

West Wind

The Newsletter of the NZ Zephyr Owners' Association

Volume 45 Issue 5

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July 2001

EDITORIAL

Annual General Meeting

This is the "AGM" edition of West Wind containing notification of the details of the meeting and its agenda. As Officers of an Incorporated Society Alex Aitken, myself and other Executive members have certain obligations to discharge to you, our members, under the Incorporated Society's Act. Alex and myself especially, put in many hours each year producing newsletters, running the trading, keeping the books and answering queries from existing and future members. Some of the rewards are in the steady growth of the class, but a good attendance at the AGM is a great help in sustaining our efforts, so please make a note of the meeting and come along. We will need some direction as to where we take our building programme so we are hopeful of an informed discussion about fibreglass Zephyrs and the change to the class rules that it would require.

The accounts appear in this issue too. I have adapted them from the audited originals supplied by Richard Ineson and hope I have not made any copying errors. The originals will be available at the AGM. We will also need to decide if the next AGM will be held at the National Championships.

National Championships

Plimmerton have confirmed their willingness to host our National Champs as tentatively indicated in the last West Wind and again in this one. A YNZ approved Notice of Race will appear in the next West Wind. Russell Jenkins has agreed to be the Race Officer and he kindly visited me here in Hamilton last week in the course of his work for Serco. Russell is a former Vice Commodore of Sailing at Plimmerton and an Associate Race Officer so he knows the Plimmerton sailing region well. His involvement in sailing has been via his children's interest in Opti's and P's but he admits to being a social Sunburst sailor (and maybe a Zephyr one day Russell?).

Wooden Mast Rule Queries

On the back page you will find a thoughtful article on wooden masts from new member Don Currie (#182 *Zigener*). It is great to have someone with a passion for wood contributing to the class again! Zephyrs are still very much wooden boats and some of our newer members have been attracted by the traditional nature of the class and the satisfaction to be had from restoring and renovating our older boats.

Those familiar with the history of the class will recall that to some extent the use of aluminium spars was driven by the increasing cost and inconvenience of wooden rigs. Few of us had the time or skills to work with wood that the class founders possessed and professionally built wooden masts were very expensive. Performance wise though, wood is still good! The alloy mast section selected for the class was one with characteristics as close to the wooden ones as possible. It was not thought necessary to change the wooden mast de-

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PRESIDENT'S REPORT

June 2000 to May 2001

I bring greetings to you all and trust that the past season has strengthened bonds of fellowship amongst Zephyr owners both on and off the water. During the past twelve months the national body has maintained its overall role of boat registration, rules, trading and publishing the West Wind. This year has been particularly active with a number of Zephyrs changing ownership. It is pleasing to note that there is an increasing interest from a younger age group. ZOA paid up membership has remained around the eighty mark with probably half that number actively sailing. For the class to increase in numbers on the water we should be encouraging a young age group to buy Zephyrs. The best advertising for our class is a fleet of Zephyrs supporting their local club and encouraging the sport.

I would like to thank all those in Auckland, Hamilton and Canterbury who have contributed their time and talents in keeping the class alive. The publication of "Estuary Capers" to promote Canterbury sailing is to be highly commended and complements our national newsletter. My personal thanks to Rob Ebert for all his efforts in producing the publication West Wind and keeping the national register up to date.

The trading section continues to provide a service to owners and the small profit keeps the balance sheet in a healthy state. Pleasing to see the new cedar-glass hull #258 has been purchased by a member of the Glendowie club. It's been fully rigged and will be on the water for the new season. *Spartan*, #329 has been purchased from Canterbury and its new owner is also a member of Glendowie.

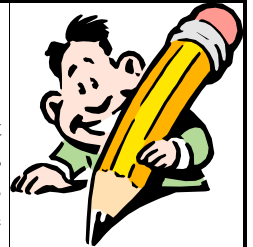
There are a number of Zephyr class issues arising and these have been brought to your attention in recent newsletters. We are living in changing times. For the class to survive and attract the future sailing public, we should give constructive thought to the way ahead.

Canterbury Zephyr fleet is recorded as having the largest centre board fleet on the Estuary and nationally the class is showing good fleet numbers. Glendowie and Tauranga club members have shown an interest in the class and hopefully we will see fleets established. We are looking at celebrating our 50th anniversary in 2006 and are advertising for the services of an archivist. The home of the Zephyr class is in Auckland and that's probably where the anniversary will be held.

Since 1996 when I took over the role as national president of ZOA the class has, with the help of many people, experienced pleasing growth. Could I however sound a warning note. The danger is complacency and failure to maintain a high standard of administration and personal contact within the class. This applies to all at club and national level.

Thanks for all your support over the past season.

Alex Aitken
President



ZEPHYR OWNERS' ASSOCIATION ANNUAL GENERAL MEETING

French Bay Yacht Club

Friday 10th August

Meeting at 2000 hrs

Light Refreshments from 1930 hrs



ZEPHYR OWNERS' ASSOCIATION INC

FINANCIAL REPORT FOR YEAR

1 JUNE 2000 TO 31 MAY 2001

	2001	2000
TRADING INCOME & EXPENDITURE		
Income		
Sails	4281	5899
Spars and rigging	4060	7046
Cedar Hulls	2600	Nil
	10941	12945
Less Expenditure		
Opening stock 1/6/00	6010	4874
Sails	4599	6956
Spars and rigging	2757	5597
Hull	2100	Nil
Administration costs/Sundry	307	100
	17573	17527
Less closing stock 31/5/01	5632	6010
	10140	11517
Net Surplus from Trading	800	1428
ADMINISTRATION INCOME		
Donations	30	80
Subscriptions	1160	1205
Interest	136	107
Sundry	55	100
	1381	1492
Less EXPENDITURE		
Bank charges	Nil	3
Engraving	52	Nil
Newsletter	333	343
Postage and Stationery	92	113
Tolls and General	67	10
Meeting Expenses	22	49
Promo's and Development	50	382
Expenses Carried Forward		
Sundry/Travel	356	100
Honorarium President	100	100
Prizes	300	
	1372	1450
Net Surplus - Admin	9	42
Add		
Net surplus from trading	800	1428
Net surplus from National Contest	Nil	274
Total surplus for year	809	1744

CONTACTING THE ZOA

National President

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National Secretary

Rob Ebert
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Hamilton
phone: 07 838 9375
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email: ebertr@wave.co.nz

STATEMENT OF FINANCIAL POSITION

As at 31 May 2001

CURRENT ASSETS

ASB bank account 50	4719	3591
ASB bank account 51	726	518
ASB cheque account	541	490
Stock on hand 31/5/00	5632	6010
	11618	10609

FIXED ASSETS

Building moulds & patterns	2362	2362
Less Royalties received	-600	-400
	1762	1962
	13380	12571

Represented By:

MEMBERS FUNDS

Accumulated funds 1/6/00	12571	10827
Add net surplus	809	1744
Accumulated funds 31/5/01	13380	12571

AGENDA

AGM 2001

1. Apologies
2. Minutes of the previous meeting
3. Matters arising from the previous meeting
4. President's Report
5. Treasurer's Report
6. Budget and Subscriptions
7. Election of Officers
 - *Patron:* Noel May has agreed to stand for another term.
 - *President:* Alex Aitken has agreed to stand for another term.
 - *Secretary:* Rob Ebert has agreed to stand for another term.
 - *Treasurer:* Alex Aitken has agreed to carry on with this role.
 - *Auditor:* Richard Ineson (Richard is a ZOA member, but is not a signatory for ZOA accounts and has no financial input other than general accounting advice).
 - *Regional Representatives.* AZO, HAZO, CZOA.
8. General
 - Notice of Motion "That the ZOA Executive prepare an amendment to the class rules allowing glass reinforced plastic hulls. R Ebert/A Aitken.
 - Notice of Motion "That the President be allocated an honorarium of \$150 for services rendered" R Ineson/P Stokell, CZOA AGM 20/5/91.
 - Notice of Motion "The next AGM be held at the Plimmerton National Championships" R Ebert/A Aitken.
 - National Contest 2002 & 2003
 - Other Items

FINANCIAL NOTES

As treasurer it is essential that ZOA keeps an accurate set of accounts particularly with the trading side of our operation. This year our Hon Auditor, Richard Ineson did a full audit and bank reconciliation. This was very much appreciated as one or two transactions and entries needed some clarification.

Journal entries for cheque account and 50, 51 accounts are attached to the signed audited report.

The profit on trading reflects a drop in sales from the previous year. The Cedar hull is sold almost at cost with \$200.00 Royalty deposited in the 51 account and written off the fixed assets. The association carries no insurance.

Suggested budget for 2001/2002.

Engraving	50.00
Newsletter	350.00
Postage and stationary	100.00
Tolls and general	150.00
less to trading exp.	100.00 50.00
Meeting expenses	30.00
Promotion and Development	200.00
Sundry/travel	400.00
Honorarium President*	<u>150.00</u>
	\$1330.00

This equates to eighty nine paid up ZOA subscriptions.

*For out of pocket expenses. Voted each year at AGM.

Alex Aitken
Treasurer ZOA.

TRADING CORNER

The national association is continuing its role in providing members with hulls, sails and rigging. It is important to ensure that products supplied by manufacturers conform to class rules — there is a constant flow of correspondence between owners, ZOA and suppliers. At this stage there has been no change in price structure apart from the cedar hull and some freight charges. Some owners would like to have contact with the supplier, especially with the building of hulls. I am quite happy with this and will help in any way I can. Often the personal approach is best rather than a third party. My role is to ensure that the paper work and small profit margin is on track. For further information and ordering please contact Alex Aitken or Dennis Craig.

For the owner that likes an all wooden Zephyr rig there are people within the class that can help with timber and advice.

Alex Aitken

PRICE LIST FOR ZEPHYR COMPONENTS

Effective 1st July 2001

All prices include freight and GST*

<i>Component</i>	<i>All NZ</i>
Mast	\$645
Boom	\$300
Sails	\$585 Batch order
Sails (coloured)	\$678 (one off)
Sail Battens	\$170
Hull #259	\$3176

*Prices subject to change at any time.

Preliminary Notice of Race
Zephyr National Championships
Plimmerton Yacht Club

Thursday Jan 3rd– Sunday Jan 6th 2002

Plimmerton have now formally agreed in principle to host the event on the above dates.

The club has good facilities and the surrounding suburbs have a variety of restaurants to meet our social needs. Aotea Lodge has been suggested as having a range of accommodation for likely holiday budgets..

A formal Notice of Race will appear in the next West Wind

ZEPHYRS FOR SALE

#215 *Minx*: Alloy rig, galvanised boat trailer and well looked after. Contact: Allan Richardson (07) 856 7796, Fax (07) 8556928, email richkiwi@ihug.co.nz

#116 *Frith*: Contact: Barry Mackie (07) 849 6556

#156 *Chinook*: Wooden rig, beach trolley, road trailer, good sail. Needs minor repairs. Contact: Rick Cable 03 312 2667

#171 *Tania*: Contact: Ted Frankham or Dennis Craig 09 817 3150

#32 *Dee Dee*: Needs a new deck, wooden rig, two sails, road trailer. Contact: Neville Riley 09 534 3753

#209 *Born Free*: White boat with wooden rig and good running gear. Sailed mostly for pleasure. Paint needs a little work. Good sail, purpose built galvanised road trailer and launching trolley, both professionally built. \$1200. Contact: Frank Pinion 03 352 6462

191 *Stoic*. Black hull (fibre glassed) red sail, alloy rig, launching trolley, road trailer (reg) all in good order. \$1400.00 Max Willyams Ph 03 388 5721.

#6 *Seafly*. Reasonable condition, 07 825 0921 (Raglan)

#167 *Rebel* Reasonable condition, wooden rig 07 847 7437

#104 *Gidget* Stored on the Coromandel, not seen for some time. 07 849 6521

(Continued from page 1)

sign to improve its competitiveness with alloy. The design of wooden masts can still vary a lot within the dimensions allowed.

I am hoping that Don's points will spark a bit of debate. If there is sufficient support a mechanism exists for changing the rules.

Tauranga Zephyrs

There are now three boats in Tauranga and I am looking for boats for other interested folk. The greatest demand is for boats in the \$1500-2500 range. These are boats that are usually raced by active skippers who are reluctant to part with them. There are a number of boats available that while sailable could do with updating and re-decking, which does not suit every prospective skipper.

Zephyr Weekends

The Hamilton Zephyr Weekend is likely to be the first weekend in December subject to confirmation in the HYC programme soon. For those new to the class, this is a good gathering of Zephyr skippers and their boats. The South Pacific Games will held on Lake Ngaroto near here on Anniversary Weekend and Zephyrs will be invited to compete. That may interest NI skippers so we will keep you posted on that.

Accommodating Bend in Wooden Zephyr Masts.

Contributed by Don Currie

Preamble

The Zephyr Class Rules make provision for both timber and aluminium masts. I am new to the class, but presume that the intention is to allow masts of both materials to be as competitive as the dissimilar materials will allow. I have a boat with a previously broken and fairly tired timber mast. I enjoy wood-working, and for admittedly illogical reasons am interested in building a competitive wooden spar for my boat. After reading the rules and sitting down to design a new spar a few peculiarities emerged that I would like to question, and/or change. The purpose of this paper is to clarify whether some changes to the rules might allow wooden spars to be developed that are both cost effective and robust enough to bend with alloy spars.

Timber species background

The rules, section 3.1 provide: *“Timber masts (oregon or spruce) shall conform to the following dimensions...”* This implies the only species allowed for timber masts (and booms in section 3.2) are oregon and spruce. Without doubt spruce, and especially Sitka spruce, is the Rolls Royce of spar making timbers—its price is also in the Rolls Royce category! Taking a 5.7 metre long, 100 x 100 mm piece of clear spruce and turning 75% of it into wood shavings (by the time it is sawn, hollowed and tapered) is a rich man’s sport. Oregon is a less expensive option, but there are also other species of timber suitable for spar construction. Species that come to mind are Lawsoniana (Lawson’s cypress) and Western Hemlock (a species imported for homebuilt aircraft – the homebuilt aircraft fraternity also find spruce prohibitively expensive). Both have densities and strength characteristics similar to oregon. There seems little point therefore in restricting the use of other timbers, all of which will provide a poorer strength to weight ratio, but may provide a much improved strength per dollar ratio! By providing such a rule change owners would be able to experiment with wooden mast construction without the cost of failure (or success for that matter!) being prohibitive.

Proposed rule change:

Delete the words “(oregon or spruce)” from para 3.1, 1, and 3.2, 1.

Dimensions Background

There seems to be a bit of a history of timber Zephyr masts breaking just above the deck. There would appear to be less of a problem with alloy masts. A wooden mast must be 89mm by 70mm (plus or minus 6mm) at 1100mm from the heel. This is a sensible dimension for such a mast. But what is harsh for the wooden mast (and much less harsh for the alloy one) is that at deck level the wooden mast must be reduced to about 65mm diameter to pass through the mast hole collar. This is some 4mm less than the allowed diameter of a wooden boom! In other words the rules require a severe reduction in mast dimensions right at the point where bending loads and kicking strap loads are applied. The standard alloy tube mast section is accommodated without reduction. The wooden one must be reduced. As the class makes more and more use of mast bend to control the sail shape this rule mitigates against successful use of wooden masts.

I suspect that when the rules were drafted mast bend like we see today was not contemplated. Nor were kicking straps with the power of ones regularly in use now. I have a copy of the original mast drawing for the class, and it shows a lower mast section of two and three sixteenths inches diameter for the wooden mast. That’s 55.6mm in today’s money. Plainly no

Wooden Wonder

Don Currie is an Air Traffic Controller in Christchurch. From the sounds of it, he often works when we are sailing, and when we are working, he’s dreaming up and executing boat building schemes. In his own words

I found myself boat-less and broke after buying our first house about 20 years ago in Wellington so I built a Philip Bolger design 16' flat bottomed sharpie out of construction ply and radiata, with a cut down OK rig. Sailed and rowed around the Marlborough Sounds in it and had a great time! Then built windsurfers, initially foam and 'glass, but then started to experiment with hollow plywood construction (all own design). Last one was 2.5M long, 8 Kg, ply/foam/ply deck, and moderately durable! Decided then I much preferred working with wood than 'glass. Built a funky little plywood surf kayak (own design), then a 17' Herreshoff double ended rowing boat, which still gives me a lot of pleasure.

I've made oars for the rowing boat, and paddles for kayaks at various times. I enjoy making light strong ones, and have experimented with hollow shafts and vacuum bagged veneer blades. Which got me to thinking about wooden masts.....

one was planning to put much pressure on that via a kicking strap!

I had a qualified engineer friend calculate the difference in bending strength of a 65mm diameter piece of wood, and an oval piece 89 x 70mm. The 89 x 70 section is 57% stronger than the 65 mm circular section athwartships, and exactly 100% stronger fore and aft. Or to put it another way the fore and aft strength of a typical wooden mast must be cut in half between a point 700mm (just over 2 feet) above deck level and deck level! No engineer would propose such a design restriction unless they owned shares in a spruce plantation! It is hard to see what purpose this rule serves unless there is some intention to severely penalise mast bend. If that is the intention, the effect is not applied evenly between alloy and wooden masts.

I suggest that if wood and alloy masts are to compete on a more or less even footing in a world of bendy masts, then it should be legal to carry the dimensions required at 1100mm from the heel, down to deck level, and that the mast hole in the deck should be allowed to accommodate this.

I am aware however that there is already some discussion about whether rule 2.5 should be changed in order to allow some movement of the mast at deck level. This was alluded to in the editorial notes in West Wind volume 45 issue 4. That issue is beyond the scope of this proposal, but mindful of the discussion already under way I propose that rule 2.5, para 3 be amended in a way that easily accommodates any later change to allow controlled mast movement at deck level.

Proposed Rule change:

Current Rule 2.5, para 3 be deleted and replaced as follows:

The mast hole shall be of such dimensions as to restrict the mast to no more than 6mm of athwartships movement and 9mm of fore and aft movement at the level of the mast hole collar.

I have proposed the figure of 9 mm fore and aft to reflect the status quo (alloy mast tube diameter approx 58mm, max permissible mast hole diameter 67mm) With such a wording boats can be simply checked when rigged up, with a wedge/feeler gauge, and if increased fore and aft movement is later approved by further rule change, the new amount decided on can be simply amended, and still measured the same way.