

ENTER CHAMPS

Zephyr Owners Assn. (Inc.)

PRESIDENT: BRETT WHITE
33 TIRI TIRI ROAD
BIRKENHEAD
AUCKLAND 10.

SECRETARY: GARY ADAMS
32 BARRONS DRIVE
GREEN BAY
AUCKLAND 7.

BEFORE 15/11/88

NEWSLETTER JUNE - 1988

AUCKLAND CHAMPS - French Bay. by J.Barber

The 1988 Auckland Championships were held at French Bay Boating Club over the weekend of 5th & 6th March. The turnout for this series was rather disappointing with only 12 boats entered.

Two races were sailed back to back each day with excellent courses being set by OOD Dennis Murray, with the able assistance of French Bay Commodore Murray Emerson.

The first two races on Saturday were sailed in a moderate breeze of 8 - 10 knots, racing was quite close with a gap of only 7 minutes between first and last in race one, and only 5 minutes in race two. Race one was won by Russell Durrant, one minute ahead of Murray Sargisson, with Brett White a further 26 seconds behind in third. Race two saw the first three placings remain the same, but with tighter sailing Murray Sargisson was able to peg Russell Durrant back to a 25 second gap, with Brett White following a further 25 seconds behind.

Sunday saw a change in the weather with the breeze getting up to 20 knots+. The winds were no problem, however the waves continued to build up steadily during the day, and while they gave some pretty exciting rides on the reaches and flat-off, they also helped some skippers go for a few unplanned swims.

Russell Durrant won race three, 20 seconds ahead of Murray Sargisson, with Brett White third again, 47 seconds behind Murray.

By the time race 4 started, the breeze and waves had built up even more, proving a test for both skippers and boats, with only 6 boats finishing the race.

Fortunately the contest was completed before the full effects of cyclone Bola were felt, which was a relief to all.

Apart from the lack of numbers the contest was a good one and enjoyed by all who participated.

The results were:-

				1	2	3	4	points	
1.	112	Skitten	R.Durrant	F.B.B.C.	1	1	1	1	0
2.	82	Gazelle	M.Sargisson	F.B.B.C.	2	2	2	2	12
3.	188	Pisces	J.Barber	F.B.B.C.	4	5	4	4	34
4.	61	Elite	B.White	R.N.Z.Y.S.	3	3	3	dnf	36.1
5.	68	Cascade	D.Waterer	F.B.B.C.	8	8	5	3	43.7
6.	99	Vendetta	K.Smith	Waiuku Y.C.	7	4	7	6	45.7
7.	171	Tania	E.Frankham	F.B.B.C.	9	10	8	5	55
8.	49	Songbird	G.Downs	F.B.B.C.	5	6	10	dns	57.7
9.	113	Firebird	I.Bourgeois	F.B.B.C.	10	12	6	dns	65.7
10.	38	Sea Fever	R.Foster	F.B.B.C.	11	9	9	dnf	66
11.	62	Winsome	A.Bourke	F.B.B.C.	12	7	11	dns	68
12.	215	Minx	A.Richardson	Hamilton Y.C.	6	11	dns	dns	68.7

HANDICAP:

1st 171 Tania E.Frankham
2nd 113 Firebird I.Bourgeois
3rd 38 Sea Fever R.Foster

MASTERS: 99 Vendetta K.Smith

The MASTERS section was introduced this year as a special recognition to the skippers over the age of 50 who are still very active in the class and are still showing a lot of us how it should be done.

There were some great performances put up by some skippers in this series that should be mentioned.

BRETT WHITE, after looking as taking a definite 3rd in the series unfortunately broke his rudder in the final race, letting John Barber slip through into 3rd.

DON WATERER, got to grips with things in the heavier conditions in the final race to finish 3rd in that race.

KEITH SMITH, sailed a consistant series and showed us all a thing or two

TED FRANKHAM, had a good series, showing how a better rig can help.

GRAHAM DOWNS, has improved dramatically and will have to be taken seriously in future events

IAN BOURGEOIS, borrowed a boat to sail this series and improved in each race, unfortunately through gear failure Ian had borrow another boat for the last race knowing any points gained would not be counted. Ian has now got the Zephyr bug again and has bought his own boat, I am sure he will be a force to be reckoned with in the very near future.

1989 NATIONAL ZEPHYR CHAMPIONSHIPS.

by Sandy Hines, C.A.Z.O.A.

Hi,

As you should all be aware by now, the 1989 Zephyr Nationals are being held in Christchurch. The host club is the Pleasant Point Yacht Club. Recently they have been working hard on improvements to their club enlarging the rooms and creating a very pleasant and enthusiastic atmosphere for our nationals both on and off the water.

The organising committee is already hard at work for you, the dates have been set with the Invitation race on Friday 13th January, the 7 days of competition from the 14th to 20th January 1989.

As there are other events on at this time of the year, motels in the area are filling up fast. The Golden Sands Beach Motel has vacancies still and two units have been pencil booked for anyone wishing to stay in a motel. Cost is \$55 Double/night and each extra adult \$11 each. If you want to camp or have a caravan site, the South Brighton Motor Park still has caravan and tent sites available at around \$8 per adult per night for the caravan site and \$7 per adult per night for a tent site. Both the Motel and Camping ground are about 3 minutes drive from the Yacht Club. Billets can also be arranged. This would be a good time to make your holiday plans, so drop us a line and we can book your accommodation for you. All accommodation is close to the beach and other places such as QEII Leisure Centre so the rest of the family will have things to do while you sail.

Prospective entrants from out of Christchurch will be pleased to hear that a subsidy for travel will be offered. It is also the firm desire of the Organising Committee that all boats will launch from and land back at the Host club. To this end the club will provide 24 hour surveillance of boats left in the rigging area. Some contestants may even like to camp on the Yacht club grounds.

Entry fees are \$45.00 and of course all who enter must be current members of the National Association. Entries close on the 15th November 1988. However late entries will be accepted with a penalty of \$10.00. It is hoped that most entries will however be in before the closing date so we know how many boats we are catering for.

We look forward to receiving your entries.

Sandy Hines
(Publicity)

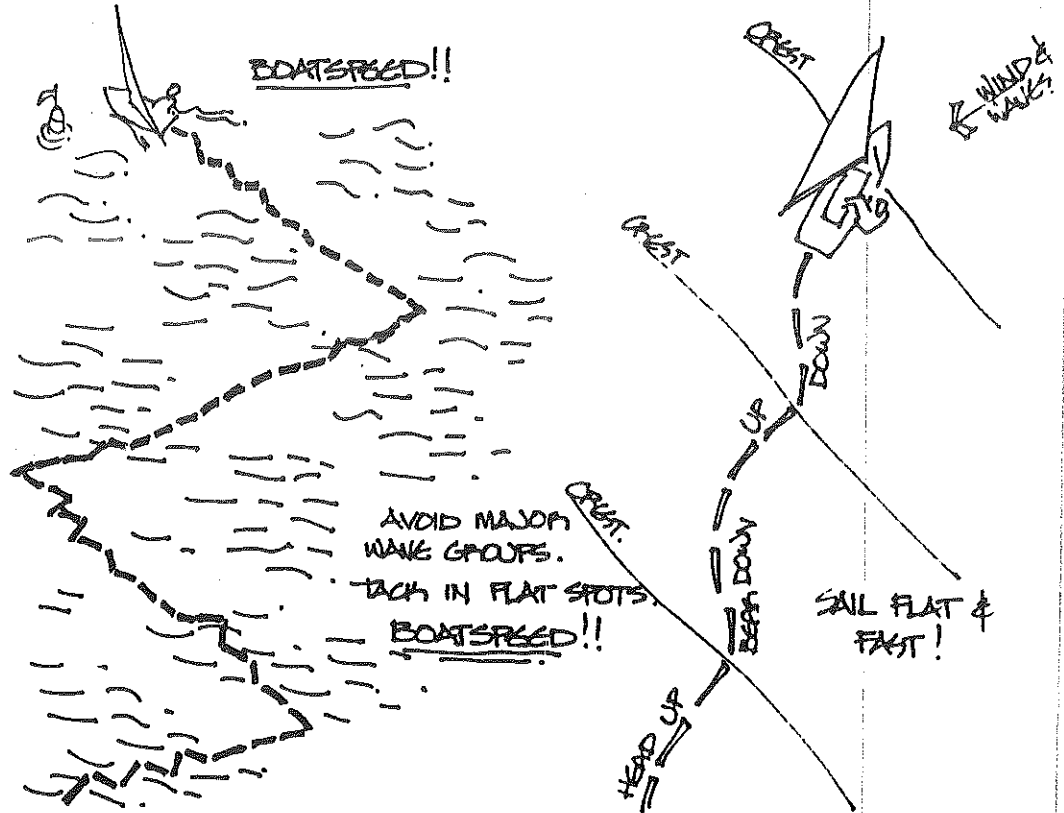
OBSERVATIONS FROM THE NATIONALS.

A continued article from the last Newsletter. by Brett White.

It seems that most of our Zephyr fleets sail in relatively sheltered waters where the skipper never has to worry about anything other than a small chop. This is reflected in the performance of many skippers in the '88 Nationals at Tamaki who had much difficulty with what was really only a moderate chop, sometimes confused by the wakes of larger vessels.

The hull form of the Zephyr does not really lend itself to a hard beat to windward, the bow sections are quite full and tend to punch their way through the seas rather than slice, making for a rather wet and tiring journey to the top mark. Because of this the skipper has to approach the windward leg with a different technique to the one he may use in flat water. Ultimate pointing ability must take a back seat to the god of wave sailing - BOATSPEED.

Without boatspeed all is lost, each wave that hits the boat slows it down and because it is arriving on the windward bow it also tries to knock the boat sideways to leeward. If the boat cannot accelerate and regain it's initial speed before the next wave arrives it will be further slowed, the centreboard and rudder stalled and the boat falls further to leeward until eventually a pattern of waves will bring the boat to a standstill while your opponent, who maintained speed and may have been pointing lower, is suddenly 3 or 4 lengths ahead and 1 or 2 to windward.



As I have just mentioned, the waves arrive in patterns, there will be groups of larger waves with relatively flat patches between. It is important to have developed a good "feel" for the boat so that you are able to helm without looking at the sail and can then concentrate on picking your way through the waves. The course you sail will not be straight. It will be a series of small zig-zags up the front of the waves and down the back. As the

boat sails up the face of the wave, it slows and the apparent wind moves aft, so in order to maintain sail trim the skipper steers up closer to the wind, this also presents the bow more squarely to the wave, lessening the side force to leeward. As the boat mounts the crest and begins down the back of the wave, the skipper drives off low to accelerate before beginning up the face of the next wave. The size and frequency of the waves will determine how violent the helm movements will be. The skipper will get into a rhythm with the waves, helming smoothly up and down each successive wave, but he must be ever wary of the rogue wave which sits around waiting for a lapse in concentration, as when it strikes it will break your rhythm and will cost you a boat length every wave until you regain your composure.

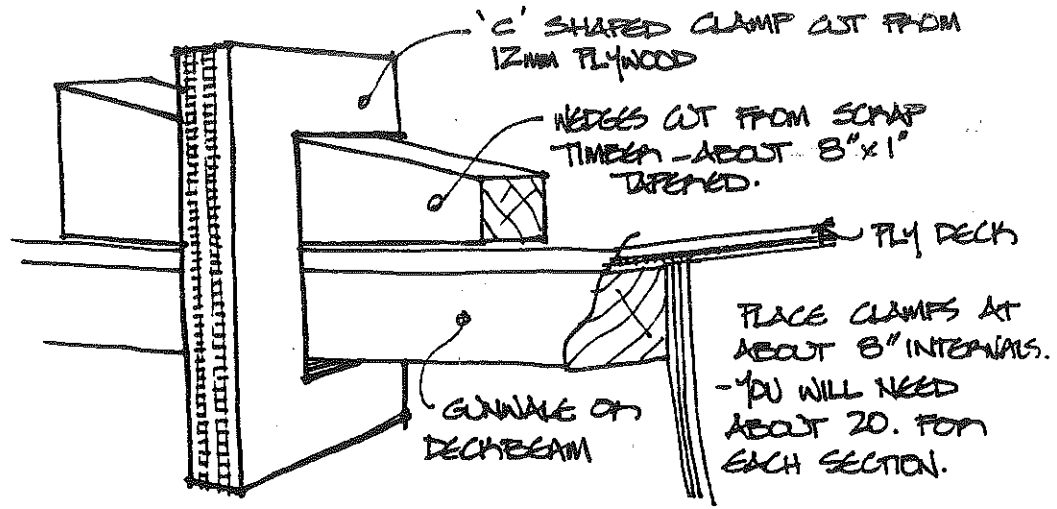
When tacking always choose a flat patch between wave patterns so the boat has time to accelerate before encountering the next pattern. Go out and practice, very few are able to go out and naturally sail waves. Every wave is different and you must learn how you are going to approach each one when it arrives, you can only do this by practicing and discovering when you should start bearing away and driving down the wave and when you should avoid a wave by sailing around it.

WEIGHTSAVING AND YOUR ZEPHYR by B.White

Although the Zephyr is a One Design Class, they are not, and cannot, by the nature of their construction, be identical. However, when Des built the boats all those years ago, they were pretty close and the hull shells were within 10lbs of each other. This means that there is no reason why a 10 or 15lb range should not contain the whole fleet.

My boat, No.61, was sitting under a pine tree full of needles with chickens living in it when I bought it. I don't know what it weighed then, but it definitely wasn't light when compared with other boats in the fleet. My father and I stripped the painted deck off it, (mostly for aesthetic reasons) stripped the paint off the hull inside and out, and repaired some rotten planking. We left all the original deck beams intact, and spent much time fairing the hull. We went to the supplier to select the plywood using both weight and appearance as the criteria for choosing the sheets, the lightest being put to one side and then the most attractive grain selected from them. We weighed every sheet of ply he had in stock and believe me it is worth going, there is a surprising difference in weight.

Both deck and hull were treated with "Everdure", the deck was then glued down without using nails or staples (see diagram)



which leave ugly scars on the finished deck. A minimum of paint was applied to the hull, and the deck was varnished.

The finished product is a boat which is as attractive as any other boat in the fleet and a boat which was the only entry to come in under the class minimum weight at the 1988 National Championships.

Some of you will be quite happy with the deck that is already on your boat, and others may not feel confident about re-decking their own boat, but this doesn't mean that you cannot still save weight by other means. Have a look at how much paint has accumulated on your boat, some owners just keep putting another coat of paint on when the boat starts to look tatty. Paint is awfully heavy stuff, e.g. there is approximately 1 tonne of paint on a 747 airliner. By stripping the paint off your boat back to bare wood and applying a good marine paint system, preferably sprayed, your boat can be made substantially lighter and it will look better too, with nice clean edges which tend to be dulled by too much paint. When my mother bought her Zephyr (193) we went through the above process, stripping the paint with paint stripper (it's easier than sanding and doesn't damage the timber), we collected the paint from the inside (cockpit only) and it weighed 26lbs. The outside was similarly stripped but the original deck remained and this boat also weighed in marginally under the class minimum weight of 57kgs.

Shaving corners, drilling holes etc. is a lot of effort with very little weight saving, it weakens the structure of the boat AND IT IS CHEATING!!!. Drilling and carving of hull or beams as supplied is not allowed under the class rules. The selection of lightweight timber initially, care and good maintenance are the keys to a light boat.

Once either you are happy with your hull or you have decided that you couldn't be bothered to put in the effort to get it the way you would like, have a look at the fittings you have on your boat. Most of the boats I have seen are using fittings which I am specifying for 40ft keelboats at work. Most of the older blocks, tracks and cleats are quite heavy and don't work terribly well when compared with the modern low friction alternatives. Have a think about the size of the lines you are using, do they really need to be that thick? A fat rope holds a lot more water than a thin one.

You must decide how much effort you wish to put into your boat to save weight and to make it more efficient to sail, it is not easy and it takes a lot of thought, time and money to achieve the ultimate Zephyr. The best place to start is with good maintenance, repair dings when they happen, always wash your boat with fresh water after sailing and remember to sponge out the water afterwards. If you are unable to keep your boat inside (like myself) get yourself a good cover, at least 3ft longer than the boat and tie it over a frame of some sort so that the air can circulate. If you think you would like to change something on your boat, talk to somebody who has already done it and if possible take their boat for a sail, it may not suit your sailing technique. If nobody has one then please talk about it with the class measurer because it may not be legal under the class rules.

RULE CHANGE

The proposed rule change to Part 8.2 of the Class Rules has been passed. Votes for the proposal were:- 15 votes for the proposal and 1 vote against.

Part 8.2 now reads as:-

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 a 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.

1989 AUCKLAND CHAMPIONSHIPS

Tamaki Yacht Club have offered to host the 1989 Auckland Zephyr Championships in conjunction with a series for all Townson centreboard classes, the proposed dates for this event are 25th & 26th February 1989. We will confirm these dates and give more details as they come to hand.

FUN DAY.

The Z.O.A. committee is in the process of organising a "Fun Day" to be held on Lake Pupuke on Auckland's North Shore. The general idea is to have a social event with the accent on "FUN" which all Zephyr owners and their families can take part in by way of both on and off the water events.

If YOU have any ideas that you may like to put forward, we will be only too happy to take them into consideration.

It is proposed to stage this event early in the New Year after the Christmas holiday break. It is hoped that as it will be purely for pleasure with no race pressures, we would like to see all those Zephyr owners who do not normally attend club or championship events, turnout and mix with other Zephyr owners and their families.

So dust off your hulls, blow away the cobwebs and come and have some fun!
We will notify you all as soon as all details have been arranged.

BOATS WANTED.

If you are thinking of selling your boat or know of any owners who are not sailing their boats anymore and would like to see their Zephyr put to good use, please contact either of the people below, as we have prospective buyers in the Auckland area who are eager to join the fleet.

contact:- Gary Adams (Secretary Z.O.A.) or John Barber (Publicity)
32 Barrons Drive 23 Annon Avenue
Green Bay Titirangi
Auckland 7. Auckland 7.
Phone 873-466 Phone 818-4066

A.G.M.

A separate notice will be sent out shortly to advise the date and venue for the Z.O.A. A.G.M.

1989 ZEPHYR CLASS NATIONAL CHAMPIONSHIPS NOTICE OF RACE

The 1988/89 Zephyr Nationals will be conducted from the Pleasant Point Yacht Club on the Christchurch Estuary 13th-20th January, 1989. The Contest will be conducted on behalf of the New Zealand Owners Association by the Canterbury Zephyr Owners Association and the Pleasant Point Yacht Club.

RULES:

The contest will be governed by the International Yacht Racing Rules, the Prescriptions of the New Zealand Yachting Federation, the Zephyr Class Rules and the Sailing Instructions. A copy of the draft sailing instructions will be posted to entrants as an acknowledgement of entry.

ELIGIBILITY:

All competitors must be financial members of a Yacht club affiliated to the New Zealand Yachting Federation and of the N.Z. Zephyr Owners Association. This latter requirement may be met at the venue. All competing yachts must be registered and must comply with the Zephyr Class Rules.

ENTRIES:

Entries should be on the attached form and returned to the contest secretary at the address given, together with the entry fee of \$45.00, by 15th November 1988 in order to ensure inclusion in the programme. Late entries with an entry fee of \$55.00 will be received up to 9.00am. on Friday, 13th January 1989.

PROGRAMME:

Friday, 13th January:	8.30 a.m.	REGISTRATION at Pleasant Point Yacht Club.
	9.00 a.m.	BRIEFING
	10.30 a.m.	INVITATION RACE
		Darbeque to follow after race.
Saturday, 14th January:	11.00 a.m.	RACE 1
Sunday, 15th January:	12.00 a.m.	RACE 2
Monday, 16th January:	1.00 p.m.	RACE 3
Tuesday, 17th January:	1.50 p.m.	RACE 4
Wednesday, 18th January:	2.50 p.m.	RACE 5
Thursday, 19th January:	3.45 p.m.	RACE 6
Friday, 20th January:	4.40 p.m.	RACE 7
	8.00 p.m.	PRIZE-GIVING FUNCTION

Further social functions will be arranged.

SCORING SYSTEM:

The Olympic Scoring System, IYRR Appendix 5 will be used.

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	8.00 p.m.	PRIZE-GIVING FUNCTION

Further social functions will be arranged.

SCORING SYSTEM:

The Olympic Scoring System, IYRR Appendix 5 will be used.

SAILING INSTRUCTIONS:

Apart from the draft copy issued as acknowledgement of entry, the Programme containing the Sailing Instructions will be issued at Registration at 8.30 a.m. on 13th January at the Pleasant Point Yacht Club.

COURSES:

The courses will be modified Olympic courses sailed in the tidal waters of the Christchurch Estuary. The principal modification is likely to be that in some conditions one or other of the reaching legs may contain a "dog-leg", that is an additional rounding mark.

ALTERNATIVE PENALTY:

The 720 degree turn alternative penalty as in IYRR Appendix 3 will apply.

TROPHIES:

Championship - National Zephyr Challenge Trophy
Runner-up - Dave Cook Trophy
Handicap winner - Cindy Cup
Highest placed lady competitor - HAZO Cup

It is anticipated that all competitors will take home a memento of the contest.