. Rounding the first mark, only one Aussie, Peter Anderson, was in the first five.

McCrae lived up to its reputation of shifty conditions as the winds changed from north east to true north and built to 15 knots in the last triangle.

New Zealand's Bob Preston was first across the line with Peter Anderson in second place. Four Kiwi team members and 4 Aussie team members finished in the top ten.

Race 2 Again, aggressive starting tactics saw a couple of general recalls, and shifty conditions at the start line resulted in lengthy postponements as the whole course was moved further north to Dromana. Winds were tending to be true north at about 12-15 knots. Large swells developed to make for some interesting conditions, with surfing downwind. Spectators were disappointed with the lack of cartwheels, a bit of a bore to watch. The sailors were getting tired and cold after

more than 5 hours on the water and were ready for a hot pie and cold beer.

New Zealander, Dave Shaw, lead the race from beginning to end followed by three other Kiwis. Tomorrow was another day though, and the Aussies hopefully would pick up their game.

Saturday 7th April

After a windy night with boats going flying through the yard, sailors were very glad it was an afternoon start with perfect conditions. The winds were on average 14 knots from the south west with slight seas. The temperatures were quite chilly, but the New Zealanders should have felt right at home.

Race 3 A perfect start saw all the boys behaving themselves and staying behind the line. Most of the race involved Bryan Anderson and Dave Shaw match racing at the head of the fleet with Dave pipping Bryan on the line. Dave Shaw showed incredible speed and was going to be a hard competitor to beat.

Race 4 Another clear start saw most of the fleet heading offshore, looking for stronger winds. The winds eased during the race to 10-12 knots, coming from the south west. Up the front were two Kiwis, Dave Shaw and Scott Pederson, along with one Aussie, Peter Anderson.

As the race progressed, more Aussies gained places but were never able to catch the speed of the two Kiwis. Dave Shaw managed to pass Scott Pederson to win another race, leaving him in clear first place with 6 points. However, Bryan Anderson, Bruce Rose and Bob Preston were in hot pursuit.

Sunday 8th April

Race 5 and Race 6

McCrae once again offered the fleet perfect sailing conditions, although some sailors might have liked a bit more wind. The winds for both races tended to be from the north west between 12-15 knots.

Kiwi team member, Ryan Leatham, nurses a broken centre beam.



Rachel Leatham

The clear starts were a sight to behold with colourful boats and sails that looked like butterflies in the wind. The winds stayed steady in direction but varied in strength throughout the course.

Dave Shaw from New Zealand showed outstanding speed and tactics to dominate the series. Although many tried, many failed to stop Dave's challenge, often pipping top sailors like Bryan Anderson and Alex Craig on the line.

Each sailor experienced high and lows, successes and failures – Aussies against Kiwis, with a fairly even spread across the board. Although the competition at the front of the fleet was fierce, so was the action at the tail end of the fleet.

A special mention must go to the very determined sailor, Martin Gregory, on Phantom Tiger II who persevered through every race even though he was well behind. He was racing in the company of champions and will benefit from their expertise.

The race committee did an outstanding job making sure the courses were set fairly and accurately. A perfect



Rachel Leatham

Aussie team member, Jason Dunsmore

wing mark was set by the Commodore and Vice Commodore and the start and finish boats were professional at all times.

Two local boys, Luke Stout and Jason Dunsmore, went above and beyond their call of duty to rescue a fellow sailor after race 6. Well done!

The WAGS (Wives and girlfriends of sailors) 

"Float like a butterfly...." New Zealander, Rick Martin



Rachel Leatham

MAERSK LINE PAPER TIGER CATAMARAN INTERNATIONAL CHAMPIONSHIP 2012

OVERALL RESULTS

Place	Skipper	Boat	No.	Category	Club	R1	R2	R3	R4	R5	R6	R7	Pts
1	Dave Shaw	Feral	3084	Kiwi	Nelson	[3]	1	1	1	1	1	AB	5
2	Bryan Anderson	Flynn Bryon	2958	Kangaroo	Lysterfield	[13]	5	2	6	2	8	AB	23
3	Scott Barker	Bad Boy	3075	Tui	Muritai	[37]	2	8	5	14	3	AB	32
4	Scott Pederson	Double Vision	3070	Kiwi	Napier	[22]	11	11	2	4	6	AB	34
5	Bruce Rose	The Apprentice	3036	Kangaroo	Lauderdale	[10]	8	5	3	9	9	AB	34
6	Bob Preston	Cool Cat	2962	Kiwi	New Plymouth	1	3	14	13	[17]	4	AB	35
7	Alex Craig	Need For Speed	3033	Kangaroo	Yarrowonga	[20]	7	6	14	10	2	AB	39
8	Hayden Percy	Aquaholic	3073	Kiwi	Napier	[23]	18	7	8	3	12	AB	48
9	Jason Dunsmore	Unknown Zone	2117	Kangaroo	McCrae	[27]	9	3	17	5	16	AB	50
10	Peter Robins	Runaway Train	3088	Kiwi	Muritai	9	4	22	[40]	8	7	AB	50
11	Ian Marcovitch	Mojo	3039	Kangaroo	Mannering Park	6	12	18	4	12	[23]	AB	52
12	Mark Wiggins	Firestorm	3104	Wombat	Lysterfield	[18]	6	17	12	11	10	AB	56
13	Kim Marcovitch	Irakandji	3060	Kangaroo	Mannering Park	8	23	[24]	7	6	13	AB	57
14	Peter Anderson	Just In Time	3077	Kangaroo	Lysterfield	2	[21]	20	10	20	15	AB	67
15	Luke Stout	Speed Demon	3031	Wombat	McCrae	[25]	16	9	18	13	11	AB	67
16	Garry Williams	Characin IV	3085	Kangaroo	Wagga Wagga	[21]	17	19	9	18	5	AB	68
17	Mike Wold	Boy At Heart	3050	Wombat	Elwood	7	[19]	10	[31]	19	17	AB	72
18	Stuart Taylor	Gray Power	2529	Kiwi	New Plymouth	5	14	4	[35]	23	30	AB	76
19	Ryan Leatham	Flyer	821	Kiwi	New Plymouth	19	10	21	[26]	7	20	AB	77
20	Stuart Morrish	Majik Blu	3090	Tui	Napier	[34]	20	13	24	15	19	AB	91
21	Mike Hood	Sundae	2970	Tui	Muritai	15	22	12	[27]	27	27	AB	103
22	Mark Hatch	New Plymouth	2811	Tui	New Plymouth	14	15	31	23	[32]	28	AB	111
23	Jon Pinkerton	Johnnie B Goode	2967	Kangaroo	Koonawarra Bay	16	30	16	22	28	[42]	AB	112
24	Colin Rankin	Mustang Sally	2972	Tui	Muritai	11	13	32	[37]	22	35	AB	113
25	Denis Leatham	Learning To Fly	2988	Kiwi	New Plymouth	36	[DNF]	15	19	29	14	AB	113
26	Dylan Taylor	Smugg	2351	Kiwi	New Plymouth	24	24	[44]	20	21	39	AB	128
27	Ralph Skea	Solitaire	3065	Kangaroo	Koonawarra Bay	26	[39]	27	15	38	24	AB	130
28	Rohan Nicol	Shadow Boxer	3086	Wombat	Wagga Wagga	28	35	28	16	[43]	29	AB	136
29	Mick Boyle	Mud Shark	2927	Wombat	Lauderdale	[43]	26	25	30	30	25	AB	136
30	Rick Martin	Butterfly	2987	Tui	Evans Bay	12	25	40	[41]	26	34	AB	137
31	Ron Wiggins	Ere Wiggo Again	2993	Wombat	McCrae	[41]	28	23	38	16	32	AB	137
32	Trent Godfrey	Wind Breaker	3042	Wombat	Wagga Wagga	39	37	29	11	[44]	26	AB	142
33	Sean Keady	Sssmokin Billy	2997	Wombat	Lauderdale	35	27	[36]	29	35	22	AB	148
34	Jamie Hatch	Crazy Diamond	2634	Kiwi	New Plymouth	29	36	34	33	[42]	18	AB	150
35	Cameron Fitzgerald	Absolute Power	2984	Wombat	Wagga Wagga	30	29	30	[39]	24	37	AB	150
36	Leon Johnstone	The X Factor	2966	Tui	New Plymouth	4	41	39	DNC	33	36	AB	153
37	Jacob McDonald	Magic Marine	3052	Wombat	Bendigo	17	32	37	DNC	25	45	AB	156
38	Tony Hastings	Tigerdelic	2901	Wombat	Wallagoot Lake	31	[45]	35	25	34	31	AB	156
39	Steve Price	Shiva	2909	Wombat	Lauderdale	33	40	26	36	31	[41]	AB	166
40	Joshua Thorpe	For Xternal Use Only	2833	Wombat	Bendigo	44	DNF	45	28	39	21	AB	177

MAERSK LINE PAPER TIGER CATAMARAN INTERNATIONAL CHAMPIONSHIP 2012

OVERALL RESULTS (Cont.)

Place	Skipper	Boat	No.	Category	Club	R1	R2	R3	R4	R5	R6	R7	Pts
41	Nathan Percy	Captain Morgan	2812	Tui	Napier	40	34	42	21	40	[43]	AB	177
42	Russell Jolly	Vendetta	2915	Wombat	Arno Bay	[47]	38	38	32	37	46	AB	191
43	Murray McLaughlan	Against The Grain	2986	Tui	Evans Bay	[48]	43	33	42	36	40	AB	194
44	Russell Matthews	Woftam	2998	Wombat	Arno Bay	45	33	[46]	34	45	38	AB	195
45	David Godfrey	Windcruiser	3041	Wombat	Lauderdale	38	31	41	43	[46]	44	AB	197
46	Rick Stout	Katrick	3055	Wombat	McCrae	42	[44]	43	44	41	33	AB	203
47	Chris Reid	Scram	3074	Tui	Napier	32	42	47	45	DNF	DNC	AB	217
48	Alan White	Virtual Reality	2852	Wombat	Elwood	46	[DNC]	DNC	DNC	DNC	DNC	AB	250
49	Martin Gregory	Phantom Tiger II	2577	Wombat	Wagga Wagga	[DNF]	DNF	DNF	DNC	DNF	47	AB	251
50	Brenton McDonald	Paper Wait	2153	Wombat	Bendigo	49	[DNC]	DNC	DNC	DNC	DNC	AB	253



Australian Team



New Zealand Team



Australian Invitees



New Zealand Invitees

MAERSK LINE PAPER TIGER CATAMARAN INTERNATIONAL CHAMPIONSHIP 2012

TEAMS ONLY RESULTS

Place	Skipper	Boat	No.	Category	Club	R1	R2	R3	R4	R5	R6	R7	Pts
1	Dave Shaw	Feral	3084	Kiwi	Nelson	[3]	1	1	1	1	1	AB	5
2	Bryan Anderson	Fly'n Bry'n	2958	Kangaroo	Lysterfield	[9]	4	2	5	2	7	AB	20
3	Bob Preston	Cool Cat	2962	Kiwi	New Plymouth	1	2	9	10	[12]	3	AB	25
4	Scott Pederson	Double Vision	3070	Kiwi	Napier	[14]	9	8	2	4	5	AB	28
5	Bruce Rose	The Apprentice	3036	Kangaroo	Lauderdale	8	6	5	3	[9]	8	AB	30
6	Alex Craig	Need For Speed	3033	Kangaroo	Yarrowonga	[12]	5	6	11	10	2	AB	34
7	Hayden Percy	Aquaholic	3073	Kiwi	Napier	[15]	13	7	7	3	9	AB	39
8	Peter Robins	Runaway Train	3088	Kiwi	Muritai	7	3	16	[20]	8	6	AB	40
9	Jason Dunsmore	Unknown Zone	2117	Kangaroo	McCrae	[18]	7	3	13	5	13	AB	41
10	Ian Marcovitch	Mojo	3039	Kangaroo	Manning Park	5	10	12	4	11	[16]	AB	42
11	Kim Marcovitch	Irakandji	3060	Kangaroo	Manning Park	6	15	[17]	6	6	10	AB	43
12	Garry Williams	Characin IV	3085	Kangaroo	Wagga Wagga	[13]	12	13	8	13	4	AB	50
13	Peter Anderson	Just In Time	3077	Kangaroo	Lysterfield	2	[14]	14	9	14	12	AB	51
14	Stuart Taylor	Gray Power	2529	Kiwi	New Plymouth	4	11	4	[19]	16	18	AB	53
15	Ryan Leatham	Flyer	821	Kiwi	New Plymouth	11	8	15	[17]	7	15	AB	56
16	Jon Pinkerton	Johnnie B Goode	2967	Kangaroo	Koonawarra Bay	10	17	11	16	17	[20]	AB	71
17	Denis Leatham	Learning To Fly	2988	Kiwi	New Plymouth	20	[DNF]	10	14	18	11	AB	73
18	Dylan Taylor	Smugg	2351	Kiwi	New Plymouth	16	16	[20]	15	15	19	AB	81
19	Ralph Skea	Solitaire	3065	Kangaroo	Koonawarra Bay	17	[19]	18	12	19	17	AB	83
20	Jamie Hatch	Crazy Diamond	2634	Kiwi	New Plymouth	19	18	19	18	[20]	14	AB	88



AUSTRALIA

Back row - left to right

Garry Williams

Bryan Anderson

Ralph Skea

Bruce Rose

Jason Dunsmore

Jon Pinkerton

Front row - left to right

Peter Anderson

Ian Marcovitch

Kim Marcovitch

Alex Craig

THE TEAMS

NEW ZEALAND

Back row - left to right

Peter Robins

Dave Shaw

Denis Leatham

Bob Preston

Scott Pederson

Front row - left to right

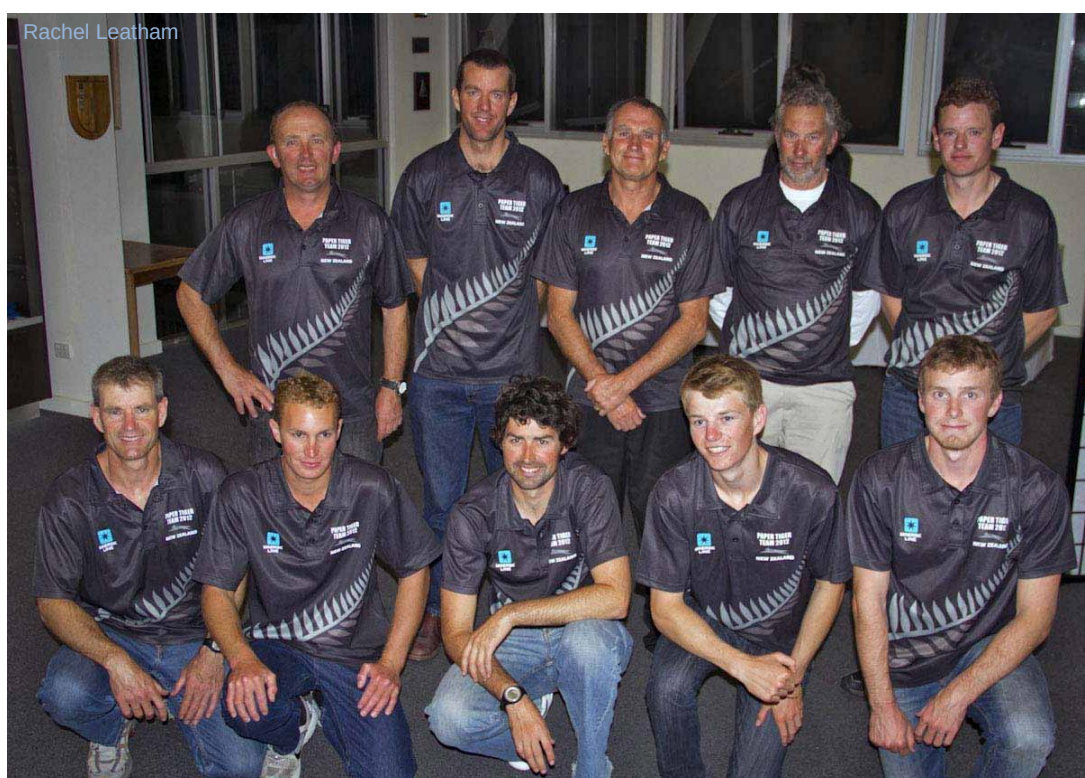
Stuart Taylor

Hayden Percy

Ryan Leatham

Dylan Taylor

Jamie Hatch



THE INTERNATIONAL CHAMPION

A brief history of

Dave Shaw

Congratulations on your win. How long have you been sailing PTs?

I started sailing PTs in 2000 and did a couple of national events then and the 2001 Internationals in Wellington. There was then a lull in PT sailing while we worked and sailed in the UK. I returned back to NZ in 2007 and we built "Feral" which took two years to complete, and finally got back on the water on a PT in 2010.

What other PT events have you won?

2000 NZ South Islands Championship, 2011 NZ South Islands Championship and the 2011 NZ National Championship.

What other classes have you sailed?

Tornado catamarans with my wife Susan as crew, and the Osprey with my 74 year old father-in-law ... so quite a range. Also, I take any opportunity I can to go wind surfing.

What other class events have you won?

The 2004 New Zealand Tornado Nationals

What committee involvement do you have?

Nelson Yacht Club administration and sailing committee member.

What do you do for a job?

Fitter Turner engineer .. great perking opportunities to build some custom gear!

What his interests do you have outside of PT sailing?

Tornado sailing, wind surfing, uni-cycling and restoring our 32 foot Paul Whiting keeler. I live on three acres with a goat, sheep, chooks and a border collie called Zennor.

You are only the third Kiwi to win the Internationals in the 28 times it has been held. You are the first Kiwi winner since 1981 and also the first ever Kiwi to win it on Australian waters. That's pretty impressive. How does it feel?

It certainly feels pretty good when I stop to think about it. It was great to have good racing, close finishes and an awesome club to sail from. Plus the fantastic Kiwi organisation made it very easy for me to simply turn up and sail.

While the Kiwis didn't win the Teams Trophy, they did figure very well in the top placings. What do you attribute their strong showing to?

The Kiwi Paper Tigers is a strong and growing fleet, which is both competitive on the water and a friendly



bunch back at the club house. The fleet shares information and tactics, plus we regularly have Rachel Leatham as our regatta photographer so can quickly see what we are doing wrong!

Yours was the most convincing win I can recall at an Internationals. What do you think made the difference that enabled you to be so dominant in one of the most competitive PT fleets ever assembled?

Having the boat shipped to Australia a month before the regatta, rather than working on it up until the night before was unusual. I used this month to improve my strength and fitness. PT class legend, Bob Preston, also sails in Nelson and we tuned up against each other before the Internationals, so I knew I was reasonably fast. Sailing in moderate wind conditions is what I'm best at, plus coming 4th at the 2012 NZ Nationals certainly made me hungry to win.

Dave Stumbles



THE INTERNATIONAL YOUTH CHAMPION

16 year old, Dylan Taylor, started sailing in 2007 at age 11. After

completing a learn to sail course at Plymouth, New Zealand, his first boat was an Optimist dinghy called "Hurricane". He then moved on to a Starling dinghy called "Red Devil".

Dylan also sails in 420's for the Secondary School Teams Racing; he is a skipper for the New Plymouth Boys High team, which came 10th out of the 28 teams at the Nationals held just after the Paper Tiger Internationals.

He started sailing PTs in November 2011 and won the NZ Junior Title at the Nationals Championship in January 2012 (2 months later). He was ranked C Grade at the Nationals, but was elevated to A grade after finishing 11th overall.



2012 International Youth Champion, Dylan Taylor, has good reason to feel



Rachel Leatham



Rachel Leatham

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Rachel Leatham
Photographer

Word from NZ



The Internationals were a very enjoyable experience for the NZ team. We were very pleased to have 20 boats travelling to Australia, the largest number from NZ since the contest started.



We put a lot of work in before the Nationals in New Plymouth getting the freight sponsorship in place with Maersk Line, having Mainfreight helping with the import and export logistics and getting Tudor Insurance lined up to cover the boat and freight insurance. Bob Preston did a great job to

ringing around and getting everyone to commit to travelling. Things snowballed quickly from here as the best deals were found for airfares and local accommodation.

The McCrae venue was a great choice. The club is really well designed with changing rooms underneath, a huge lounge upstairs with a view right out to the race course and a separate wing for race control. The grass area in front of the club was ideal for storing the boats and the rubber conveyer belting though the sand made it much easier to pull the boats to the waters edge.

In the practise days leading up to the contest it was very tropical and it wasn't until the first day of the contest that we had some breeze to work with. The sailing conditions were challenging once the wind came off the land around Arthur's Seat and it felt like sailing on a lake with plenty of holes and shifts that were difficult to read.

The race management and shore team did a good job throughout the contest dealing with the conditions and looking after us and our supporters. The beach and close proximity to the club was fantastic. I'm not sure what the locals thought when

50 boats arrived back from sailing, bouncing from the shore break into the sand castles, kids and their families' sun bathing at the waters edge.

We are delighted with Dave Shaw's win and close contest for the Teams trophy. Scott Barker sailed a great regatta to finish 3rd and 1st invitee closely followed by Scott Petersen. Dylan Taylor sailed well to win the International Youth trophy finishing off his first season where he started as a C grader and finished as an A grader.

We are very grateful for the work that Mark Wiggins, Luke Stout, Mark Wiggins, Peter Merritt and Stephen Berryman did as the regatta organising committee to prepare and run the event. I know what is involved behind the scenes to organise the internationals and would like to thank each of you on behalf of the NZ team for the effort that you each put in to set up the contest. It was well organised and you made us very welcome. We appreciated the loan of a support boat for Lynley.

We are indebted to everyone that helped with billeting and transport to and from the club with our bags. Anna Wiggins deserves special thanks for all of the running around that she did for us, for having us all over for dinner and the loan of sheets for the beds in the house we rented.

Rachael Leatham took great photos of us racing and these are available on disc. We have used a number of these in a presentation thank you package to Maersk Line.

A big thank you to Lynley Manning for designing our shirts, arranging transport to and from McCrae, sorting out lunches, helping with loading unloading the boats and looking after the NZ team on and off the water. You made it much easier for all of us.

We have started planning for the Internationals in Wellington and are keen to have a big Australian contingent. Look forward to seeing you in NZ.

**Mark Hatch - PT2811 Crazy Diamond
President NZPTOA**

Talkin'bout

the mainsheet

For a newcomer to PT's, a walk around a fleet will bring the quick realisation that all PTs are not set up the same way.

This article is the first in a series which should help to explain to the uninitiated the variations in PT rigs and the possible advantages and disadvantages of the different systems used. It is intended as a guide only, as different skippers will swear by the systems they use and if it works for you, do it. We'll begin the series with the accelerator, i.e. the mainsheet.

The Rope

The first thing that might be noticed is the different thicknesses of rope used for mainsheets. Thicknesses generally range from 6 to 12mm diameter with 8 to 10mm being the more common. The thicker the rope, the larger the blocks (pulleys) need to be. The thinner the rope the easier it runs through the blocks, but the better the quality of the skipper's gloves need to be. If a ratchet block is used to take some of the mainsheet load, this needs to be a good one too if thin rope is used.

There are a number of different types of rope in use for mainsheets. The two most common are single braided and double braided. Single braided rope has a looser feel to it and is a bit softer on the hands. However, over time it tends to swell, meaning that (for example) a 10mm rope can become a 12mm rope, and this can increase friction through the mainsheet blocks. Double braided rope feels firmer and is more stable diameter wise. However, it can be a little harder on the hands and is more inclined to slip through ratchet blocks when under heavy loads.

Recently there have been more exotic types of rope appearing on some boats, and time will tell if these are a better option.

The Ratio

The PT uses a rear-beam mounted mainsheet traveller, so this determines the general location of the major part

of the mainsheet system. There is usually a 5-purchase system at the rear beam (i.e. 5 runs of rope between the boom and the traveller) as this makes sheeting in hard in strong breezes relatively easy. A 4-purchase system requires more effort to pull on tight but uses just over a metre less rope. A 6-purchase system requires less effort but adds a similar amount of rope. When turning from a reach or run onto a beat, less rope to pull in is good. Less rope on the deck and around the ankles is also good.

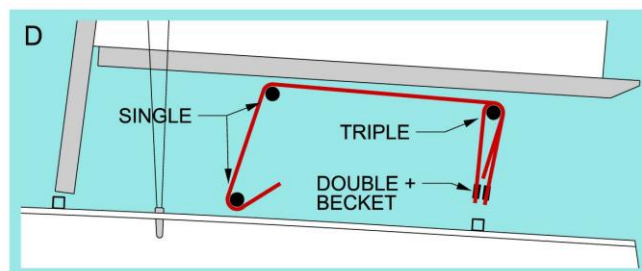
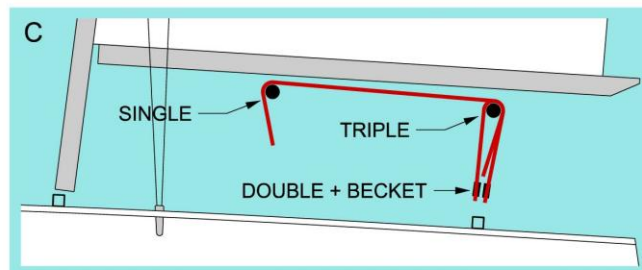
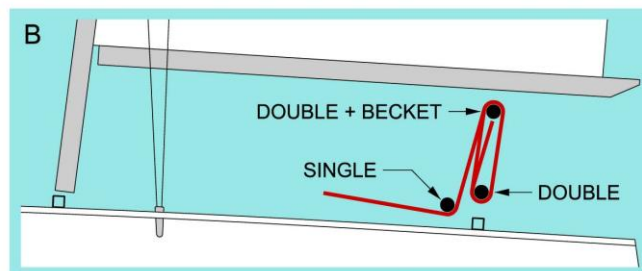
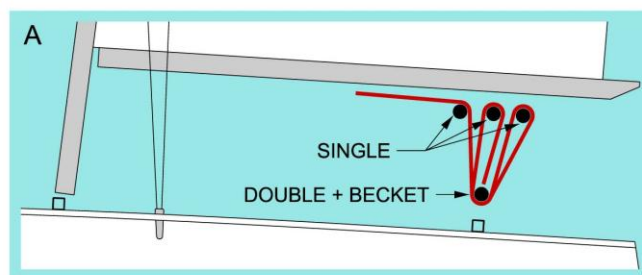
The Configuration

The system of blocks used at the rear beam is usually one of two arrangements; a double block on the traveller and either a double or triple block on the boom; or the same arrangement on the traveller with multiple blocks on the boom (see System A below).

Advantage of single block arrangement:- A slight reduction in weight over the multi-block setup.

Disadvantage:- Bunching of the mainsheet, which can increase friction when adjusting the system while running and reaching in light winds.

Moving forward from the main component of the system, three arrangements are commonly used to lead the mainsheet to the skipper (see B, C and D below)



Advantages of System B:- A slightly shorter mainsheet: a clear deck when tacking; no rope along the boom to get hung up on when tacking and gybing.

Disadvantages:- A tendency for the skipper to be pulled backwards along the deck by the sheet in rough weather; an unbalanced feel on a beat when trying to look forward with both arms pulling toward the stern; no assistance for the upper body from the pull of the mainsheet when hiking.

Advantages of System C:- A clear deck when tacking; significant upper body assistance when hiking.

Disadvantages:- Slightly less purchase on the boom than System D; the elevated angle of the mainsheet from the boom to the hand may feel awkward; the tail of the mainsheet could be hard to reach if the sheet is accidentally released in strong conditions; a tendency to unintentionally pull the boom towards you when sheeting in on in light weather.

Advantages of System D:- Some assistance to the upper body when hiking; slightly more purchase on the boom than the other systems; the tail of the mainsheet is always reachable at a central point on the deck.

Disadvantages:- Requires the longest mainsheet; the deck block has to be avoided when tacking; additional fittings (weight).

If using system C or D, it is desirable to have some form of guide fitted to the boom to prevent the mainsheet from sagging between the front and rear blocks during a tack or gybe and removing the skipper from the boat.

Nylon webbing is generally attached to the boom midway between the blocks to support the rope. Running the mainsheet internally between these blocks has been tried, but it does create friction issues.



System D

The Blocks

The thinner the mainsheet, the smaller the mainsheet blocks can be (refer to the manufacturer's spec's), and size equates to weight. Light is good.

Blocks come in basic axle, and ball bearing varieties. Ball bearing types run more freely and therefore perform better and feel easier to use. As might be expected though, they are also more expensive. Basic blocks probably won't stop you winning races, but as this is the

main sail adjustment that you will be playing with throughout the race, good blocks are a good investment.

Your hands will thank you if you have an effective ratchet block in the system. Ratchet blocks are fitted with "teeth" that grip the rope, and a locking system that only lets the sheave turn in one direction, thus holding the mainsheet and taking load off the skipper. Some only operate when manually switched on, while others lock automatically when under pressure, then unlock when sheet pressure is released. Automatic versions are preferable.

The further that the rope turns around the ratchet block, the more effective the block is. It also operates more effectively the closer to the skipper it is, as the load on the mainsheet is less at that end of the system. As a compromise, it is usually mounted on the deck or as the first block on the boom.

Some blocks perform better than others and performance will vary with the choice of rope. Test other skippers' combinations to determine what works best for you. Good ratchet blocks can be pricey.

The Block Hangers

There are a number of ways to attach the mainsheet blocks to the boom, including metal or webbing straps, saddles, and adjustable racks. Whatever system is adopted, the rules state that their location must not be altered whilst racing.

As well as adjusting the angle of the sail and the tension of the sail leach, the mainsheet can also apply forward pressure to the mast at the gooseneck. The further astern of the traveller the blocks are mounted on the boom, the greater the thrust applied to the mast. The resultant mast bend can be a good or bad thing depending on the amount of bend and the cut of the sail. More mast bend flattens the sail and eases the leach.

The angle between the hangers and the traveller reduces and then reverses as the boom rotates to leeward, therefore the angle should be optimal at the setting for beating upwind in a moderate breeze. Generally, having the hangers closer to vertical above the traveller for the normal upwind setting may be the desirable option, as this allows effective leach control when sheeted on hard and any extra mast bending required to flatten the sail can be induced with the lower forestays. Check with the sailmaker to see how much mast bend he allowed for when designing the sail that you have.

Hanger racks or sliding tracks allow experimentation with hanger position or the adoption of different settings to suit specific conditions. However, these are not in common use. What matters most is that the mast is not overloaded at the gooseneck, as this can damage the mast track or permanently bend the mast.



Sliding block hanger

Cleats

Some skippers use a mainsheet cleat, and some don't. They have their good points and they have their bad points. The most important feature of any mainsheet cleat must be that **IT RELEASES EASILY IN ANY CONDITIONS FROM ANY ANGLE!!!** It is embarrassing capsizing upwind in a gust because the cleat couldn't be released while hiking frantically to hold the boat down.

If going with a cleat, it must be mounted on a rigid, swivel base. Cleats that float around in space will eventually get you. If the cleating angle is wrong, it will be a pain to get the rope into it, and if the uncleating angle is wrong, you will swim. A happy compromise angle can be elusive. I noted at the recent International series that some of the Kiwi boats had very long arms on their cleat mounts. This reduces the change in angle required to uncleat the rope. Good thinking!

Advantages of mainsheet cleats:- Less stress on the arms and hands; it leaves a hand free to make other adjustments when necessary.

Disadvantages:- It may cleat unintentionally, leading to a capsize; it may fail to release when required, leading to a capsize; it may attack the knees while tacking; they tend to be heavy.

An alternative to a central cleat are cleats mounted at the gunwale adjacent to the shrouds. These may be a bit safer to use upwind but will be unreachable off the wind. Realistically, however, there is usually too much sail adjusting to be done on a reach to need a cleat, and cleating on a reach in a decent breeze is just asking for trouble.



NZ mainsheet and traveller cleats

The Traveller

The important thing here is that the traveller car moves freely and that the skipper can operate it easily from all sailing positions. The adjustment cleat(s) is usually located centrally at the rear beam, but can also be brought forward to various locations.

Another important consideration is the skipper's ability to get his or her bum over the end of the rear beam, in order to sit on the rear deck when on a downwind screamer, and get back again without leaving some portion of their clothing or anatomy on the end of the track. Low profile tracks and bum-friendly end stops help greatly in achieving this.

According to the class rules the traveller track has to be straight, but there are "high" tracks, low profile tracks, tracks mounted on the back of the rear beam and split tracks mounted either side of the beam. The rules say the track mustn't be longer than the top of the beam.

Making the track as long as possible is good as it allows the mainsheet to control the leach tension on wider reaches before the vang needs to be applied (thus losing the ability to rotate the mast). The introduction of separate rotation control systems has reduced the significance of this point.

The end stops on the track can take a hiding. Therefore, it is essential that they are robust (while not doing damage to the traveller car, or your bum) and are solidly attached to the track or beam.

Next time we'll talk about **the downhaul**.

Ralph 

Internationals Retrospective

Garry Williams (Aussie Team Captain)



A big thanks to the ten Aussie Team skippers that helped us get over the line and win the teams event for this year. Considering that they were selected from a National Titles that was sailed on flat water and was held in light wind, I think they performed very well as a team.

The NZ team was very professional and had all the "hall marks" of the team to beat. NZ seems to be on a roll with increasing fleets and energetic skippers looking for new ways to increase their speed. I see the challenge being even greater next year at Wellington, as the wind would probably be at least as strong as it was this year and would suit the New Zealanders more.

The Australian fleet seems to be working from a historical base with little new technology and generally little practice (speaking from experience). However, after saying that, our base is high, we just need to be more active. That will mean that the front of our fleet will be more polished and very hard to beat. This is what I saw in the NZ team.

The other comment is that our wild card entry (Martin Gregory, from Wagga) is now very keen to take on the challenge of enhancing his skippering and upgrading parts of his boat. A very worthwhile outcome due to his inclusion in the event.

PT3085 Characin IV

Bruce Rose (Aussie Team Member)



The 2012 Internationals already feels like a distant memory. The boat is packed away for the winter and the thinking cap is on for how to improve both boat and skipper for next season's major PT events??

One of the best things about participating at the National and International level in PT's is, whether it's your 1st or 31st time you've attended, there is always

something new to learn or something old to re-learn and always at least one person there to be inspired by. The 2012 Paper Tiger Internationals was no exception! I feel we are very fortunate to be in a class where there is such a willingness to share knowledge and ideas and, as a consequence, get to enjoy really exciting, close racing no matter where we are in the fleet. This year I saw some of the closest racing between the Aussies and Kiwis since my time in PT's, which is fantastic!!

Having three Kiwis (only just, lol) in the top five and one convincingly winning the event is testament to this. Dave Shaw's goal to win, and his lead-up campaign to take out the event, is very inspiring. Scott Barker's incredible weight loss result and series result was equally inspiring and is a reminder that if we can create a burning desire and apply a 100% commitment to achieve a desired outcome in a desired time frame, then there is every chance we will one day achieve it!!

Congratulations to everyone who achieved their personal goals and thanks to everyone from the organizers through to the skippers from both Aust & NZ, their partners and families who contributed to making this one of the most enjoyable events on and off the water I've been to.

Hope to see everyone in Wellington next Easter!!

PT3036 The Apprentice

Jacob McDonald (Aussie Invitee)



The Internationals at McCrae was an excellent event. I had fun and enjoyed catching up with everyone from both Australia and New Zealand. The people of McCrae YC were great hosts.

The challenges with the wind and waves were exciting, with close racing making things harder. Although the results

were not my desired outcome, the social side made up for it. Being able to compete at a high level against New Zealand enables you to receive advice from experienced sailors.

Thanks everyone for a great regatta.

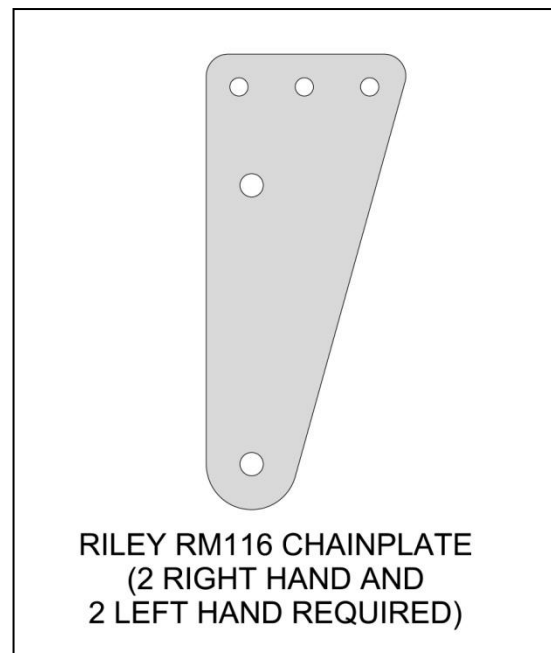
PT3052 Magic Marine

DIY IDEAS chainplates

Many PTs use multi-holed chainplates to separate the attachment points for the stays and shrouds. However, the only multi-holed chainplate currently available that I am aware of is the 3-hole version made by Riley.

The diagrams below show a simple modification to the Riley plates to convert them to 2-hole chainplates, which are more suited to PT requirements.

You will need two left hand and two right hand plates (the tops are bent to opposite sides). The front plate will need a new top attachment hole drilled prior to cutting and filing it to shape. The rear plate only needs to be cut and filed.

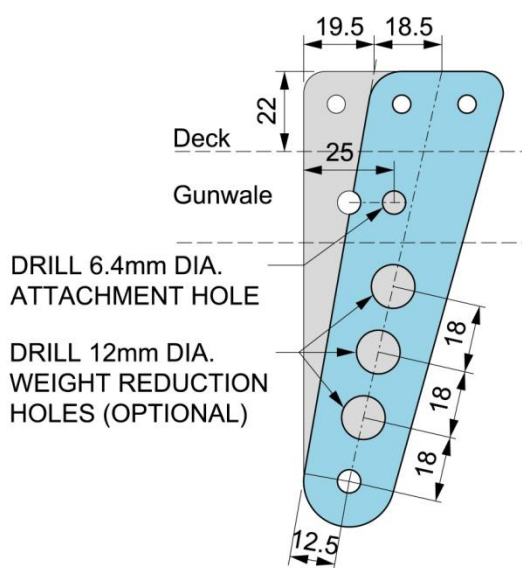


Should you have access to a 12mm metalwork drill, the additional holes shown can be added to further reduce the weight of the fitting.

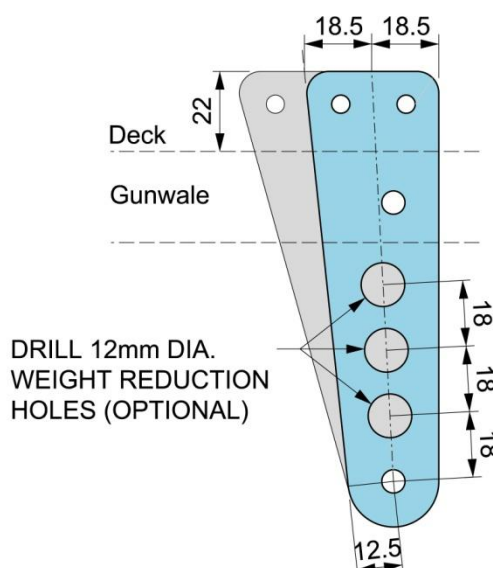
Fit the plates to the boat as shown and you will find that they align well with the loads from the stays and shrouds, especially with the increased mast rake now common on PTs. The plates can be attached with pan-head screws (only if screwing into a solid backing) or with pan-head machine screws (bolts), which would be the preferred option. They can also be glued to the hull with epoxy adhesive (**in addition to the fastenings**) to stop them working loose and to exclude moisture. If gluing, ensure the metal to be glued is thoroughly clean and sanded.

If making chainplates from scratch, use 1.6mm thick 316 grade stainless steel plate.

Ralph



MODIFICATION FOR
FRONT CHAINPLATE



MODIFICATION FOR
REAR CHAINPLATE

wildcard

Martin Gregory, Wagga Wagga S.C. wildcard entry to the International Championship, found the experience to be more of an adventure than expected. This is his story.

"The plan was to have another 12 months to gain experience on *Phantom Tiger II* and then race at the Nationals in Adelaide with the aim of being competitive with the likes of Neville Rowe, who sails *Mr Percival* (a family rivalry). Then to throw all plans into disarray, I receive an email from Garry Williams telling me that there was a wildcard entry available for the Internationals to be held over Easter (in 3 weeks time).

Being an adrenalin junky, it was not possible to say no. Realising that the only way to improve my performance, with such short notice, was to loose as much weight as possible, I tossed the pie I was eating while reading my emails and phoned Garry to confirm he was in fact saying I might be able to attend (tossed the pie , stopped the drink, got on the bike and lost 4.5 kgs in the 3 weeks).

Going to McCrae meant changing the family Easter plans from heading to northern NSW to having a beachside holiday instead. So after convincing the kids, finding the extra time off work, and obtaining some accommodation, we were off – too bad that the boat doesn't have a trailer. Garry to the rescue (all Tiger owners should have 2 or 3 spare trailers). In an interesting turn of events, Garry was to take his *Characin IV* along with *Shadow Boxer* for Rohan Nicol, and Rohan would end up towing the *Phantom* for me – thanks to the great camaraderie that exists between Tiger owners.

To much delight, and Neville's groans, the *Phantom* weighed in at 52 kgs, not bad for a boat built in the 80's (sorry Nev - for the readers, *Mr Percival* weighs 53 kgs). Mast and sail all passed inspection – but that's what we expect from a Tiger built in Garry's shed, on his jig, even if it was decades ago.

Race 1. My god its windy (come on - in Wagga we consider ourselves lucky if we get 5 knots of constant wind. Anyone who attended the NSW States last year knows what I'm talking about).

I leave the shore nervous as hell. As it's the first time sailing the *Phantom* in clear water, I'm enjoying the experience of seeing the hulls below the water line and miss the fact I'm healing over, almost tipping 100 metres from the shore – thanking god that it didn't all come to grief there and then.

The race start goes off OK. I chose to stay at the back of the field, not wanting to get in anyone's way, and to my surprise there are boats behind me – holy cow I'm not last. Windward leg goes better than I expect and during the reaching leg I actually make ground on the boats in front of me. THEN, rounding the mark for the next reach, I turn the buoy, let the sail out and slip off the back of the boat – nothing worse than that feeling of falling off, knowing it's happening and there is nothing you can do to stop it. Result, DNF.



Falling off in Race 1 - of course the camera was there to capture the moment

Race 2. Still bloody windy. Decided not all was lost as the first two legs in Race 1 were respectable, so I should take some pride in that and build on that knowledge for Race 2.

Lousy start – the rest of the fleet has left. By the time I round the second mark, the next boat in front

of me is way off in the distance (3 to 4 hundred metres). As I follow, I begin to think something is wrong – then I realise the rest of the fleet is behind us, so far behind us I could only just make them out – I was following a boat that had pulled out and was heading home. Result, DNF.

Race 3. Will this wind ever die down?. Change of tack – instead of trying to not come last (my goal for the regatta) – a new goal – finish a race. Once again stuffed the start sequence. I actually did all right on the first start sequence but the race was recalled and I failed to replicate it a second time. I'm telling myself “*you are having fun*” while the fleet is about to lap me, when the *Phantom*'s lower forestay cable snaps, - another DNF.

Race 4. Wind dies down. Praise god I could actually sail in this – too bad the *Phantom* was still injured. New result, DNC. Now I am getting nervous, more than half way through and still I have not posted a result. It's amazing how many people have to text you to find out what you did wrong.

Race 5. Yep, bloody windy again – but with the help of Garry and Ralph the *Phantom* is repaired – and by hell or high water the *Phantom* and I are going to post a result. Stuff the rest of the field, I need a better start, so I stick to Rohan Nichol and things unfold OK for the first lap; second lap not so good and I am haemorrhaging time. However, with

only a couple of hundred metres to go, the heart rate is climbing as the thought of finishing this race is looking likely – then the bloody official's boat moves towards me – that can only be bad - yep, time has expired, another DNF.

Race 6. Hey, the wind has eased just a little. Second-last race, desperately in need of a finish, now the *Phantom* and I don't give a brass razoo who we get in the way of - we are giving it everything (not that it matters I am in last place after the first leg). But this time there's no falling off, no getting lost, its the last race of the day and the committee boat kindly waits. Luckily I'm out of space for this article so I don't have to embarrass myself with how I stuffed the finish and was brought home by the committee boat with others kindly rescuing the *Phantom* from its turtle position – thanks to Tony Hastings for his help. We scored a 47th place – leaving me 49th overall, dear god not only have we finished a race but we are not last.....

A huge thank-you to the Paper Tiger fraternity for making a beginner welcome, special thanks to Garry Williams, Rohan Nicol, Tony Hastings, Ralph Skea and Ian Marcovitch for assistance above and beyond – also a special mention for Russell Jolly, whose cry of “**for god's sake man - pull your mainsheet on**” every time he sailed past, was inspiring in a way only a fellow South Australian can understand”.

Martin Gregory - PT2577 



Rachel Leatham

Love this Pic – Race 6. Garry Williams, Myself, Murray McLaughlan, and Cameron Fitzgerald – Murray on a boat built by Garry, and Cameron's father, Danny, built mine in Garry's Shed

tasmania

The Tassie PT summer sailing

season has come to an end with a few bold sailors now contemplating involvement in a winter series or two, and others are preparing for clocking up some time in the surf over the winter. It has been said that a few of the dark-horses in the group are secretly planning winter upgrades to their beloved PTs in undisclosed sheds and garages around Hobart – no doubt to be unveiled at the commencement to the 2012-13 season.

This past sailing season has been particularly good in terms of class growth, raising awareness of the class in the state, and the general up-lift of skill within our now-larger fleet. Having most PTs sail regularly at the one club is certainly a positive for the Lauderdale YC and for all the PT sailors. We are all looking forward to next season where it will hot up yet again no doubt.

Crown Series at Bellerive YC 25 - 26 February 2012

This year's Crown Series at Bellerive received a tremendous amount of publicity, and so did the fleet of Tasmanian Paper Tigers. This was a great event for the PT class.

Day 1 The temperature was up and the winds varied considerably. The PT's were the second largest single class on the water with 13 boats, only beaten by the International Cadets with 14 boats - a great showing.

Despite a morning breeze that disappeared around midday, race officers of the Crown Series Bellerive Regatta managed to complete four races for the huge fleet of 101 off-the-beach regatta entries.

As the river turned into a glassy pond and temperature soared to 38 degrees, officials wisely sent the sailors back ashore for lunch at the Bellerive Yacht Club. In the meantime, a fresh north-easterly breeze filled in, reaching 18-20 knots and providing all classes with some exhilarating sailing after their earlier frustrations. While a number of boats, both yachts and off-the-beach boats, pulled out because of the heat, most continued to sail throughout the afternoon, enjoying a great sail. Bruce Rose won two races with Nick Browne winning one.

Day 2 Young Tasmanian cat, dinghy and sailboard sailors gave a fine exhibition of their racing skills and seamanship in winds that ranged from 8 knots to 30 knots in a demanding day on Hobart's Derwent River. Being on the water did little to reduce the oppressive 36 degrees heat and near gale-force northerly winds sweeping down the Derwent Valley, yet few of the young off-the-beach sailors voluntarily pulled out of the Crown Series Bellerive Regatta. When the northerly began gusting over 25 knots the race officers sent the younger sailors back to Bellerive Yacht Club, although the dozen Cadets hoisted their spinnakers and headed back down the river to their home club, Sandy Bay Sailing Club. Eventually racing was abandoned in the other classes for older sailors, except the Laser Radials,

PT's invade Bellerive Yacht Club





but not before some spectacular capsizes among the Paper Tiger catamarans and B14 skiffs.

Bruce Rose ended with five wins and a third, sailing *The Apprentice* in the Paper Tiger catamarans. Nick Browne was second on count-back to Sean Keady with Mick Boyle fourth. A few bent masts and other temporary disasters were experienced in the event. I hear that Sean went faster after he had bent his mast and straightened it. Bruce was observed using discretion in the last race to granny-tack rather than gybe.



Bruce Rose telling it how it is

CROWN SERIES RESULTS

Place	Skipper	Boat	No.	Club	R1	R2	R3	R4	R5	R6	R7	Pts
1	Bruce Rose	The Apprentice	3036	Lauderdale	[3]	1	1	1	1	1	ABN	5
2	Nick Browne	Flying High	2807	Lauderdale	1	[7]	4	4	3	3	ABN	15
3	Sean Keady	Sssmokin Billy	2997	Lauderdale	4	5	[DNC]	2	2	2	ABN	15
4	Michael Boyle	Mud Shark	2927	Lauderdale	2	3	3	5	6	[DNC]	ABN	19
5	Steve Price	Shiva	2909	Lauderdale	7	4	5	7	7	[DNC]	ABN	30
6	Andrew Barnard	Mac Attack	997	Lauderdale	10	2	2	8	9	[DNC]	ABN	31
7	Patrick Amos	Go With The Flow	2679	Lauderdale	6	9	7	6	4	[DNC]	ABN	32
8	Davin Faux	Chilli Toes	2932	Lauderdale	5	6	6	10	5	[DNC]	ABN	32
9	Oliver Bailey	Bongo Fury	1100	Lauderdale	8	[10]	8	9	8	4	ABN	37
10	Perry Clifford	Paper Tiger	1753	Lauderdale	[DNC]	DNC	DNC	3	10	DNC	ABN	55
11	Brendan Amos	Gulf Buggy	3020	Lauderdale	11	11	9	[DNC]	DNC	DNC	ABN	59
12	Bruce Clayton	Barbadian Czar	2773	Lauderdale	12	8	[DNC]	DNC	DNC	DNC	ABN	62
13	Martin Sullivan	Possum Power	2707	Lauderdale	9	[DNC]	DNC	11	DNF	DNC	ABN	62



The TPTCA 'Target 20' Project has reached 14 PTs at Lauderdale and we are actively searching for more eager potential PT sailors to regularly race.

These two rogue unannounced PTs were spotted in the Lauderdale car park in late March, and when questioned said they were "on reconnaissance". We hope they front up at Lauderdale at the start of the 2012-2013 season!





A State Championship race gets under way

Tasmanian State Championship and Tascat Lauderdale YC 10 - 11 March 2012

The 2012 TPTCA State Championship was held at the Tascat regatta in March 2012. It was contested in light to moderate winds off Lauderdale. Bruce Rose, on-board *The Apprentice*, exhibited his mastery by winning all races in the championship. Well done Bruce. Good to see that the fleet is now close and positions hard fought. It is also now good to see an ever-increasing depth within the class in Tasmania, with positions

tightly contested through the body of the fleet.

It was great to see up and coming young sailors (12 years of age) sailing 2-up on a PT, and being competitive. Well done Angus & Padric.

Barney's new yellow sail attracted some attention



TASMANIAN STATE CHAMPIONSHIP RESULTS

Place	Skipper	Boat	No.	Club	R1	R2	R3	R4	R5	R6	Pts
1	Bruce Rose	The Apprentice	3036	Lauderdale	[1]	1	1	1	1	1	5
2	Sean Keady	Sssmokin Billy	2997	Lauderdale	2	2	2	2	[3]	2	10
3	Michael Boyle	Mud Shark	2927	Lauderdale	3	[5]	3	2	4	5	17
4	Steve Price	Shiva	2909	Lauderdale	[5]	3	4	5	5	4	21
5	Andrew Barnard	Mac Attack	3100	Lauderdale	4	4	5	[6]	3	6	22
6	Patrick Amos	Go With The Flow	2679	Lauderdale	7	6	6	4	[8]	3	26
7	Oliver Bailey	Bongo Fury	1100	Lauderdale	6	7	8	[9]	6	9	36
8	Ian Bailey	Sir Luffalot	2955	Lauderdale	[10]	8	7	8	9	7	39
9	Bruce Clayton	Barbadian Czar	2773	Lauderdale	8	[DNC]	DNC	7	7	DNC	50
10	Brendan Amos	Gulf Buggy	3020	Lauderdale	[DNC]	DNC	9	DNC	DNC	8	59
11	Martin Sullivan	Possum Power	2707	Lauderdale	11	9	[DNF]	11	DNF	DNC	59
12	Davin Faux	Chilli Toes	2932	Lauderdale	9	[DNF]	DNC	DNC	DNC	DNC	65
13	Angus Price	Depth Charge	2773	Lauderdale	[DNF]	DNC	DNC	10	DNC	DNC	66

Angus Price and Padric Keady at the 2012 State Championship



Sandy Bay / Lauderdale PT Challenge - Lauderdale YC 25th March 2012

"A big thank you to all members of Lauderdale Yacht Club for hosting Sandy Bay Sailing Club at the inaugural 'Paper Tiger Challenge' last Sunday.

Sunny conditions and 5-10 knot winds were perfect for the 12 Paper Tiger Catamarans with SBSC kids and parents skippering. Four races were held with all competitors having their turn at the front. Racing was aggressive and tight with plenty of verbal banter between boats.

There was no damage or injury during the day. A BBQ lunch was held at the Clubhouse in-between racing. There were so many highlights during the day it is hard to single any out. Thanks to all the SBSC sailors and parents who attended and we look forward to next years 'Paper Tiger Challenge'."

Dave Connor (Commodore SBSC) 

The challengers receive some pre-race basics



2012 PT Internationals

A Taswegian Perspective

Four Tasmanians received entry to the internationals, represented by Australian Team member Bruce Rose, and 3 invitees, Steve Price, Mick Boyle and Sean Keady. We managed to fit 4 boats on one trailer and vehicle – it looked impressive to say the least. Bruce drove the cargo to Burnie (a big thank you goes to **Toll Shipping**) while the rest of us flew over the following morning.



McCrae YC was a great venue, as we discovered upon arrival. It reminded us all of Lauderdale except with more tides, shifts, and confused chop (ha). We managed to get a couple of days practice prior to the event in unseasonably warm conditions. It became evident during the practice sailing that these championships were going to be extremely competitive due to the high skill level on



Michael Boyle competed on and off the water

show. The Kiwi team had some beautifully presented boats and looked very fast on the water. The Aussies looked hungry but not as youthful as the Kiwis.

The Tassie contingent acquitted themselves well. With the ever-green Bruce jagging 5th place. Mick, myself and Steve 29th, 33rd and 39th respectively.

It was extremely important to get a good start, however this didn't seem to happen too often. Also, to go to the right side of the course. This also did not happen too often. Apart from these minor hiccups, Team Tasmania had pretty good boat speed around the course. Many old hands of the class were saying that it was the strongest international fleet ever.



Sean Keady - Ssmokin at the Inters

If there was an internationals party trophy, then Team Tasmania would have blitzed. Most of the Aussie contingent put on a poor display, although there was some stiff opposition by the Kiwis at the prize night after-party. "Kiwi Russell" and "Murray" put up a good showing. A special mention must go to Scott Barker (3rd) but they were hopelessly outclassed and out-drunk by Mr Boyle and Mr Price. El-Precedente (yours truly) made sure things didn't get out of hand and maintained some decorum, watched on by a sober and horrified Bruce.

The next day some very sore heads boarded the plane to Hobart. Steve had to be woken upon arrival. All in all a very enjoyable experience with many tales to tell (some unprintable). Thanks to VPTCA, McCrae Yacht Club, and all volunteers for making it possible.

Cheers Sean Keady TPTCA.

PS: The Inaugural "Les Patterson Trophy" was this year awarded to Mr Steve Price. Steve also recently picked up the "Rooky of the Year" Award. You are gonna need a bigger mantel-piece for these prestigious awards Steve!



Interview with Patrick Amos

PT2679 - Go With The Flow

How long have you been sailing?

I have been sailing for about six seasons. About three seasons sailing Paper Tigers and the three before that sailing Sabots. I started sailing PTs when I was thirteen.

Why did you decide to get into PTs?

Because I wanted to go faster. I would like to say that I put more thought into it than that, but at the time going faster was the priority. I am glad I chose Paper Tigers and I have never regretted the decision.

What is your best result in a PT?

Last season I was sailing in the Showdown Regatta on the Derwent River. In about the third race of the competition I found myself in second place behind Bruce Rose, who has won the odd national title. I was close enough to Bruce to see the worried expression on his face. I have never sailed a better race in my life and I was absolutely loving it, but despite this I couldn't close the gap between me and Bruce.

I was on the last leg of the race when I noticed that there were two lines that I could cross and I didn't know which one was the finish line. I had a feeling that it was the one on the left but Bruce was heading towards the one on the right. I had never encountered this sort of problem before because I hadn't spent much time at the front of the fleet. I was torn. In the end I decided to follow Bruce because he was a national champion and I figured a national champion would know what he was doing. I was wrong and I had to turn around to cross the other finish line after I had realised my mistake. I ended up placing about fifth.

This wasn't my best result but it was the best I have ever sailed. I learnt an important lesson that day; don't follow Bruce!

What is the funniest thing you have seen while sailing a Paper Tiger?

I was sailing at the Deviot Yacht Club in Northern Tasmania for the TASCAT Regatta. This was my first time sailing on a small narrow river and I was used to the consistent breezes at Lauderdale. In the first long distance race, I was sailing fast down-river with a strong breeze behind me when all of a sudden Ian Bailey (who was racing a PT and was only just in front of me) stopped dead in the water as if someone had pulled on a handbrake. At the time I didn't have a clue why he had stopped and didn't think much of it. I had a huge grin on my face and was preparing to shout out a bit of friendly encouragement as I sailed by when all of a sudden I also skidded to a halt. We had both sailed directly into a hole.

All of a sudden things were not so funny and I became very annoyed at myself for not thinking things through. We both sailed at an agonisingly slow pace through the

area that for some mysterious reason had no wind. Meanwhile everyone else was sailing past us with cheerful grins and shouting out friendly encouragement of their own. After what felt like ages we sailed out of the hole and rounded a corner in the river only to find everyone stuck in a different hole. It was then my turn to show off a cheerful grin and yell out. This continued most of the way down the river until I eventually got to the buoy and turned around to go back up the river. And of course I forgot where all the holes were so I managed to hit them all on the way back too. Everyone found this amusing except me.

Who are your greatest rivals on the water?

My biggest rival on the water would have to be Oliver Bailey - *PT1100 Bongo Fury*. Oliver was the one who encouraged me to start sailing Sabots and we are the same age and good friends. We are also very evenly matched sailors and I enjoy nothing more than beating him in a race. Even if I come second last in a race, the day has not been wasted if I have beaten Ollie.

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

The older and more experienced guys at Lauderdale have all been very helpful and supportive during my Paper Tiger sailing career. A great piece of advice that these guys have given to me is just to sail the course as straight and fast as I can, like a time trial. As stupid as it sounds this is probably the best sailing advice I have ever been given.

Before they gave me this advice I was always becoming embroiled in one-on-one battles with other boats (usually Oliver Bailey). These might seem like a good idea at the time but they put me back in the overall position of the fleet. Now I always try to sail as if there are no other boats on the course and it amazed me how much I improved by sailing this way.

Who is the biggest goose in the PT class?

The biggest goose would have to be my dad who started sailing only two years ago. On the water my dad is considered to be a slow moving safety hazard and there have been several incidents where my dad has been involved in questionable altercations with other boats. Off the water he is still an absolute goose, which wouldn't be a problem except Lauderdale is a very public place. An example of how embarrassing he can be is when it is time to change in and out of sailing gear. I have pointed out several times that the Lauderdale Club has change rooms that he can use but dad has decided that he can't be bothered walking to the change rooms. Instead he gets changed in the middle of the car park. LYC is unfortunately a very popular spot for weddings and the moment the bride and bridesmaids arrive always seems

to coincide with the moment that dad walks out from behind the car wearing nothing but his undies. My dad doesn't cut a striking figure when he is in his undies and sporting a beer belly while yelling out to me; "Son can you find my spare undies I have somehow blown a hole in these ones". But whenever there is a wedding dad decides that he is hot stuff and struts around the club wearing practically nothing for as long as possible. What an absolute bloody goose!

Who has influenced you in sailing?

Just about everybody at the club has influenced me in sailing over the past few years. I started out at the club knowing nothing about sailing but everybody at the club had the patience to explain things to me, sometimes more than once. I am very grateful that I am in a club with such a great group of people.

How far do you think you can go in PTs?

I can definitely see myself sailing Paper Tigers for a long time to come. I would like to think that a few years down the track I will be at the pointy end of the fleet at a national or maybe even international level.



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>

Til next time.....

Sean Keady - PT2997 Sssmokin Billy
Davin Faux - PT2932 Chilli Toes.

Patrick Amos at the 2012 Tassie State Championship



queensland

News from the North

It has been fairly quiet on the Paper Tiger front in Queensland at the moment. We have had one boat change hands at Lake Samsonvale, which we are hoping to see out on the water racing soon.

We also have the Wivenhoe Winter Marathon Regatta coming up soon that runs over Saturday and Sunday on the June long weekend. Last year it ended up being a freezing cold and wet weekend, so we are praying for better weather this year. We had a couple of paper tigers at the event in 2011 and many other 14 foot cats in our class. The event has camping on site and we encourage all to come along so that hopefully we can get a few more PT's at the event this year. Happy sailing!

Chris Shannon

Eighth state title for Vockler

Vince Habermann | 19th January 2012

A⁺ A⁻

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BUNDABERG Sailing Club stalwart Dave Vockler has set his sights on 10 Queensland Paper Tiger Championships crowns after making it eight state titles on the weekend.

The 66-year-old was returning to the tournament for the first time since making the event his own seven years in a row from 1998-2004, and it looked like he had never missed a beat.

Sailing Hot 'n' Spicy, a boat which he purchased six months ago before repainting and rejigging it and installing a new sail, Vockler went close to a clean sweep of the five races on Lake Samsonvale on the northern outskirts of Brisbane, recording four wins and a second.



Dave Vockler has won his eighth Queensland Paper Tiger Catamaran Championship.

Mike Knott BUNVOC

With each sailor's best four results used to determine results, Vockler had the perfect score.

"I guess there's a bit of luck involved - they were very light and fluky conditions and the wind keeps altering, so it is character building, and there is a bit of skill needed as well," Vockler said.

"Being an old guy, when I got there, all these young guys were helping me, but not at the end after I cleaned them up - they then realised I didn't need help.

"There were 55 boats at the regatta all up, although not many paper tigers, and I came second in the regatta for Division 2 across all classes - that was a bit disappointing but I would have preferred to win the paper tiger and finish second overall rather than the other way around."

Vockler said he had continued sailing during his self-imposed exile from paper tigers but in "bigger boats", mainly in trailer sailers, competing in Bay to Bay events as well as local sailing.

"But 10 paper tiger titles is what I would like to get - I said that years ago so I was probably always going to come back," he said.

"Then that number seemed a long way away but it's not too far to go now.

"I've also still go a trimaran and I do club sailing here in it but I'm already looking forward to next year's state paper tiger championships at Lake Cootharaba at the top of the Noosa River on the Sunshine Coast.

"The nationals are held before the states, in early January, but they are in South Australia next year, so I'll have to think about whether I can compete there because that's a long way to go."

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NewsMail

south australia

2012 STATE CHAMPIONSHIP

Lake Bonney Yacht Club was the venue for the 2012 State Titles, which was held over the Adelaide Cup long weekend in March. On the Saturday afternoon, two races were held in 2 to 4 knot shifty winds and I believe that at sometime in those races all of the 13 sailors held the lead. In the end it was the lake sailors who came out on top.

Three races were planned for Sunday, but this was not to be. Except for the early morning, there was not a ripple on the water all day. All agreed to start racing at 9am the next morning as it looked like the series would be a non event.

All boats were on the water by 8.40, so it was agreed to get started immediately as the breeze was ranging between 2 and 4 knots. Many positions changed during the two races, which were held back to back. However, it was those that had a good start in both races that managed to stay in front of the fleet.

Lake Bonney Yacht Club sailor, John Eshman, is State Champion for 2012 and another Lake sailor, Bernie Beyer from the Cullulleraine Yacht Club, is runner-up.

Russell Jolly - PT2915 Vendetta 

All rigged up with no race to go



SAPTCA President, Peter Darling, presents 2012 South Australian State Champion, John Eshman, with his loot.



2012 STATE CHAMPIONSHIP RESULTS

Place	Skipper	Boat	No.	Club	R1	R2	R3	R4	R5	Pts
1	John Eshman	Talisman	2076	Lake Bonney	1	1	7	4	ABN	13
2	Bernie Beyer	Double Dutch II	2996	Lake Cullulleraine	3	4	8	2	ABN	17
3	Lyal Daly	Chili Beach	3053	Somerton	9	2	1	6	ABN	18
4	Robin Bawden	Merlin	1691	Lake Bonney	2	6	10	3	ABN	21
5	Russell Jolly	Vendetta	2915	Somerton	11	10	2	1	ABN	24
6	Glen Partridge	Wild Thing	3011	Port River	4	11	4	5	ABN	24
7	Greg McDonald	Macwood	2954	Arno Bay	8	3	6	8	ABN	25
8	Peter Darling	Mission Impossible	2979	Arno Bay	5	9	5	7	ABN	26
9	Bruce Russell	This Way Up	3005	Somerton	7	8	3	9	ABN	27
10	Kirsten Thomas	The Magpie	1601	Lake Bonney	10	5	12	10	ABN	37
11	Geoff Cashman	Wind Dancer	2894	Somerton	6	DNF	11	11	ABN	41
12	Jeff Helps	Synergy	3377	Port River	13	7	9	DNF	ABN	42
13	Duncan McCallum	Scud	2952	Arno Bay	12	12	13	12	ABN	49

B Grade 1st Bernie Beyer

2nd Robin Bawden

C Grade 1st Kirsten Thomas

Women 1st Kirsten Thomas

Veteran

Most Improved

Country Shield

Club Shield

1st Lyal Daly

Bruce Russell

Lake Bonney Yacht Club

Somerton Yacht Club

2013 NATIONAL CHAMPIONSHIP

To be held at **MENINGIE SAILING CLUB**

29th December 2012 to 3rd January 2013

We have planned a programme over a one week period, with no lay day and a PM race planned for New Years Day. You should be able to sight the notice of race on the Meningie Sailing Club web site.

Meningie is situated on the Coorong, about 150km South East of Adelaide, and has two motels and a very good caravan park where sailors can bring their boats ashore each night.

The club hosted a very successful Nationals in 2001. What more can sailors ask for than flat waters with sea breezes most afternoons. You can be confident that you will have plenty of exciting sailing on flat waters.



INFORMATION

<http://i.southaustralia.com/regionalguides/limestonecoast/index.html>

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Open daily 10am – 4.30pm,
closed Christmas Day.
Telephone: 08 8575 1770
Facsimile: 08 8575 1770

victoria

2012 STATE CHAMPIONSHIP

Alex Craig sailing PT 3033 'Need for Speed' is the Victorian State Champion for 2012 at the conclusion of a closely fought tussle at McCrae YC in March.

The regatta was won by one point by former international title holder Ian Marcovitch (Mojo) from NSW, but as a visitor Ian was ineligible to claim the title.

Alex, who joined the PT fleet as a youth competitor at the Eden Nationals in 2007, has shown steady progress to the top of the fleet and his CV includes third place overall at the 2011 Nationals at Lauderdale, Tasmania, sixth at the 2012 Mannering Park Nationals and seventh (third Australian) at the recently completed Maersk Line Paper Tiger Internationals, also at McCrae.

There were twenty three boats in the five race Victorian series. Wind strengths were moderate and shifty throughout with typical McCrae gusts, lulls, holes and tides under the influence of nearby Arthur's Seat and Bass Strait. Mark Wiggins (*Firestorm*) began the series with a blinder and was leading with 3 points at the end of day 1, but faded on days 2 and 3.

Going into the last race on day 3, Alex and Bryan Anderson (*Fly'n Bry'n*) were tied for the title lead and the start was hotly contested. But with an ENE breeze against a strong running tide, the fleet was carried onto the start line with both Bryan and Alex over early. Alex, at the port end, realised this and returned, but Bryan was OCS and finished the series runner up to Alex.

Third placed for the title was

Jacob MacDonald (*Magic Marine*), who won the youth title and is surely headed for good things.

Alex did something else noteworthy in this regatta – as a former lake sailor under the influence of the dreaded McCrae tides, he managed to hit marks three separate times in race 1 (truly !) and still finish the race in fifth position – surely a record....but not one he really wants to hold, no doubt.

Congratulations to the category winners and all the competitors, and thanks to McCrae Yacht Club and the Victorian PT committee, for an excellent regatta.

Mike Wold - PT3050 *Boy At Heart* 



Rachel Leatham

Victorian State Champion, Alex Craig

VICTORIAN STATE CHAMPIONSHIP RESULTS

Place	Skipper	Boat	No.	Club	R1	R2	R3	R4	R5	Points
1	Ian Marcovitch (Vis)	Mojo	3039	Manning Park	3	3	4	[5]	1	11
1	Alex Craig	Need For Speed	3033	Yarrawonga	5	[13]	1	4	2	12
2	Bryan Anderson	Fly'n Bry'n	2958	Lysterfield	7	1	7	1	[OCS]	16
3	Jacob McDonald	Magic Marine	3052	Bendigo	[16]	4	2	6	5	17
4	Jason Dunsmore	Unknown Zone	2117	McCrae	4	5	[8]	2	6	17
5	Neil Williams	Synchronicity	2777	McCrae	[9]	9	3	3	3	18
6	Mark Wiggins	Firestorm	3104	Lysterfield	1	2	10	7	[OCS]	20
7	Peter Anderson	Just In Time	3077	Lysterfield	2	10	5	[11]	8	25
8	Luke Stout	Speed Demon	3031	McCrae	6	6	[11]	9	4	25
9	Mike Wold	Boy At Heart	3050	Elwood	8	[11]	9	10	10	37
10	Trent Godfrey	Wind Breaker	3042	Lysterfield	17	[18]	6	8	7	38
11	Garry Craig	Watermelon	2848	Yarrawonga	13	8	13	[19]	14	48
12	Mal Willis	Polaris	1931	Ballarat	[21]	16	12	13	12	53
13	Ron Wiggins	Ere Wiggo Again	2993	McCrae	[20]	7	15	14	18	54
14	Mike Croft	Never Ending Story	2898	Lysterfield	10	12	17	16	[OCS]	55
15	Russell Matthews	Wolfam	2998	McCrae	15	15	[22]	12	15	57
16	Rick Stout	Katrick	3055	McCrae	[22]	19	14	15	11	59
17	Bob Ramsey	Bobskat	2930	Lysterfield	14	[DNF]	19	20	9	62
18	Tim Norman	The Work Bench	2828	Lysterfield	11	22	20	[DNF]	13	66
19	David Godfrey	Windcruiser	3041	Lysterfield	[19]	14	18	18	16	66
20	Joshua Thorpe	For Xternal Use Only	2833	Bendigo	18	[20]	16	17	17	68
21	Michael Thorn	Calamity	3066	Mount Martha	23	17	21	[DNF]	19	80
22	Peter Humphries	Nidge	2895	McCrae	12	23	23	[DNF]	DNC	83
23	James Wreford	Papillon	2140	Somers	24	21	[DNF]	DNC	DNC	95

SARAH ASHLEY-JONES

Victoria welcomes Sarah Ashley-Jones to its Paper Tiger fleet. Sarah is originally from Tasmania, and while new to the class, has a competitive sailing history in Flying 11's and 420's. She says she is motivated to do well with the Paper Tiger, and showed this by taking to the water on a borrowed boat at our training day at Somers Yacht Club. Conditions were strong and gusty offshore, and she got an early introduction to the reaching power of a PT - "I was really surprised at the speed..."

Sarah jumped right in to help with the running of the recent Maersk Line Paper Tiger Internationals at McCrae over Easter, putting in a lot of her time to secure major sponsorship of the event by SLAM sailing sportswear, including Australian Team jackets, event shirts, and prizes for place getters.

She also provided great support to the organisers throughout the Easter weekend, helping to write race reports and lending assistance wherever required.

Sarah having 'paid her dues' well ahead of time, looks forward having great fun on the water racing the PT. So do we - in fact we'd like to see plenty more female skippers on the Paper Tiger, as we have had in earlier

times. It's really an ideal craft for light and medium size skippers in terms of weight, performance and ease of sailing.



Interview with Alex Craig

PT3033 - Need For Speed

Age: 23

Club: Yarrawonga Yacht Club

Congratulations on winning the recent Victorian State Championships. How long have you been sailing Paper Tigers?

6 years.

What attracted you to the class?

After sailing Lasers for a few years I was keen to upgrade to something faster. I'd seen the Paper Tigers racing at regattas and they looked a strong class. The boat was a manageable size and relatively inexpensive. Also, the opportunity to compete in the International series was a drawcard.

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

"Hot Pursuit" (3057) and "Need for Speed" (3033).

Have you built a boat yourself?

3057 was a bit of an ongoing project. I assembled this boat with a set of ply hulls made by Atta Ihsche from Koonawarra Bay. These were closer to 60kg, but fine for starting on. After a season I built a new set of ply hulls from scratch to bring the platform down to minimum weight. I later decided to upgrade to a foam sandwich boat (3033) for the improved durability and reduced maintenance.

How many Nationals have you competed in?

Eden, Hervey Bay, Mt Martha, Henly Beach, Lauderdale and Mannering Park.

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

New Plymouth (Invitee), Koonawarra Bay (Invitee), Napier (Team) and McCrae (Team)

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

The class attracts a great group of people. Everyone gets on well and they're happy to share their sailing knowledge. The associations also do an excellent job of putting on state, national and international events.

What do you consider your most successful event so far?

Probably the recent Victorian States.

You have had some great results in recent years. How did it feel to finally win a major series and what do you think made the difference this time?

It was a real surprise to win. Going into the event I thought a placing was achievable, but certainly didn't expect the win. I was pretty lucky to have my favoured light/moderate conditions for the event. However, I've also been putting in far more time on the water this season, so that may have helped.

Have you had any committee roles within the class?

Currently I'm a committee member on the VPTCA.

Have any other family members been involved in the class?

Dad also sails a Paper Tiger. We got into the class around the same time, which has been great to improve both our sailing skills and boat tuning.

What other classes have you sailed?

I sailed a Laser Radial for 5 years before joining the PT fleet.

What interests do you have outside of Paper Tiger sailing?

Skiing, Cycling, Guitar.

What do you do for a living?

I completed uni last year and now work as a Design Engineer at a company called Electrodrive. We manufacture motorised materials handling equipment for both industrial and healthcare applications.

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

Attracting new members.

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

Yes. I still find the boat very rewarding to sail and enjoy being part of this exciting class.

Dave Stumbles 



new south wales

STATE REGATTA POINTSCORE

The final round of the NSW State Regatta Pointscore Series (Round 6) was sailed in very light conditions at Batemans Bay Sailing Club's Anzac Regatta on the 21st - 22nd April. Unfortunately only one PT attended. Final placings in the overall SRPS series were Tony Hastings first, followed by Ralph Skea and Bruce Proctor.

Attendance at this series is influenced by the distances between the PT home clubs and the regatta venues (5+ hours each way in some instances) and the short duration of the regattas (generally 1.5 days on the water). The best attended round was held at the State Championship at Wagga Wagga with 21 boats on the water. Rounds 5 and 6 were disappointing with 3 and 1 attendees respectively, and Round 4 consisted of only 2 races as the second day of competition was abandoned due to strong winds.



Tony Hastings

NSW STATE REGATTA POINTSCORE RESULTS

Place	Skipper	Boat	No.	Club	Rd 1	Rd 2	Rd 3	Rd 4	Rd 5	Rd 6	Points
1	Tony Hastings	Tigerdelic	2901	Wallagoot	7	[DNC]	4	1	[DNC]	1	13
2	Ralph Skea	Solitaire	3065	Koonawarra Bay	[12]	6	3	5	1	[DNC]	15
3	Bruce Proctor	Bean	1437	Toronto	13	7	[DNC]	4	3	[DNC]	27
4	Greg Williams	Shadow Boxing	3086	Wagga Wagga	4	1	1	[DNC]	[DNC]	DNC	28
5	Rohan Nicol	Pussyfoot	2826	Wagga Wagga	2	2	2	[DNC]	[DNC]	DNC	28
6	Neil Waterman	People Eater	3018	Koonawarra Bay	[DNC]	5	5	2	[DNC]	DNC	34
7	Stephen Halliday	Dipsi Danis	3021	Mannering Park	[DNC]	4	6	6	[DNC]	DNC	38
8	Jon Pinkerton	Johnny B Goode	2967	Koonawarra Bay	5	[DNC]	[DNC]	DNC	2	DNC	51
9	Ian Marcovitch	Mojo	3039	Mannering Park	6	3	[DNC]	[DNC]	DNC	DNC	53
10	Max Dogger	The Mystery Tiger	3038	Wallagoot	[DNC]	[DNC]	8	7	DNC	DNC	59
11	Garry Williams	Characin IV	3085	Wagga Wagga	1	[DNC]	[DNC]	DNC	DNC	DNC	67
=12	Kim Marcovitch	Irukandji	3060	Mannering Park	[DNC]	[DNC]	DNC	3	DNC	DNC	69
=12	Cameron Fitzgerald	Absolute Power	2984	Wagga Wagga	3	[DNC]	[DNC]	DNC	DNC	DNC	69
14	Bill Arthur	Out Of Sight	3098	Canberra	[DNC]	[DNC]	7	DNC	DNC	DNC	73
15	David Stumbles	Rapture	3076	Koonawarra Bay	8	[DNC]	[DNC]	DNC	DNC	DNC	74
16	Geoff White	Characin II	2625	Wagga Wagga	9	[DNC]	[DNC]	DNC	DNC	DNC	75
17	Kerry Spalding	Bobby Dazzler	2983	Wagga Wagga	10	[DNC]	[DNC]	DNC	DNC	DNC	76
18	Wayne Eager	Second Wind	3040	Koonawarra Bay	11	[DNC]	[DNC]	DNC	DNC	DNC	77
19	David Buckley	Phantom Tiger II	2577	Wagga Wagga	14	[DNC]	[DNC]	DNC	DNC	DNC	80
20	Denis Davis	Smile N Wave	3087	Wagga Wagga	15	[DNC]	[DNC]	DNC	DNC	DNC	81
21	Martin Gregory	Red Club	1854	Wagga Wagga	16	[DNC]	[DNC]	DNC	DNC	DNC	82

2012 INTERNATIONALS

Nine NSW skippers attended the 2012 Internationals at McCrae Yacht Club on Port Phillip Bay, Victoria. Five of these were members of the 10 boat Australian team, which successfully reclaimed the International Title from New Zealand in a close fought series. (See report on page 6). Martin Gregory from Wagga Wagga Sailing Club accepted a wildcard entry to the series and had an eventful introduction to big fleet PT racing.

Four time International Champion Garry Williams, having already won the NSW State Champion and National Champion titles this season, was looking at a possible trifecta if he could add the International Champion title to his collection. However, Ian Marcovitch, having finished ahead of the fleet at the Victorian State Championship held on the International's course at McCrae only weeks earlier, was also looking in form to defend the International Champion title which he had won at Napier, New Zealand, in 2010. Unfortunately, the gods did not look favourably on either, handing the title to Kiwi, Dave Shaw.



NSW skippers Cameron Fitzgerald (above) and Kim Marcovitch (below) at the Internationals



SYDNEY FLEET

Down at Concord Ryde Sailing Club (CRSC) where the Maricats sail, things are changing. For a few years now CRSC has had a fleet of about 10 cats sailing every Saturday. There were 9 Maricats and me on a PT. Now, with my second Club Championship in 3 years under my belt, it seems cat sailors at CRSC have been eyeing off my PT.

All of a sudden 3 more PT's have replaced Maricats and it looks like next sailing season will get exciting. CRSC has, I believe, a 30 year history of Maricats and all of a sudden nearly half the fleet is made up of PT's, and I think there is more to come.

The three "new" boats are from Canberra, Kogarah Bay and Koonawarra Bay.

Steve Levi - PT3016 Wet Dreams

IT NEVER RAINS BUT....

After years of drought, the Wagga Wagga Sailing Club had been enjoying a return to regular competition, with Lake Albert lapping at the top of the weir. However, in March this year, heavy rainfall inundated the lake and boatshed, leaving it awash with silt. The shed provides storage for many of the member's boats.

Luckily the consequences inside were not too serious, and after a good hosing down, sailing was able to resume the following weekend. Significant damage, however, was done to the access road by a major drain adjacent to the club (see below), and the surrounding grassed rigging areas were buried in orange goo.

Gives a whole new meaning to "sailing club"



What used to be the access road



DIY IDEAS

ply splicing

One of the tricky jobs when building a ply PT is the joining of the sections of plywood hull panel into continuous lengths. There may be another way to achieve this.

The common methods used to join plywood are butt joints and scarf joints. Butt joints, as the term suggests, involves butt gluing the square edges of the ply panels together, then gluing a strip of plywood to the back of the joint to reinforce it. This forms a strong joint and it is easy to align the panels, but it can result in a flat spot at the joint when a panel is curved around the building jig.

Scarf joints involve cutting a flat bevel on the edge of each piece to be joined, then aligning and gluing these bevelled surfaces together. Scarf joints are strong, don't require additional reinforcing, and conform smoothly to any curves. However, accurately cutting the bevels without damaging the thin edges, and keeping the panels correctly aligned when gluing, can be tricky.

The alternative method described in this article is being trialled by Canadian Jim Helps who is putting a PT together using the "stitch and glue" method. It is essentially a butt joint but with the load at the joint distributed over a wider area, like a scarf joint. He has had a computer cut, toothed, aluminium template made which he's fitted to the jig shown in the photos. The background image of the template is shown at approximately full size, (50mm deep teeth). The jig accepts panels up to 600mm wide, which are clamped in place and accurately cut with a router using an edge trimmer bit.

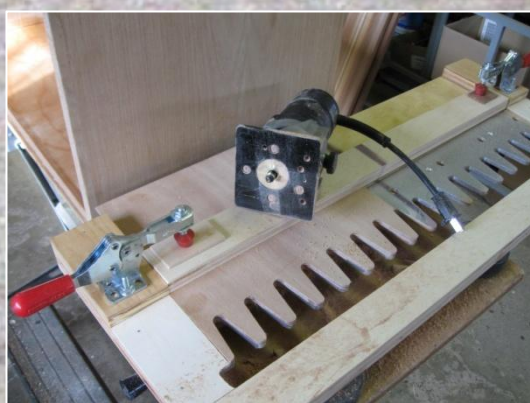
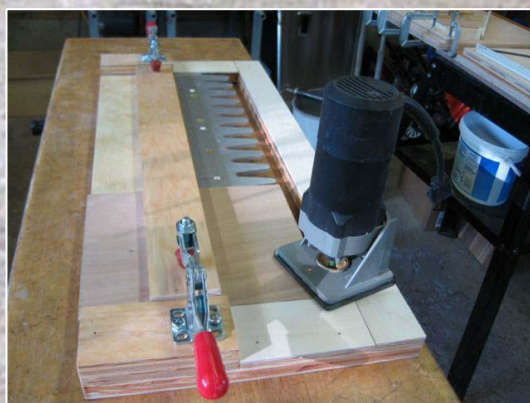
The advantages of the system are: ease of aligning the panels, as with butt jointing; consistent thickness at the joint, as with scarfing; load distribution along the panel at the joint, as with scarfing, without the need of a backing piece. The disadvantage is the need for an accurately machined template. The NSWPTCA currently has a template, generously supplied by Jim, which could be made available.

The system has been successfully used in Canada on dinghy classes, but hasn't been trialled on a PT yet. Anyone ready to give it a go?

Ralph



Photos by J. Helps





National Regatta Scene

This 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
MAY 2012	26 th - 27 th Bundaberg Regatta				
JUN	9 th - 10 th Wivenhoe Winter Marathon Regatta				
OCT					TBA
					TBA
NOV	TBA	TBA			TBA
DEC		TBA			
	29 TH Dec. - 3 RD Jan. National Championship Meringie, South Australia				
JAN 2013	TBA				26 th - 28 th NSW State Champ TBA
FEB	TBA	TBA			TBA
		TBA			
MAR		TBA	TBA	TBA	
	30 th Mar. - 1 ST Apr. International Championship Muritai YC, Wellington NZ				
APR					TBA

	International Championship		National Championship		State Championship
	State Pointscore Series		General Regatta		Special event

DIY IDEAS sail numbers

If upgrading to a newer sail means acquiring a pre-loved rag, replacing the sail numbers will be part of the exercise.

Sail numbers are available from sailmakers or the Paper Tiger Shop (see advert P XX). However, if you would like to have a go at making your own, the following is a guide to producing a basic set of numbers.

There are a couple of basic ISAF requirements for sail numbers that must be complied with. They have to be at least 300mm high and 200mm wide. There also has to be at least a 60mm space between each number.

The basic set of numbers shown here are based on a 300 x 200 rectangle. The elements making up the numerals are all 55mm wide. The curved elements use 75mm outer and 20mm inner radius curves. A simple template can be made from a piece of cardboard or clear plastic to draw the curves (see Diagram A).

The numerals 6, 8, 9 & 0 are all based on the same 310mm high format as numeral 3. Numerals 2, 4, 5 & 7 include various elements that are detailed in Diagram A.

For numbers with round tops and/or bottoms (2, 3, 5, 6, 8, 9 & 0) to appear a similar height to numbers that have flat ends (1, 4 & 7), the rounded numbers are made slightly larger and positioned above and/or below the guide lines used to position the numbers (see Diagram B).

Now all that's needed is some self-adhesive sail repair cloth in your choice of colour, which may be available from your local supplier of sailing gear, and a few hours of tedious work to remove the old numbers from your sail. See **APT Issue 2, page 32**, for guidance on sail number removal.

Ralph

Diagram A

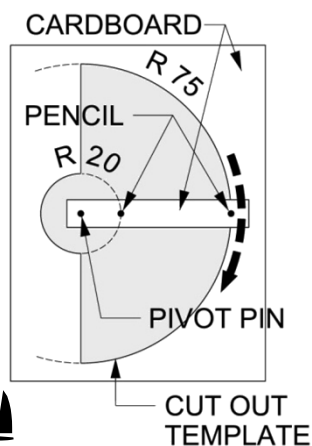


Diagram C

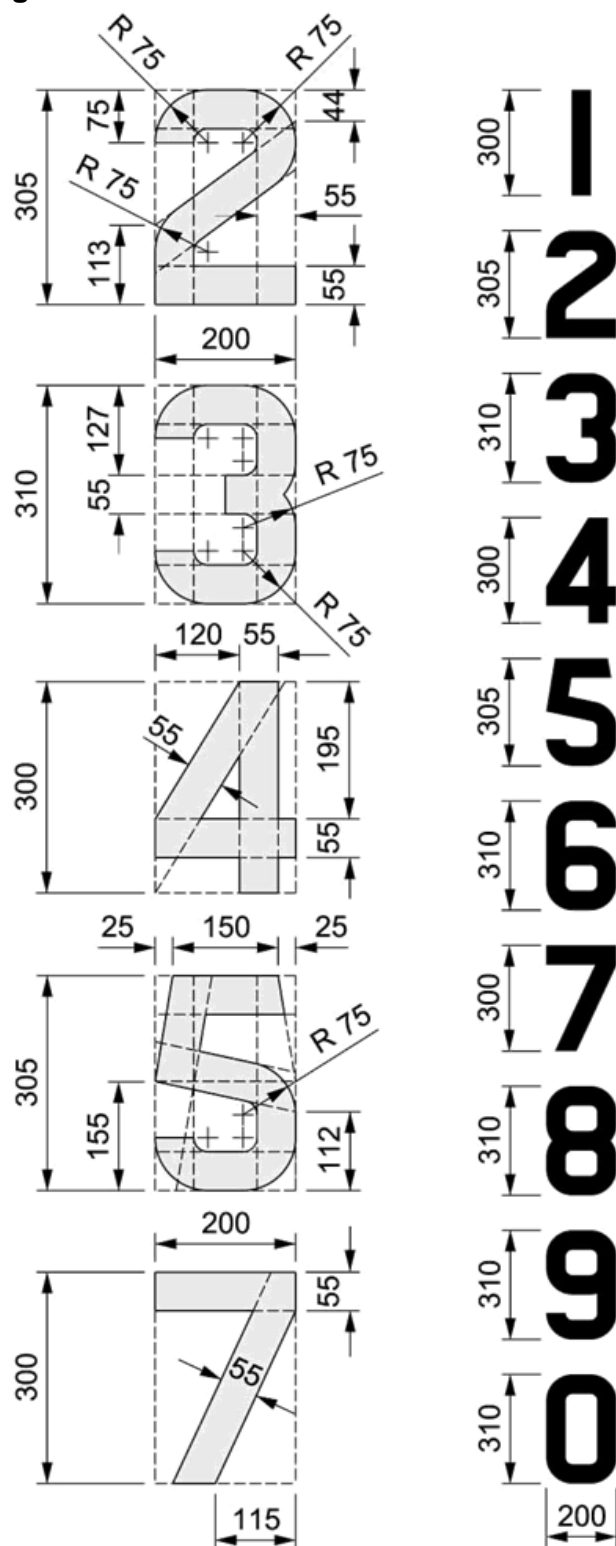
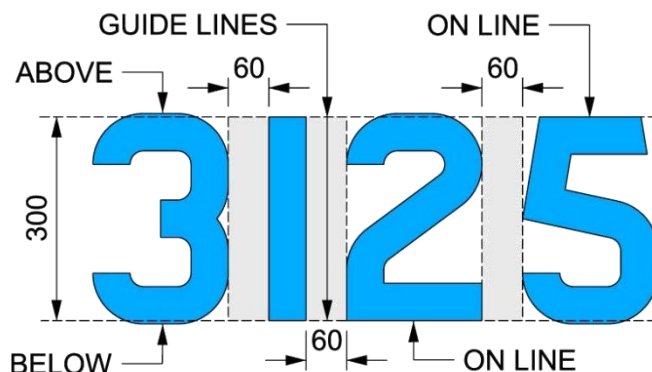


Diagram B



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. 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)

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)

PT2450

\$4,000 ONO

Victoria

Refurbished ply boat on trailer. Hooper & Goodall sails. Fay Rudders & centreboards. Close to minimum weight. Stored under cover.

Contact Jane Purbrick. on 0408 352 306 or (03) 9899 8861

PT3039 "Mojo"

\$8,000 ONO

New South Wales

International Champ 2010, NSW Champ once. Unofficial Vic. State Champ twice, 2nd at Nationals once.

Ply hulls, Mackenzie carbon foils, 10 month old Redhead sail. 50.2 - 51.2kg at last two Championships. Rudder pull-down, traveller, vang and lower forestay adjustments operate from hiking position. Leech line that works. Fully tuned. Ready for next Nationals. No trailer.



Contact Ian Marcovitch sails@redheadsails.com



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
- Combination dolphin striker and mast step
- Sail numbers
- Outhaul car
- Vang tackle plate

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.

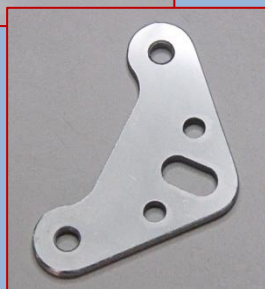
The site now has SSL security for safe ordering.

Neil Waterman

NEW ITEMS



SAIL OUTHAUL CAR



VANG TACKLE
PLATE

apt *quarterly*

AUGUST ISSUE

Closing date for
articles, reports, results
and adverts

27th JULY

Please send to: ptcia@papertigercatamaran.org

Spread the word

www.papertigercatamaran.org

Free Paper Tiger stickers (set of 3)

Contact: ptcia@papertigercatamaran.org