



### AUCKLAND CHAMPS

The 1988 Auckland Champs are to be held at French Bay Boating Club over the weekend of 5th & 6th March. It will be a four race series, two races each day, sailed back to back. A social evening will be held on the Saturday night. Hope to see you all there, especially those who were unable to attend the Nationals due to other commitments. With a bit of luck "EL NINO" will have blown itself out by then!

### "SEEN AT THE NATIONAL CHAMPS" - B.White.

One of the most obvious things about the National Championships was that although there was plenty of wind, there were very few Zephyrs!. This was a great pity as regardless of what we may feel about the stretches of water we sail on normally, the Waitemata IS the centre of N.Z. yachting and if we wish the class to prosper and have a presence in another 30 years to come, we must take every opportunity to make a strong showing on Auckland's sparkling waters.

Before the contest began, each entrant's boat was weighed and given a brief visual inspection to ensure compliance with the Class rules in general. This was something which has not happened in recent times, however the lack of safety gear on boats would indicate that measurement should take place more often.

The results of the weighing are quite interesting, with 40% of the entrants within 1kg of the new minimum weight. The fleet average was 60kg, even with 3 or 4 boats being exceptionally heavy. The three heaviest boats were all from Christchurch, maybe the gravity is different down there? Only one boat required the addition of lead correctors, my own! The fleet range was from 55kg to 71.5kg. There are some quite obvious reasons why some boats are heavier than others and it mostly comes down to care and maintenance, it is very easy to get any Zephyr down to the region of the minimum without having to resort to anything exotic or even vaguely illegal, I will be outlining some of these methods in a future newsletter.

A look at the Championship results will perhaps show that hull weight is the least of some skipper's worries. 1st placegetter was down to minimum weight, 2nd placegetter was fourth heaviest!, 3rd was minimum, fourth was the heaviest in the fleet and fifth was 1kg over minimum.

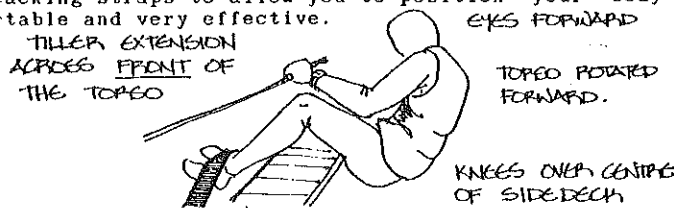
I think this shows that sailing technique is a greater factor than the boat in these moderate to fresh conditions, particularly to windward.

There were quite clearly two divisions in the fleet and it was just as clear that the technique of the second division was lacking. If I may I will point out some of the more obvious problems.

Firstly some of the boats were not set up very well before they left home and the beach. It is not necessary in my opinion to have a lot of adjustments on your boat, but those you do have must work easily and efficiently, otherwise you are better off without them. Check everything before every race, shackles do come undone and things wear out, check twice and then check again!

Starting technique generally needs some work, 90% of the skippers were not aggressive enough. You must decide where you want to start and be there when the gun goes, be determined!, GET CLEAR AIR TO LEeward, start where YOU want to, not where the others let you, know your rules and rights.

The greatest single error most skippers made was that they did not keep their boats sailing flat enough. Above all else if you want to go fast to windward, sail your boat flat. To achieve this you must stack correctly, adjust the length of your stacking straps to allow you to position your body as shown, it is quite comfortable and very effective.



If you have an adjustable forestay, ease it right off, sheet on as hard as possible  
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you can and play your traveller in the gusts to maintain a level trim. If you have a cunningham eye and outhaul adjustments, they should be stretched to their full limit.

When it is blowing hard most skippers will find that even with the sail flattened right out and stacking hard they cannot keep the sail correctly full, i.e. windward woolies streaming, and still keep the boat level as well. Don't worry about it, number one priority is keeping the boat flat. As the wind increases ease the traveller to leeward and with the helm feather the boat into the gusts, maintaining level hull trim. If you do not and the boat heels excessively it will round up and skid sideways making lots of leeway and slow speed down, while others have spilled some of the power but have maintained trim and boatspeed. If you liken the situation to a car, one guy has eased off the power, maintained traction and is still moving forward, while the other guy has full power on but is wheel-spinning and going nowhere.

I cannot stress enough the importance of keeping the boat flat. I can hear some skippers saying "well I'm too old or unfit to stack that hard" or "I'm not heavy enough" and while it is true that fitness, strength and weight are all advantages in fresh conditions, I believe good technique is more important. In fact I would guarantee that I could sail an upwind leg without stacking at all, just easing power and still be ahead of the majority of the fleet at the top mark in the conditions prevailing at the Tamaki contest.

**RULE AMMENDMENT** The Committee has proposed an ammendment to the current rule covering decking, as it is felt that the present rule is worded in such a way that although the intent is clear, it is inaccurate in it's definition of areas to be decked.

The proposed ammendment shall read:-

Part B.2. Deck: The deck shall be of marine plywood not less than 4mm (3/16") thick and shall be glued down. Deck beams may be rounded to 5mm convex radius.

The decking shall cover completely the foredeck from the stemhead, aft to the main deckbeam, the sidedecks and the aftdeck. Apertures for the passage of control lines will be permitted but must not exceed 20mm in diameter.

To be passed, a rule change requires a majority of two thirds of the owners who vote, these owners must be financial members of the Zephyr Owners Association. Please record your vote in the panel provided and post to Z.O.A. Secretary, 32 Barrons Drive, Green Bay, Auckland 7.

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To: Z.O.A. Secretary, 32 Barrons Drive, Green Bay, Auckland 7.

Dear Sir,

I wish to record my vote with regard to the proposed rule ammendment redarding Part B.2 as detailed above.

I vote FOR / AGAINST the proposal. (Delete whichever is unapplicable)

Signed..... Name.....  
Boat No. .... Address.....  
.....  
.....

Please mail to the above address by 1st April 1988.

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**OBITUARY** It is with great sadness that I inform you of the passing on of our Class President's father Ron, who passed away suddenly on 28th January at his home. Our heartfelt sympathies to Ron's wife Barbara and son's Brett and Stephen.

Ron had a long association with the Zephyr class, going back many years when he was Publicity Officer to just recently when he was appointed as one of the Auckland measurers. Ron's unselfish commitment to the Zephyr Class was evident at the National Champs at Tamaki, where he was instrumental in the weighing of boats before the contest, then skippering the rescue boat for every race of the contest and towing those who got into difficulties back to shore.

We will miss Ron, but he will be remembered.

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. . NOTICE OF RACE . .

AUCKLAND CHAMPIONSHIPS

VENUE: French Bay Boating Club

DATE: March 5th & 6th. Saturday - Briefing 10.00am

- Race 1 11.00am

- Race 2 Back to back (Start to be no later than 45 minutes after first boat finishes race 1.)

- BBQ (BYO-Booze only, meat & salads will be available at a nominal charge)  
To be held at John Barber's house,  
23 Annison Avenue,  
Titirangi (ph.818-4066)

Sunday - Race 3 10.30am (Daylight saving finished)

- Race 4 Back to back (Start to be no later than 45 minutes after first boat finishes race 3.)

- NOTE: ALL RACES TO COUNT.

- Prizegiving after final race at F.B.B.C.

ENTRANCE FEE: \$25.00 for series

SAILING INSTRUCTIONS: These will be available at briefing prior to contest.

NOTE: ALL BOATS WILL BE SUBJECT TO MEASUREMENT PRIOR TO THE CONTEST, With particular emphasis on safety requirements.

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Apologies for the late notice of race, but due to unforeseen circumstances details could not be finalised any sooner.

Any visitors requiring billets should phone John Barber (818-4066) as accomodation can be arranged. Also camping space (with use of clubhouse toilets/showers) is available providing tents are removed prior to sailing. Rigging space will be at a premium as F.B.B.C. are holding a Junior Training weekend for approximately 50 junior sailors, so get there early! As these juniors will be sleeping in the clubhouse on the Saturday night Zephyr skippers can safely leave their boats at the club overnight.

Well that's it for now, hope to see a better turnout than at the Nationals, hope to see you all there.....J.B.