

# West Wind

The Newsletter of the NZ Zephyr Owners' Association

Volume 44 Issue 1

Internet address: [zoa.cjb.net](http://zoa.cjb.net)

March 2000

## EDITORIAL

My apologies for the tardiness of this issue of West Wind. I had hoped to have it out in late January or early February, to capitalize on the enthusiasm generated by the Tauranga contest, but events conspired against me. One of the "editorial" delays was the America's Cup coverage. Reliving Team New Zealand's clinical despatch of the Prada challenge in those evening highlights occupied time that would normally be spent compiling the newsletter. It will be interesting to see what transpires with the Auld Mug, its next defence and (hopefully) the one after that. Numbers in sailing are steadily declining, with fewer boats on the water at local yacht clubs. If the base of the pyramid is shrinking, it will be interesting to see how long it will be before it begins to affect the pinnacle of yachting.

A new arrival in the family kept me from competing in all the races in Tauranga, but I did manage sufficient races to feel part of the event. My sailing experience at the nationals dispelled some myths about the venue. As a South Island sailor originally, and aware of the Harry Hight/P Class legend, I had this mental picture of Tauranga as a place where the tide was always in and the wind always blew. This illusion was abruptly shattered by several hours kneeling in the bottom of my boat trying to keep up with the shell fish on bottom!

Turning back the clocks for daylight saving marks the beginning of the end of the yachting season. As Alex Aitken points out elsewhere, we have consolidated this year, with membership at the 75-80 mark and pleasing activity in the trading section.

Alex announces increases in mast prices this issue. We have generally been well served by our Bay of Islands supplier, who provided a generous discount for a new mast as a national championship prize. The "cost of sailing" a Zephyr still remains pretty favourable in comparison with other classes!

Alex and I took up our current roles with the ZOA three years ago, anticipating a stint of about five years. We are just over half-way through that now, and will look to identify successors over the next couple of years. One of the perennial problems of small class associations is a sort of "boom & bust" process. The class prospers when there are sufficient people to take an interest in administering its affairs, then falters when their interests change. It would be nice not

*(Continued on page 3)*

## FROM THE PEN OF ALEX AITKEN National President

A lot of water seems to have gone under the bridge since the December 1999 issue of West Wind! Most notable is the very successful national contest at Tauranga from the 4<sup>th</sup> to the 8<sup>th</sup> of January 2000. Rob has commented on this contest and printed the results. On behalf of your national ZOA, can I say how delighted I was with the turn-out of the Auckland and Hamilton fleet. The weather played a part in some late entries but I believe the venue and the professional approach to organising the event helped lift the spirit and profile of the contest.

The Canterbury Zephyr Owners Association are convening a meeting on March 26<sup>th</sup> to finalise the South Island venue for the 2001 nationals. Bob Allen from Auckland has indicated that two families would like to know the dates and venue with a view to making the trip south. I think it would be a good idea to register your interest with your local association secretary and information can be posted out. As a point of interest the South Island has put together two campaigns which involved 40 foot containers. These proved cost effective. In the case of the 1998 Waiuku contest I think it cost each contestant around \$300 and with the Tauranga event we applied to a pub charity who came up with the transport costs so the cost to each owner amounted to \$30 to cover incidental expenses. In order to explore and action this idea the North Island Associations need to appoint a person to make it happen.

I have also included a breakdown of the percentage of membership in your area as it relates to the national register. The results indicate the Canterbury association is achieving a higher percentage. Why is this? Could someone from Auckland and Hamilton write to West Wind with an explanation! I have my thoughts on this topic but I would value some constructive input.

I am very pleased with the current activity in the Trading Corner, however it does take a bit of skill to hold it together! As mentioned in previous issues of West Wind the aim is to return a small margin of profit in order that we can promote the class and keep some reserves in the case of accident to our assets. It has proved uneconomic to pay a yearly insurance premium so your association has voted to negotiate liability should it arise.

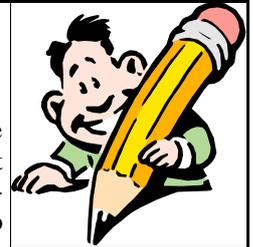
Please take note of the increase in price of Zephyr components effective 1 April 2000. This is the price we pay for the value of the NZ dollar and increased costs of energy.

The annual Inter-club match racing has been held on the Waimakariri River. Comments from the spectators indicated it rivalled the America's Cup!

As we face the new millennium and the rapid changes all sort of technology, Zephyr owners take pride that the boat they own has a rare quality in that it is a classic design, looks nice and is comfortable to sail. The Zephyr has an added bonus that the class rules restrict any modification to hull, sail and rig.

The next edition will talk about the end of our financial year, the annual accounts, budgets and projections for 2001. We need to sort out the date and venue for the AGM etc.

Regards and good sailing for the rest of this season.



## CANTERBURY INTER-CLUB MATCH RACING

This premium event in the Canterbury yachting scene has been staged since 1990 by the Waimakariri Sailing & Power Boat Club. The competition brings together a mixture of youth and experience from the eleven Canterbury sailing clubs. By competing, the youth sailors will gain valuable experience, skill and knowledge, which will assist them as they progress to national and ultimately international, competition.

This year's event was sailed in a light to moderate easterly wind. The short course set in front of the club house provided an excellent view for spectators.

John Coffey, reporting in 'The Press', had this to say:

*YACHTING FANATIC LEAVES CANTERBURY VETERAN IN HIS WAKE. Milton Bloomfield, who admits 'he lives and breaths' yachting combined that natural enthusiasm with considerable skill to win the Canterbury match-racing championship.*

The 26-year-old Bloomfield's (Akaroa Cruising Club) success was all the more notable because it was achieved at the expense of Don Le Page (Christchurch), the helmsman who has dominated the event since it was introduced in 1990.

The day was full on for the Zephyr Fleet as we witnessed some fine match racing. Among the many spectators were a number of owners who had loaned their boats for the event - watching with amazement to see their boats subjected to frantic tacks and gybes! The need to know the rules of match racing was evident as competitors became involved in duels that resulted in protest flags flying and some heated language. A number of the Round Robin events were won or lost in the starting area.

As an interlude we witnessed a "Canterbury Flag Officer's Great Opti Drag Race" All were decked out in drag with wigs, rouge, lipstick and, in some cases, R18 gear. There were no rules and the sudden death heats and finals were flagged off by the Mayor of the Waimakariri District Council, Janice Skurr. The drag queens had to fit rudder assemblies before fighting their way out of Salt Water Creek, around a buoy in the middle of the river and back to shore. We witnessed some questionable sailing and some great fun.

### Back to the match-racing.

Don Le Page had to fight his way back into the semi finals and then watched from the Club balcony as Milton Bloomfield set about eliminating rivals Glen McKenzie (Mount Pleasant) and Jason Russell (Stewarts Gully) in a sudden death sail off. Le Page and Bloomfield then lined up to sail a thrilling best of three final in Zephyrs #320 and #39. Bloomfield led throughout the first final and slipped past Le Page on the downwind of the second race to clinch the title.

This was the last of the match-racing events on the river course. The Waimakariri club has decided that after ten years organising this event it is time to end the chapter and close the books. On behalf of the Zephyr Owners Association, thanks for the opportunity to use the Zephyr class for this premier event.

## MASTERS GAMES DUNEDIN

The yachting section of these games was held over three days at the Otago Yacht Club. Ten Zephyrs from Canterbury and one from Dunedin sailed in the six race event. Some of us stayed at Leith Valley Motor Camp and some in motels. We all enjoyed the friendship and participated in the march past on the Saturday evening and joined in with the varied social events and dinners at the Games Village in the university grounds.

Don Le Page had his usual frenetic games! After completing race 6 he dashed to another games venue, picked up a gold medal for the badminton contest and arrived back at the yacht club to be presented with another gold for the Zephyrs! The star of the contest turned out to be Peter Stokell who gained a bronze medal for his efforts. There was one race where all but four Zephyrs either pulled out, failed to get to the start line or left their rig on shore. Apart from one blow the other five races were sailed in light winds.

## ZEPHYRS FOR SALE

# 315 Seaview.

Wooden rig with launching trolley. Hull Blue with White trim. Good all round condition. Contact: Richard Evans 03 337 1171.

#59 Escapade.

Wooden rig, refurbished hull and deck. Contact: Roger Walker 07 849 2145

#105 Pandora.

Wooden rig, new launching trolley. Contact: Geoff Moore 07 843 8682

#178 Sirocco.

Refurbished hull, Aluminium mast, wooden boom, launching trolley and road trailer. Contact: Sarah Duffell (04) 476 8201

# 95 Blast Furnace .

Stored for some time but in good all round order. Wooden rig, basic fittings, original sail, beach trolley. Contact: Mike Anderson 03 355 3925 or 021 620065.

#14 Karora.

Wooden mast, alloy boom, two sails, beach trolley, optional road trailer. Good all round order. Contact: Ian Buck 07 8541151

## TRADING CORNER

### PRICE INCREASES

Bay of Island Spars and Rigging have announced an increase in cost of Masts, Booms and rigging effective from 1 April 2000. We have had good service from this company and they advise that they are unable to absorb extra costs. The last cost increase was announced 1/10/98.

We have a bulk supply of sails in stock held at Doyle Sails New Zealand Ltd. The price will hold and is subject to negotiation with each batch ordered.

The Trading Corner has been quite busy this season with 9 sails, 6 masts, 4 booms, 3 sets of battens and some rigging supplied.

## PRICE LIST FOR ZEPHYR COMPONENTS

Effective 1st April 2000

All prices include freight and GST

Component	North Island	South Island
Mast	\$635	\$645
Boom	\$295	\$300
Sails	\$585	\$585
Sail Battens	\$170	\$170

## TAURANGA NATIONAL CONTEST REPORT

This year's national contest was held at the Tauranga Yacht and Powerboat Club in early January. The event attracted a fleet of 24 yachts, bolstered by 8 boats from Christchurch. The Christchurch skippers have perfected the art of transporting Zephyrs - the boats were packed into a 40 foot container in less than two hours and were delivered to the Tauranga Yacht Club without any damage.

The traditional pre-contest sail by the visitors gave some insight into the subsequent conditions. Peter Stokell, Richard Ineson, Louise O'Brien and Don Le Page waited for early morning showers to subside before setting off in very light conditions at the bottom of the tide. The first three sailed up the harbour then across towards the north shore opposite the club. By this time the tide was pouring in and they found progress impossible. Luckily they were spotted by the club rescue people who send a LARGE rescue boat to retrieve them.

The invitation race sailed the following morning in light conditions with the tide ebbing. The fleet quickly worked out the need to work the shore each beat and discovered that the fewer tacks made the better.

The practice race over, the first race followed in the afternoon - in a light to moderate NW wind, with most of the fleet absorbing the lesson to avoid the tide. Race 2, back to back, was a shorter windward leeward course with a 50 metre separation reach before the run. The bulk of the fleet arrived at the top mark together, with those rounding first sailing back down the port lay line to the separation mark, much to the annoyance of those still approaching. Fortunately that course configuration did not appear again!

Races 3, 4 & 5 on day two were sailed in similar conditions. Glen McKenzie, shaping to successfully defend his title, had a bad start in race 3 and elected to clear his air with an unfortunate tack back into the tide and an ultimate 6<sup>th</sup> place. The breeze freshened after the race and allowed skippers a fast reach back to the club. Day 3 was started much the same as the previous days but the wind finally died out altogether and the morning race was abandoned, much to the relief of those still trying to make it around the top mark! The afternoon saw the wind come in from the north at between 10 and 15 knots and with the tide not running as fast, it made for better racing.

One race was scheduled for Saturday morning, but we had to wait until an hour after the scheduled start time for some wind.

The strong tide and light winds really tested the fleet and made some legs extremely difficult to sail. The windward leeward leg saw most of the fleet headed towards the wing mark in order to counter the effects of the strong tide.

Glen McKenzie successfully defended his title, and was never really threatened apart from race 3. Daniel Jamieson, now in Auckland, resumed his old Christchurch rivalry with Don Le Page, pushing Don into third place by one point. Filling fourth place was Brian Smith, National Championship winner in 1976, and making his first appearance in a Nationals since 1981. Aucklanders Don Waterer and Bob Allen filled the next two spots ahead of Richard Ineson from Chch. Alan Retter piloted #1 into 8<sup>th</sup> spot ahead of Dennis Craig in recently purchased *Winsome* #65. He asked that we deny rumours that he only bought *Winsome* because he couldn't pronounce the name of his other boat, *Petrouchka* (#184)! Melanie Hutchinson improved steadily throughout the event to take out the Women's Championship prize. Overall the various regional fleets were well intermingled in the results, suggesting a pretty similar standard across the country.

As always, the event provided a chance to catch up with old friends and rivals, and opportunity to get to know new members to class.

Next year's event will be in the South Island. There was some interest in Nelson as a venue that would be attractive to North Island sailors, and the feasibility of this will be explored.



*Christchurch skippers loading up for Tauranga*

## MEMBERSHIP FOR 1999/2000

The year to date reveals a total paid up membership of seventy-seven Zephyr owners which is on a par with the 98/99 season considering we had a number of one off entries for the nationals at Timaru.

Auckland region has 18 paid up subscriptions. This represents 30% of 61 on the register. Hamilton region also has 18 subscriptions. Divide this into 53 and it works out at 34%. Canterbury region records 41 subs paid. This represents 45% of the 90 owners on the register.

To summarise, nationally we are attracting 36% of the Zephyr fleet listed. If we take into account the Wellington region and the whereabouts unknown the figure comes down the 34%.

*(Continued from page 1)*

to have that happen to the ZOA again.

Those of you who are regular readers of yachting magazines may have noticed Neil Kennedy's articles in *Sailing NZ*. In March's *Ned's Locker* he returns to a familiar lament at the failure of *Yachting NZ* to develop and promote simple, affordable and cost effective two handed yachts for teenage sailors. This is a long standing problem which goes beyond the design features of potential boats. Yachting is not just a sport, it is a lifestyle that is dependent upon the tides and the wind, making it less suited to modern lifestyles. Leisure studies experts also tell us that equipment and technology of a modern yacht acts as an entry barrier so we can anticipate a lower participation rate than touch rugby! The point I am coming to is that the teenage fallout from yachting probably has more to do with sociological factors than the elements of yacht design. It may be that we should concentrate on promoting senior yachting and try and counter the poor numbers in our senior fleets. If adults are not seen to be regularly enjoying recreational sailing, why would teenagers persist with a past time that does not leave them with long term recreational skills?

### 1999-2000 Championship Results

Sail No.	Skipper	Boat Name	R 1	R 2	R 3	R 4	R 5	R 7	R 8	R 9	Total	Place
309	Glen McKenzie	<i>Pilatus</i>	1	1	6	1	1	1	1	1	7	1
325	Daniel Jamison	<i>Bad News</i>	5	3	1	2	5	3	4	13	23	2
256	Don Le Page	<i>Front Runner</i>	2	8	2	4	3	2	3	10	24	3
12	Brian Smith	<i>Cindy</i>	6	4	4	6	4	5	14	3	32	4
175	Don Waterer	<i>Flippant</i>	4	2	11	7	6	10	6	6	41	5
188	Bob Allen	<i>Wizard</i>	11	5	12	3	8	4	8	8	47	6
254	Richard Ineson	<i>Wave Dancer</i>	8	11	3	9	7	8	9	9	53	7
1	Alan Retter	<i>Zephyr</i>	10	DNF	18	5	2	14	5	2	56	8
65	Dennis Craig	<i>Winsome</i>	7	12	13	17	14	12	7	5	70	9
39	Ron Mackie	<i>Windbag 2</i>	12	9	9	10	12	23	18	7	77	10
118	Roger Walker	<i>Vooka</i>	15	6	20	11	16	9	11	12	80	11
65	Peter Hutchinson	<i>Mad</i>	18	14	8	13	13	7	10	22	83	12
83	Melanie Hutchinson	<i>Springbok</i>	17	17	17	12	9	13	12	4	84	13
257	Rob Ebert	<i>Time Out</i>	3	10	DNC	DNC	DNC	6	2	15	86	14
195	Bob Still	<i>Slipstream</i>	13	15	DNF	8	15	17	13	14	95	15
212	Phil Gurnsey	<i>Lush</i>	14	7	DNF	14	22	16	15	11	99	16
322	Peter Stokell	<i>Victoria</i>	9	19	7	19	10	18	19	18	100	17
120	Richard Waterer	<i>Resort</i>	21	13	15	15	17	24	17	16	114	18
200	Paul Fisher	<i>Garage Sail</i>	16	OCS	16	21	11	20	16	17	117	19
49	Andrew Geddes	<i>Iolanthe</i>	22	20	5	22	21	11	21	20	120	20
99	Keith Smith	<i>Vendetta</i>	19	16	19	18	20	15	23	21	128	21
55	Craig Peebles	<i>Zorro</i>	20	18	14	16	19	21	24	24	132	22
320	Louise O'Brien	<i>William Tell</i>	23	OCS	10	20	23	22	20	19	137	23
147	Alex Aitken	<i>Zero</i>	24	21	DNF	23	18	19	22	23	150	24

### 1999-2000 Handicap Results

Sail No	Skipper	Boat Name	R 1	R 2	R 3	R 4	R 5	R 6	R 7	R 8	R 9	Total	Place
65	Dennis Craig	<i>Winsome</i>	1	6	10		5		4	1	2	29	1
49	Andrew Geddes	<i>Iolanthe</i>	7	5	1		13		1	6	4	37	2
83	Melanie Hutchinson	<i>Springbok</i>		13	14	5	1		6	3	1	43	3
65	Peter Hutchinson	<i>Mad</i>		9	7	6	4		2	2	16	46	4
195	Bob Still	<i>Slipstream</i>	5	12		1	6		10	4	10	48	5
147	Alex Aitken	<i>Zero</i>	3	1		23	3		3	7	13	53	6
118	Roger Walker	<i>Vooka</i>		2	19	10	12		5	5	8	61	7
39	Ron Mackie	<i>Windbag 2</i>	9	11	9	2	7			18	5	61	8
55	Craig Peebles	<i>Zorro</i>	6	4	6	7	10		11	19		63	9
200	Paul Fisher	<i>Garage Sail</i>	10		11	21	2		9	8	7	68	10
99	Keith Smith	<i>Vendelle</i>	13	9	15	12	14		7		11	81	11
120	Richard Waterer	<i>Resort</i>	20	7	12	13	9			12	12	85	12
188	Bob Allen	<i>Wizard</i>	18	16	16	3	15		8	14		90	13
1	Alan Retter	<i>Zephyr</i>	14		20	8	11		23	11	3	90	14
320	Louise O'Brien	<i>William Tell</i>	15		5	15	20		16	10	9	90	15
309	Glen McKenzie	<i>Pilatus</i>	4	17		9	18		13	16	15	92	16
322	Peter Stokell	<i>Victoria</i>	2	18	8	22	7		18		17	92	17
256	Don Le Page	<i>Front Runner</i>	11	20	4	17			12	13	21	98	18
175	Don Waterer	<i>Flippant</i>	12	8	17	11	16			17	18	99	19
325	Daniel Jamison	<i>Bad News</i>		15	2	4	22		14	20	22	99	20
212	Phil Gurnsey	<i>Lush</i>	21	3		19	23		15	15	6	102	21
254	Richard Ineson	<i>Wave Dancer</i>	19	19	3	18	17		19		20	115	22
12	Brian Smith	<i>Cindy</i>		14	13	14	19		17	24	14	115	23
257	Rob Ebert	<i>Time Out</i>	8	21		24	25		20	9	23	130	24

#### CONTACTING THE ZEPHYR OWNERS' ASSOCIATION

##### National President

Alex Aitken  
 2 Shaftesbury Street  
 Christchurch 4  
 phone: 03 358 4600  
 fax: 03 358 4620  
 email: a-a.aitken@clear.net.nz

##### National Secretary

Rob Ebert  
 15 Gilbass Ave  
 Hamilton  
 phone: 07 838 9375  
 fax: 07 838 9376  
 email: ebertr@wave.co.nz