

Zephyr Owners Assn. (Inc.)

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

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

N E W S L E T T E R NOVEMBER - 1987

MINIMUM HULL WEIGHT- The votes for the proposed minimum hull weight of 57kg have been received and counted, the results of that vote are:-

32 votes for the proposal
10 votes against

It was pleasing to see that all votes received were valid. The outcome of the vote is that the proposal achieved the two thirds majority required to be passed. The Zephyr Class Rules will be amended as follows:-

Part B, paragraph 1 "Hulls" to read as follows:-

Hulls:(i) Hulls shall be supplied with deck beams, gunwales, carlins, deckposts, centrethwart, centrecase and maststep permanently fitted.

No alteration to the hull as supplied shall be permitted except as provided for herein.

(ii) The minimum weight of a hull, including all permanently attached fittings shall be 57kg. permanently attached fittings include chain plates, rudder fittings, cleats & forestay fittings, but exclude centreplate, rudder blocks, shackles, lashings & sheets.

(iii) Hulls weighing less than the minimum weight are to be brought up to weight by the addition of lead. A maximum of 6.0kg may be attached to the centrecase with anything in excess of this to be attached to the hull within 600mm of the aft face of the transom. Weights must be attached to the hull so as to be readily visible.

A copy of the amended rules and the voting count has been sent to the N.Z.Y.F. for their approval.

MEASURERS- Measurers have been appointed in the Auckland and Hamilton areas, they are:-

Auckland	Noel May (Class Patron)	ph 535-6431
	Dennis Murray	ph 836-3982
	Ron White	ph 437-773
Hamilton	Roger Walker	ph
	Syd Knell	ph 69-454
	Neil Woods	ph 66-218

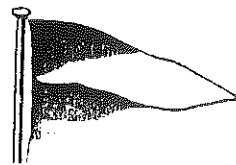
NATIONAL CHAMPS- The contest will be as per attached Notice Of Race. As well as sharing the venue with the Phase 2 association, we are also having a combined prizegiving and barbeque on the Saturday evening, it should prove to be a very enjoyable evening.

If any skippers from out of town require billets or other assistance, please contact the Secretary Gary Adams at the above address or by phoning 873-466., we would love to have you at the contest. Please let us know as soon as possible so arrangements can be made.

We would like to see as many skippers out there as possible, especially those of you who are new to the Zephyr scene, or those of you who have owned a Zephyr for some time but have not entered into any competitive sailing. We urge you to come along and join in the fun, if you feel you may be uncompetitive or embarrass yourself FORGET IT! we all had to start somewhere, once you have tried it you will realise what a great experience it can be to get out there and be proud to be a Zephyr owner, who knows, one day YOUR name could be on the following list of past National Champions!

I have great pleasure in listing our past National Champions of the past 29 years, it is something all Zephyr owners should feel proud of being part of a class that has defied all sceptics and continued to flourish in this day and age of Hi-tech exotics and so-called NAME boats!

YEAR	SKIPPER	BOAT	BOAT No.	VENUE
1959	N. THOM	WHY	4	AUCKLAND
1960	W. MOYES	ZEPHYR	1	AUCKLAND
1961	W. MOYES	ZEPHYR	1	TAUPO
1962	R. McKAY	RADIANT	8	AUCKLAND
1963	J. FARMER	KOMURI	35	HOWICK
1964	T. FINDLAYSON	BALOO	188	NAPIER
1965	T. McDELL	ZEPHYR	1	AUCKLAND
1966	M. SARGISSON	GWENDOLYNE	17	TAUPO
1967	G. DICKEY	OMANA	13	MURRAY'S BAY
1968	J. FAIRE	MARIETTA	202	MARAETAI
1969	J. FAIRE	MARIETTA	202	TAUPO
1970	J. FAIRE	MARIETTA	202	HOWICK
1971	J. FAIRE	MARIETTA	202	TAMAKI
1972	M. SARGISSON	ZEPPELIN	216	MURRAY'S BAY
1973	M. SARGISSON	ZEPPELIN	216	MURRAY'S BAY
1974	M. SARGISSON	ZEPPELIN	216	MURRAY'S BAY
1975	C. DUNCAN	GOLDFINGER	220	TAMAKI
1976	B. SMITH	CINDY	12	WAIUKU
1977	M. SARGISSON	ZEPPELIN	216	FRENCH BAY
1978	C. DUNCAN	VOOKA	118	TAMAKI
1979	J. FAIRE	MARIETTA	202	ARKLES BAY
1980	I. COOK	KERRY	183	FRENCH BAY
1981	R. DURRANT	CHERIE	221	TAMAKI
1982	M. SARGISSON	GAZELLE	82	TORBAY
1983	M. WALKER	GAMBLE	85	CHRISTCHURCH
1984	M. SARGISSON	GAZELLE	82	WAIUKU
1985	R. DURRANT	SKITTEN	112	FRENCH BAY
1986	J. MORRISON	VICTORIA	322	CHRISTCHURCH
1987	R. DURRANT	SKITTEN	112	TORBAY
1988	?	?	?	TAMAKI



TAMAKI YACHT CLUB

CLUB HOUSE, BASTION POINT
TAMAKI DRIVE, AUCKLAND. 5

PHASE 2 NATIONAL CHAMPIONSHIP

ZEPHYR NATIONAL CHAMPIONSHIP

NOTICE OF RACE

The combined 1988 championship events hosted by Tamaki Yacht Club - Bastion Point Auckland - sailed off Kohimarama Beach.

RACE SCHEDULE

Day	Date	Event	Time
Tuesday	5 January 1988	Invitation Race	PM
Wednesday	6 January 1988	Race 1	AM
		Race 2	PM
Thursday	7 January 1988	Race 3	AM
		Race 4	PM
Friday	8 January 1988	Race 5	AM
		Race 6	PM
Saturday	9 January 1988	Race 7	AM
		Resail	PM

START TIMES

Phase 2	1010	1410
Zephyr	1020	1420

ENTRIES

An official entry form is attached. Entries to be mailed to the Class Association by 31 December 1987 with entry fee of \$45.00.

Zephyr Owners Assn
32 Barrons Dr
Green Bay
Auckland 7

REGISTRATION

0900 - 1100 5 January

MEASUREMENT

Random measurement and equipment check may be made throughout the Championship at the discretion of the Race Committee.

RULES

Racing will take place under the current IYRU racing rules, the prescriptions of the NZYF, the sailing instructions and the appropriate class rules.

SAILING INSTRUCTIONS

These are based on the IYRU Standard Sailing Instructions and will be available to competitors from 0900 on 5 January.

SCORING SYSTEM

IYRR Appendix 5 (as modified per Alternative A). A minimum of 5 races is required to constitute a series.

SOCIAL

The Club bar will be open each raceday. Prizegiving will be held on Saturday 9 January.

CLASS RULES

At the special meeting of Zephyr Owners held at Waiuku in January, the proposed new rules were fully discussed, and some further amendments were agreed upon. The meeting then unanimously agreed that the revised rules should be adopted.

As the 32 members present, plus the 22 proxy votes, were insufficient to enable the adoption of the rules, it was agreed that the unanimous feeling of the meeting be conveyed to the members, and that they be asked to vote again on the newly amended draft.

The new draft is enclosed herewith:

ZEPHYR CLASS RULES

PART A General

1. Name: The class shall be known as the Zephyr class.
2. Control: The class shall be administered by the Zephyr Owners Association Inc.
3. Policy: It is the policy of the Z.O.A. to restrict the hull form and sail plan while allowing a certain freedom of finish and equipment.

The Z.O.A. must rely on the owners of boats to see that the spirit of this policy as well as the letter of the rules is obeyed.
4. General: These rules consist of Part A General, Part B Restrictions and Finishing Instructions, and Part C Equipment and other Class Requirements.

These rules are designed to maintain the one design nature of the class at a uniform and high standard.

All boats shall be finished to and comply with the specifications and requirements of these rules.

Anything contrary to the spirit of these rules is not permitted.

Where doubt exists as to the validity of any matter it should be referred to the committee for decision. Where appropriate the committee shall have such questions decided by ballot in accordance with clause A9 of these rules.
5. Definitions: Committee means the Committee of the Zephyr Owners Association Inc.

Registered Owners means current financial members of the Zephyr Owners Association who are listed as Zephyr Owners on the current register held by the committee.
6. Hulls: All hulls shall be built by a manufacturer approved by the committee on a mould approved by the committee and in accordance with the current specification for the construction of Zephyr hulls.

All hulls shall be finished in accordance with Part B of these rules.

Boats finished prior to September 1983 shall comply with the bracketed imperial dimensions where given.
7. Sails: All sails shall be made by a maker approved by the committee to the pattern approved by the committee and in accordance with the current specification for the construction of Zephyr sails.

No alteration to sails shall be permitted except as provided for in the specification.
8. Equipment: All boats shall be equipped in accordance with Part C of these rules and the NZYF Safety Regulations Part 1.
9. Rule Changes: No change of rules or restrictions shall be made unless
 1. Notice proposing the change has been given to the committee in writing and signed by 6 registered owners.

2. Details of the change together with the proposed change have been circulated to all registered owners, at least six weeks before the vote being taken.
3. The proposed change has been approved by two-thirds of the registered owners who have voted.
4. Where voting is being decided at a special general meeting called for the purpose registered owners unable to attend may register their vote by mail or proxy.

PART B Restrictions and Finishing Instructions for Hulls

1. Hulls: Shall be supplied with deckbeams, gunwales, carlins, deckposts, centrethwart, centrebase and maststep permanently fitted.

No alteration to the hull as supplied shall be permitted except as provided for herein.
2. Deck: The deck shall be of marine ply not less than 4 mm (3/16") thick and shall be glued down. Deck beams may be rounded to 5 mm convex radius.

* The decking shall cover the quarterdeck poop and side decks in accordance with the finishing plans.
3. Beadings: Shall be fitted to the gunwales, carlins and main deck beams and side tanks where fitted.

External beadings shall not be less than 10 mm (3/8") thickness and must not extend more than 35 mm (1 3/8") from the shell.

* Internal beadings shall not be less than 3 mm thick x 15 mm wide.
4. Coamings: Shall be set at approximately 60° and shall be permanently fixed no further than 100 mm (4") aft of the mast or immediately forward thereof.

They shall be not less than 65mm (2 1/2") high in the centre, tapering to 25 mm (1") at the gunwales. Ends may be rounded off.
5. Mast Collar: A mast collar not less than 19 mm (3/4") high shall be permanently fixed to the deck.

The mast hole shall be 2630 mm (8'7 1/2") from the outside face of the tuck to the centre of the hole. The hole shall be a 65 mm (2 1/2") diameter circle.
6. Floor Battens: At least two floor battens 6 mm (1/4") x 45 mm (1 3/4") minimum sizes shall be fitted per side.

Minimum total length 6000 mm (20').

* Except that where full side bulkheads are fitted the minimum length may be reduced to 4000 mm.
7. Buoyancy: A minimum of 0.2 cubic metres and it shall comply with NZYF Safety regulations Part I.

Bulkheads are permitted and recommended and may enclose the whole or part of the area covered by the deck.
8. Surface Coating: Optional. Sealing with proprietary brand epoxy or other synthetic resins is permitted.

APPENDIX B1

General Finishing Guidelines

These are guidelines only and should not be construed as part of the Class Rules.

Bulkheads: Bulkheads are optional but if they are desired they should be fitted before the deck is fixed down. To fit bulkheads at each end of the cockpit the carlins are first removed. Plywood bulkheads are easier to fit when divided into two panels, i.e. port and starboard. A panel cut roughly to shape is held against the deck beam and scribed to the hull. When fitting neatly a 1/4 inch x 1/8 inch rib is glued to the hull behind the panel. The panel is glued to the deck beam and the rib. To ensure a strong bond, the corner between the panel and rib should be wadded with a thick mixture of glue and sawdust or wood flour or proprietary epoxy filler. Remember to drill drain holes in each panel before it is finally fixed in. Large inspection ports are desirable in bulkheads in order that the hull may be aired properly when laid up. A permanently sealed bulkhead is a sure way to start dry rot.

Deck: Before decking all parts enclosed by the bulkheads must be painted with a suitable sealer. The deck is cut out and lightly tacked in position. Leave approximately 1/4 inch of overhang all round on the ply and make sure that all joints are fitted tight as any water getting in these will eventually stain the deck. Remove one section of the deck at a time. Spread plenty of glue on the deck beams and fix the section down firmly either with staples which can be removed when the glue has set or small anchorfast nails which should be punched and puttied over.

Beadings:

Coamings:

PART C Equipment

1. Mast:
 - (a) Masts shall conform to the following dimensions
 - (i) Overall length 5640 mm (18'6") max
 - (ii) Sizes: at 1100 mm from heel 89 x 70 (3 1/4 x 2 3/4)
at 3810 mm from heel 76 x 57 (3 c 2 1/2)
at 100 mm from top 57 x 41 (2 1/4 x 1 5/8)
A tolerance of ± 6 mm (1/4) is permitted.
 - (b) Weight: Minimum weight shall be 5.4 kg (12 lb) when stripped. Make weights shall be added to the mast tangs.
 - (c) The mast shall not revolve. The heel may slide freely fore and aft to a maximum of 20 cms. *Should be 20 mm* No adjuster may be applied to the heel of the mast while sailing.
 - (d) Rigging:
 - (i) Two side stays and one forestay shall be fitted.
 - (ii) The forestay may be adjusted from the cockpit.
 - (iii) A halyard complying with NZYF Safety Requirements shall be fitted.
 - (iv) No other rigging is permitted.
 - (v) Stays shall be attached to the mast between 3810 mm (12'6") and 4115 mm (13'6") from the heel.
 - (e) Chainplates shall be fitted with centre of shackle eye not more than 152 mm (6") forward of the aft face of the main deck beam.
2. Boom:
 - (a) The boom shall comply with the following dimensions.
 - (i) Overall length 2690 (8'10") max. from the aft face of the mast.
 - (ii) Size circular 63 mm (2 1/2") (a tolerance of ± 6 mm is permitted.
 - (b) Minimum weight shall be 2.7 kg (6 lb) when stripped.
 - (c) Boom vang are permitted.

3. Mainsheet: The mainsheet shall be operated off the centrethwart.
* A minimum of 4 purchases is recommended.
4. Centreplate: Shall fit within a rectangle 1370 x 292 mm (4'6" x 11½")
* Max. thickness shall be 22 mm (7/8").
Shape is optional.
5. Rudder: Blade shall fit within a rectangle 800 x 292 mm x 19 mm. Minimum size shall be 500 x 180.
Blade may be fixed or mounted in stocks.
Shape is optional.
6. Venturis are permitted and/or a maximum of 2 stern drains, each to be a maximum size of 60 x 90 mm or equivalent round.
7. Items not permitted: Sliding seats, spreaders, trapezes, ballast and additional decking. By note on the plan.

VOTING SYSTEM

In order to save effort on everybody's part, we are asking those against the new rules to record their vote on the attached form. Those in favour of the rules need not reply. Thus, all members not replying will have their vote recorded in favour of the motion to adopt the new rules.

Votes to be received no later than 1 July 1984.

*The Yacht Association
has written as a body
to Z.O.A. to point out
alterations and mistakes*

To The Secretary ZOA,
Mrs Joy Homewood,
100 Forest Lake Rd,
HAMILTON.

Dear Joy,

I owner of Zephyr No.,

wish to vote AGAINST the adoption of the new class rules.

STOP PRESS

Another Zephyr for Sale

No.65 Woodwind Full buoyancy, two sails, with road trailer. All in good condition.
Price \$1150, Dick Mercer, 736 River Rd, Hamilton, ph. 392-055 (bus.)

PREPARATORY SIGNAL: ZOA AGM to be held on 8 August, Gold Room Pukekohe.
Formal notice of meeting to follow.

TAMAKI YACHT CLUB

Entry Form

Please enter the yacht

Sail No

for the 1988 Zephyr National Championship.

I agree to be bound by the rules of the IYRU, by the NZYF prescriptions under which the race is sailed, by the appropriate class rules, and by the Club sailing instructions.

.....

(Date)

(Skipper)

SKIPPER

Name.....

Address.....

.....

Telephone.....

Club.....

Entry Fee : \$45.00 payable by 31 December to -
Zephyr Owners Assn
32 Barrons Dr
Green Bay
Auckland 7

Continuing on from the article on Tuning in the last newsletter, we follow on with :-

TUNING FOR SPEED - Part 2.

Are all those gadgets and adjustments really necessary? Some Zephyr skippers sail with nearly everything able to be adjusted while on the water, others with the minimum of this type of gear. Before considering adjustments however, the boat must be set up correctly.

3. MAST AND STAYS:

The chain plates are allowed to be 150mm forward of the main deck beam. In this forward position the boom will go out as far as possible and there is less interference of the side stay on the sail. With the chain plates further back, flat-run performance will be impaired. The side stays should be all wire and metal. Nylon lanyards may be inexpensive but they stretch and this allows the mast to bend sideways giving poor on-the-wind performance. Many Zephyrs have an adjustable forestay, as the wind strength increases and the sail cannot be flattened further by increasing mainsheet tension, easing the forestay helps the mast to bend further if the base of the mast is held firm. It also helps rake the mast further aft which is supposed to be beneficial for windward performance. The reason for this is never fully explained but one theory is that as the mast is raked further aft and the tip of the boom becomes closer to the deck the efficiency of the sail is increased through less "leakage" of the air between the boom and the boat. On the Zephyr a substantial amount of rake is required just to get the boom horizontal. VOOKA (118) and KERRY (183) are examples of well raked masts and both boats are known as being fast on the wind.

However raking the mast aft of vertical reduces off-the-wind performance, so one usually has to compromise by setting the mast at 90 degrees to the deck between the front stay and the mast-well, which results in the boom not being quite horizontal. It is a pity that the leech on the Zephyr sail is not another 75mm longer as this would allow the mast to be set more vertically and all-round performance would be improved.

One bad effect of easing the forestay is that the sidestays become slack allowing the mast to bend sideways. The adjustable forestay should therefore be used only after the traveller has been eased out and the boat is still being over-powered by strong winds. Heavy skippers, or those with flat sails may find it unnecessary to adjust the forestay at all.

4. MAINSHEET TRAVELLER:

A good traveller that slides under all conditions and mainsheet tension is a must. The traveller should be either straight or convex upwards (high in the middle) so that the mainsheet tension increases as the traveller is eased in the gusts. Easing the mainsheet only allows the mast to straighten, increasing draught (i.e. camber or "fullness"). An exception is the sudden very strong gust that is sometimes unexpectedly encountered. In this situation the mainsheet must be eased quickly to get the boat flat again. The best technique in most gusts when you see them coming is to play the traveller by holding the traveller adjustment sheet and easing it out (with the mainsheet cleated) as the gust hits, feathering the boat slightly into the wind if necessary and the pulling the traveller in again as the gust passes. When using this technique you should be able to maintain your maximum hiking out position and keep the boat at the same heel-angle.

In light winds the traveller slide is set at the centre of the boat and as the wind strength increases moved progressively to leeward. The best position can only be found by trial and error as it depends on mast stiffness, fullness of sail, weight of skipper and mainsheet tension.

KICKING STRAP:

The kicking strap should be all wire between the mast and boom and be adjustable with a drum winch or lever with a minimum 7:1 purchase. A good kicking strap is essential if you want your boat to go fast when reaching. Any sagging of the boom causes the sail to twist excessively and lose its drive. Ideally you should be able to adjust the "kicker" while sailing if you want to make it "just-right" or are unsure how tight it should be when you leave the harbor. As the wind increases, the kicking strap should be tightened accordingly.

OUTHHAUL:

Adjustable outhauls are difficult to use when racing but are invaluable because often the wind either increases during a race or the wind is stronger than estimated from the shore.

The outhaul tension should be increased as the wind increases in strength so that no creases at 90 degrees to the boom appear when beating. Down-the-wind, ideally the outhaul should be eased but I have not yet seen an effective system that allows this adjustment to be easily made from the side of the boat.

As pointed out in the last newsletter this series of articles was originally written by Murray Sargisson some years ago and while most principles still hold true, some advances have been made over the years which have made improvements in the handling of the Zephyr. As also previously mentioned some skippers may have contrary or supplementary ideas, we would welcome any comments which will be duly published in the newsletter. REMEMBER, this is your class, if you have anything to say that may be of interest or debate please feel free to use this newsletter as your voice.

CH BAY:

The season commenced with the usual high winds, which somehow seem to blow now when the first race day is due! Opening day saw winds of 20 - 25 knots affecting both gear and skippers, fortunately all held together. Don Waterhouse (Cade) showed his prowess in the heavier conditions coming in ahead of John Barber (Pisces) 2nd, Simon Carryer (Firebird) 3rd.

Saturdays seem to be the day it blows, with the winds moderating on Sunday. Saturday 7th proved too much for all but one boat, Firebird (Simon Carryer) who was the only one to finish, and even he had sailed most of the day with a broken tiller extension.

Sunday 8th was the first Club Championship race, the local fleet boosted by two boats from Bucklands Beach, Jim Lamborn (Masquerade) and David Davidson (Resort) who has immaculately restored his boat to perfection. (Previously named Moby Dick - the boat that is!)

Conditions were ideal with winds of around 15 knots. Jim Lamborn (Masquerade) sailed well to finish first, changing places a couple of times with Pisces (John Barber) on the reaches, however with some tight tactical moves on the next beat Masquerade was able to get the better of Pisces and held that position to the finish. Bob Foster (Sea Fever), sailing as consistently as ever finished third with Hugh Davidson (Resort) fourth (Hugh stated that getting back into a Zephyr after quite a few years sailing in a Pearson keeler was much harder work). Ron Grimmer (sailing the original Zephyr No.1) came in fifth after breaking his mast on the previous day and had to do a quick refit on his spare mast overnight. Simon Carryer (Firebird) followed up in sixth place.

Our treasurer Ted Frankham is hoping to have his boat (Tania) back in the water in the next couple of weeks after a major refit consisting of new glass sheathing and painting, along with a new sail and alloy spars.

Bubbles Bourke (Winsome) has just presented husband Peter with their second daughter, congratulations to you both. Bubbles is keen to get her in the water as soon as baby learns that night-time is not the time to

Gary Adams is unfortunately without