

West Wind

The Newsletter of the NZ Zephyr Owners' Association

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ZEPHYR NATIONAL CHAMPIONSHIPS

Something to talk about!

There is a bit of a pattern developing in the Zephyr nationals. At Waiuku it was a lack of wind, in Timaru the Dolphins, at Tauranga the tides and now at Plimmerton, the wind again! Seriously, though, as an inclusive event, Plimmerton was a disappointing venue. The wind and sea conditions excluded too many skippers and that is not what National Contests are about.

To go back a bit, we (the ZOA) decided at the Tauranga contest to try and "centralise" the event to the top of the South and bottom of the North Islands in an attempt to equalise the representation from the main Zephyr sailing areas. Mixed with that was an attempt to accommodate the P and Starling Nationals for those with families contesting those classes. It was a reasonable thing to try, but it has not produced much change in the numbers at the Nationals. As a result, we will look at going back to traditional Zephyr sailing areas.

To the event itself. Plimmerton came with something of a reputation for windy weather which perhaps accounted for a low turn out of seventeen boats. We were not disappointed! A convoy of Hamilton and Auckland boats arrived to a brisk northerly breeze, sufficient for us to forgo the usual eve of contest sail.

Conditions were much the same on day one of the event but after some deliberation and delay, the practice race got underway in about 15 knots, followed by race one in 15-20 knots. The lunch adjournment ended racing for that day. Day 2 saw no racing at all. Those that stayed at the club watched the wind speed meter hover between 20 and 30 knots for most of the day. The rest opted for golf, Te Papa, the P Class Nationals, or just shopped.

Day 3 saw moderating conditions but large seas out near the top mark. Control was difficult downwind with lots of cap-sizes. Two races were completed before increasing wind strength saw us back in the all-to-familiar club house again.

The last day of competition saw the pressure on to get enough races to complete a series and ideally an extra one so people could drop a worst performance (usually a DNF or DNC). The wind had moderated and swung to the South, making initially for ideal sailing. However, it was soon "back up there" in the 15 - 20 knot range, but not before three races had been completed.

Don Le Page was a popular winner, having been a regular competitor for many years, now deservedly getting his name on the trophy. He and runner up Richard Ineson were never really troubled by the conditions. Graham Bridges flew the flag for the North Islanders with consistent sailing and a win in the last race. The remaining places were fairly close without the results from more races to provide some separation.

The Contest Forum debated the controversial matter of glass hulls at some length, plus a few other issues. I will report on these in the next issue of West Wind.

Happy Sailing

Rob Ebert

FROM THE PEN OF ALEX AITKEN

National President



Since the last edition of this publication it has been all go with interest in the class remaining at a high level. I am currently fielding three firm enquiries

wanting to buy good Zephyrs around the \$2500 to \$3000. Give me a call if you know of a boat for sale!

The Plimmerton Nationals are commented on elsewhere, but unfortunately the event did not attract sufficient contestants to break even. At the "Contest Forum" there was general agreement that we revert to holding contests where there is an established Zephyr fleet. It had been suggested that the 2003 event be in Nelson, but Canterbury ZOA looked at dates, tides and venues and came to the conclusion that the interests of the class are best served by a Christchurch event. Charteris Bay Yacht Club (about 40 minute drive from Christchurch) have been asked if they would be interested in hosting the next nationals. I can tell you that a conversation with their Commodore was positive and subject to committee approval the dates are, **Friday 27th December until Monday 30th 2002**. This will give the North Island owners something to plan for. A dream holiday in the south combined with a four day contest and great hospitality.

Talking about fund raising to assist with costs to attend national contests; Canterbury Zephyrs made application to a Pub Charity for assistance with travel costs to the Plimmerton contest. We were successful and \$1200 was shared amongst the four South Island competitors.

The trading section has been busy over the past three weeks with orders for five new sails. The trading page talks about a couple of new products including two options for cedar hulls. Twelve Canterbury Zephyrs contested the Dunedin Masters Games over 8th - 10th of February. It was a great social occasion. The North-Easterly piped up the Otago harbour with such intensity that only three of the six races were sailed. Ron Mackie #39 won gold, Mike Agnew #325 silver with Andy Holland picking up the bronze medal. Alex Aitken #147 came first in race three and immediately had the prospect of being hauled into the protest room. I had a feeling that something was wrong when I spotted Andy Holland beating to the finishing line behind me. It turned out that I crossed the finishing line with one lap to go! That race was a real struggle and it highlights feature of the low points scoring system. You can bust your gut and receive a DNF while a person who elects to stay ashore records a DNS and gets the same points! By the way, did you know that you can sail to port or starboard through a gate? It pays to read the sailing instructions!

I have come up with some more ideas for marketing our Association. I will bounce these off some of our members and keep you posted.

Alex Aitken

The Lighter Side of the National Contest

Any gathering of Zephyr sailors at a National Event provides for “the lighter side” of sailing. Alex Aitken and his various informers gathered the daily misdemeanours for suitable recognition with a “lucky dip” of items from the \$2 shop.

John Elliott is better known as a 3.7 sailor, but his recent retirement from teaching prompted a change of sailing career too. Facing an uncertain economic future, he minimised his investment in the nationals by borrowing his boat (#57) and sleeping in his VW Kombi van (affectionately known as Hildegard) in the club rigging area. It was ascertained (admittedly not that reliably) that he slept in on the first day. He needed to be woken up by the loud noise of a car horn callously supplied by Paul Fisher in the adjacent car park. Paul Fisher was fined for over vigorous use of a car horn.

John spent most of the contest carefully avoiding situations that would risk a capsize and thus tarnish his sailing reputation, finally venturing out on the last day with stunning success. After leading for most of his first race and finishing third his “walk on water” reputation was destroyed by an ignominious fall off the edge of the boat ramp. He quickly regained his feet to the chagrin of local Project Jonah supporters, who were denied the chance to refloat him.

In anticipating the spot prizes we always reserve one for Don Le Page, who is guaranteed to break something. In the past it has usually been a forestay or side stay. Sure enough, he supported our faith in his boat preparation by breaking his tiller on day one. His tiller extension plagued him on the final day, causing him to concede an otherwise unbeatable winning margin to Graham Bridges.

The prize for the first capsize is always eagerly anticipated. The “open” section (anywhere on the water) went this year to Alex Aitken #147, who obliged with almost indecent haste once he was on the water. Alex’s boat handling was very vulnerable at times, most notably when Ann Rickerby on the committee boat gave Alex a beaming smile. No disrespect to Alex, and nobody said anything at the time, but we all assumed she was smiling at something else!

First capsize in the “racing” section went to one of the Zephyr class senior citizens, Ron Mackie #39. Ron is a particularly hardy performer who competes despite a couple of knee replacements. Ron had a number of swims during the event and claimed to have his own personal rescue boat. They were seen waving a white object at him during a prolonged immersion session involving multiple capsizes. Ron took this to be a white flagged invitation to surrender and be towed, but it was actually his bailer which had come adrift and been retrieved! Ron’s

concern at the amount of water entering his boat saw him fit an extra bailer between races.

Runner up in the “racing” capsize section was Peter Hutchinson #65, another “bionic” sailor with a knee replacement, his first capsize coming just after Ron’s. Peter won the “firewood” award after a loose shackle pin caused his mast to shatter at

deck level. Alex Aitken usually only offers crocodile tears of sympathy to those who break wooden masts, as they invariably opt for alloy replacements and that looks good in the trading accounts!

Daughter Melanie Hutchinson #85, responsible for talking Peter into the trip to Plimmerton took one look at the mountainous seas and strong winds at the start line of race one. She opined “there’s no rule that says you have to sail in shitty weather” and opted for the warmth and comparative safety of the club.

Graham Bridges #152 or “Bridge O” started the contest by trying to put his head out a partially opened window at the Back Packers Lodge. Those who know him well were not in the least concerned about possible brain damage. Bridgo showed a preoccupation with moored or previously moored objects. He hit the windward mark on one occasion and was cited for relocating part of a drifting mussel farm without Resource Consent.

Keith Paine #18 “Paine O” was another one of the lads from Hamilton! He was controversially awarded “First Granny” at the wing mark. He claimed he was copying someone else, but without video replays, what can you do? Anyway it set a bit of a trend. You could see the “whites of their eyes” as many came to grief hurtling down the rollers. Keith was also observed capsizing in sympathy with Ron Mackie.

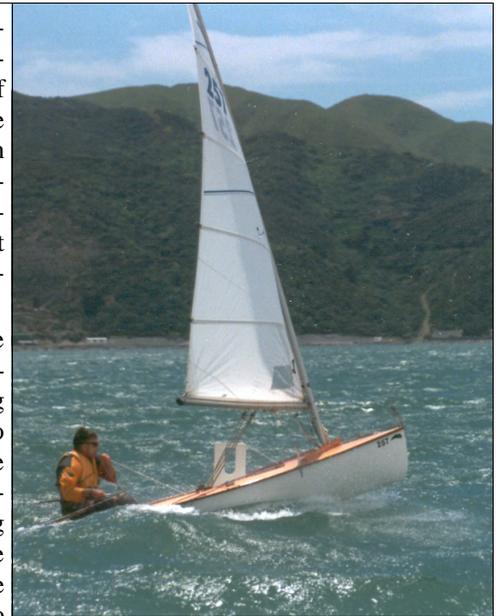
Richard Ineson #253 wanted more practice than the practice race allowed, setting off to do an extra leg. Russell Turner #255 was seen to be “walking on water” when his depth sounder failed to record the shallows at low tide. Colin Maddren earned the dubious distinction of a prolonged upside down tow after a capsize in heavy seas at the top mark.

Stuart Macky #258 earned the ire of the President #147 by forcing him to take evasive action at the bottom mark. Alex lost control, hit the mark and turned upside down. Stuart, in his defence, claimed that he thought the yellow boat was Don Le Page, and that he was just overjoyed at passing him.

Andrew Geddes #45 our dear friend from Auckland earned a number of prizes for just being himself. He threw in the atmosphere of enforced waiting for the wind to drop, visiting Te Papa while the rest of us were mesmerised by the wind meter. The sea conditions did not permit an “in boat” haka this contest.

Rob Ebert was lucky to escape the attention of the “Sheriff” with a broken kicker, broken rudder, a collision with Stuart Macky after misjudging a port/starboard crossing and an ignominious capsize off the ramp. We also saw David Bridges back in his Zephyr again after years of mothballs in Palmerston North. Although seriously out of practice, he handled the wind and sea conditions confidently. We hope he will be back!

Rob Ebert
Alex Aitken



Trading Corner

I have asked our editor (if room permits) to publish the latest list of Zephyr components available to owners.

There is no change at this stage to the price of masts, booms, sails and battens. The cedar hull prices need to be studied. Option 2 probably gives an owner who wishes to buy a hull with the minimum amount of finishing a good deal. Please be aware that these hulls are sold at cost plus a \$200.00 royalty and a \$50.00 fee to cover administration costs. There is still plenty of scope for the home builder who has the time to devote to a project. From information in the field, costs for a new zephyr on the water compares favourably with similar classes both in timber and glass construction. You will note the addition of sail tube bags. New sails, ex Doyles, are usually delivered to you in a light bag. I have given an order to the sail manufacturer for six of these tube bags to be supplied as an **optional extra** to the sail. They are well worth the small extra investment. I am impressed with the quality of the gear bags. They will be supplied on request.

Zephyr components in stock:- see price list

- One alloy mast held in Christchurch
- two sets of Blue Streak battens held in Christchurch
- One alloy mast and boom held in Hamilton

On order, Doyle Sails.

- Bulk order for Zephyr sails.
- Bulk order for sail tube bags.

Auckland is looking after details in relation to Cedar Hulls.

Administration: Alex will issue an official order and liaise with supplier. Payment with order or invoice. Make cheques payable to, "Zephyr Owners' Association" and post to: *Alex Aitken, 2 Shaftesbury Street, Christchurch 8004.*

If you have any concern about supply or quality of products please contact me in the first instance.

Zephyr Components Price List <i>Effective 1 February 2002</i> <i>Confidential to ZOA and its members</i> <i>Prices include freight and GST.</i>	
Mast anodised with riveted track and halyard cap	\$645
Boom 2.69m x mast section (tapered one end)	\$300
Sails complete with window, number and insignia (black, blue, red or green) wind indicators. <i>Note. Coloured sails can be supplied at this price if included in a bulk order</i>	\$585
Tube bag with Zephyr Logo if supplied with sail order.	\$30
Tube bag with Zephyr Logo sold separately	\$45
Sail coloured one off order (subject to availability of cloth)	\$678
Battens Blue Streak per set	\$170
Gearbag -- medium with Zephyr Logo. Manufactured by Doyles	\$75

ZOA Finances

As President and Treasurer I am happy with the way this year is shaping up. At the time of going to print the balance in the ASB cheque account stands at \$1794.97 and the 50 Accelerator account shows a figure of \$9763.47. A new batch of sails is on order and cedar hull #260 is about to be constructed under the supervision of the Auckland Zephyr Owners. There is no commitment to any funding for possible future GRP hull development.

One issue has surfaced of the last month. It has been brought to our attention that we do not really comply with rule 10 of our constitution ("Control of Funds" see rule book page 24). Should the association be subjected to a full audit of procedures then we would fail in our accountability. The committee as elected at each AGM is empowered under rule 8 to conduct the day to day affairs of the association. In the past where the committee was in one location and had regular meetings to approve payment of accounts and sign cheques that was fine. With the committee being spread out the treasurer has taken the least line of resistance rather than strictly adhere to the rule book. We are now going to tighten this up with the appointment of more cheque signatories and meetings as required to approve accounts.

Cedar Hull Option 1	Hull: strip planked cedar and glass construction including keelson/stem, bulkheads, cockpit sides, deck beams and centre case.	Price ex Auckland includes GST and royalty. \$3400
Cedar Hull Option 2 (Decked)	Hull: construction as for option 1 plus: <ul style="list-style-type: none"> • Fit deck and seal deck, construct and fit beltings, coamings, mast collar, cockpit cappings. • apply high build to hull and sand • apply perfection undercoat to hull and cockpit. 	Price ex Auckland includes GST and royalty. \$5313

Note. A fully rigged Zephyr on the water ex the Auckland boat builder would be \$12,235. A full rig including option 2 with your labour, paint etc is estimated to cost \$10,613

Mast, Boom, Sail and Hull are all subject to Zephyr class rules and must be purchased through your association. * Battens are not subject to class rules, however, they have been selected by the sail maker as suitable for the Zephyr sail.

Enquires and orders:

Alex Aitken 03 3584 600

Russell Turner 09 534 7747

THE ZEPHYR OWNERS' ASSOCIATION

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SUBSCRIPTIONS 2001-2002

Subscriptions for 2001-2 are \$15.00 for the NZZOA, and \$10.00 for local associations in Auckland, Hamilton and Christchurch. If you are an "orphan" outside these areas, the \$15.00 NZZOA sub can be forwarded to Alex Aitken, President, or Rob Ebert, Secretary. Please include your boat name and number, so we can update the Zephyr Register.

We need your support for all sorts of reasons!

Zephyrs National Championships 2002

Sail #	Skipper	Yacht Name	Race 1		Race 2		Race 3		Race 4		Race 5		Race 6		Total Points	Worst Performance	Final	
			Place	Points			Total	Place										
256	D Le Page	Front Runner	1	1.00	1	1.00	1	1.00	2	2.00	1	1.00	2	2.00	8.00	2.00	6.00	1
254	R Ineson	Wave Dancer	2	2.00	2	2.00	2	2.00	8	8.00	2	2.00	3	3.00	19.00	8.00	11.00	2
152	G Bridges	Zonda	5	5.00	4	4.00	4	4.00	4	4.00	4	4.00	1	1.00	22.00	5.00	17.00	3
258	S Macky	Spirits	4	4.00	5	5.00	5	5.00	6	6.00	8	8.00	7	7.00	35.00	8.00	27.00	4
18	K Paine	Shiralee	6	6.00	6	6.00	8	8.00	5	5.00	9	9.00	5	5.00	39.00	9.00	30.00	5
188	R Allen	Wizard	DNF	18.00	3	3.00	6	6.00	12	12.00	5	5.00	6	6.00	50.00	18.00	32.00	6
253	C Maddren	Ebbtide Express	3	3.00	DNF	18.00	DNF	18.00	1	1.00	3	3.00	9	9.00	52.00	18.00	34.00	7
200	P Fisher	Garage Sail	DNF	18.00	8	8.00	7	7.00	10	10.00	7	7.00	4	4.00	54.00	18.00	36.00	8
257	R Ebert	Time Out	DNF	18.00	7	7.00	3	3.00	7	7.00	6	6.00	DNC	18.00	59.00	18.00	41.00	9
57	J Elliott	Arizona	DNF	18.00	DNF	18.00	DNF	18.00	3	3.00	10	10.00	8	8.00	75.00	18.00	57.00	10
39	R Mackie	Windbag II	DNF	18.00	DNF	18.00	9	9.00	11	11.00	13	13.00	DNC	18.00	87.00	18.00	69.00	11
147	A Aitken	Zero	DNF	18.00	DNF	18.00	DNF	18.00	DNF	18.00	12	12.00	10	10.00	94.00	18.00	76.00	12
49	A Geddes	Iolanthe	DNF	18.00	DNF	18.00	DNF	18.00	13	13.00	11	11.00	DNC	18.00	96.00	18.00	78.00	13
65	P Hutchison	MAD	7	7.00	DNF	18.00	DNF	18.00	DNC	18	18.00	18.00	DNC	18.00	97.00	18.00	79.00	14
255	R Turner	Volumini	DNF	18.00	DNF	18.00	DNF	18.00	9	9.00	DNF	18.00	DNC	18.00	99.00	18.00	81.00	15
83	M Hutchison	Springbok	DNF	18.00	DNF	18.00	DNF	18.00	DNC	18.00	DNC	18.00	DNC	18.00	108.00	18.00	90.00	16=
190	D Bridges	Foehn	DNS	18.00	DNS	18.00	DNS	18.00	DNC	18.00	DNC	18.00	DNC	18.00	108.00	18.00	90.00	16=

Handicap Prizes			
1	18	Shiralee	Keith Paine
2	200	Garage Sale	Paul Fisher
3	188	Wizard	Bob Allen