

# West Wind

The Newsletter of the NZ Zephyr Owners' Association

Volume 46 Issue 4

Internet address: [www.hyc.org.nz/zephyr](http://www.hyc.org.nz/zephyr)

June 2002

## EDITORIAL

There are a number of things to update you on in this issue of West Wind. The Annual General Meeting is in Christchurch this year. As an Incorporated Society, we are obliged to report to our membership each year but it also an opportunity for members to have their say in the overall direction of the Zephyr Association. Last year the AGM decided not to recommend a rule change allowing glass hulls, opting instead for a review of building options. I report on this elsewhere and I have included articles from the late 1980s that indicated that a lot of work on the same issue was done a long time ago.

There are some rule changes notified this time too. One is a "tidy up" of an anomaly introduced in the change from imperial to metric, the other allows any wood to be used for masts. Don Currie and Andy Holland were the only ones to comment on the proposed rule changes, both favouring allowing more tolerance in the mast collar at deck level for more strength in wooden masts and more movement in alloy masts. Instead, Don Currie has now suggested that we allow a 67 x 67 mm rectangular opening for the mast collar.

This would allow additional strength in wooden masts whilst those with alloy masts would stick with the current opening. No formal rule change proposal on this aspect has been received so far though. Don Currie tells me that he's built a new wooden boom and that a new wooden mast is planned. Those of you who read Boating New Zealand will have noted that Don's Herreshoff design *Brand New Day* won the single and double sculls events at the Antique and Classic Boat Show at Lake Rotoiti in the Nelson Lakes National Park this year.

The ZOA has had a web site at [www.zoa.cjb.net](http://www.zoa.cjb.net) since the Waiuku Nationals. It was developed and maintained by Jason Dolores, our Race Officer for that event. It has now shifted to [www.hyc.org.nz/zephyr](http://www.hyc.org.nz/zephyr), being part of the Hamilton Yacht Club web site maintained by John de Fluiter (#109). It brings the control and updating of the site a bit closer to our sailing base so hopefully it will become a bit more relevant for members. We are indebted to Jason for his efforts until now.

Those of you who went to the Auckland Boat Show will have noted the Zephyr stand established by Bob Allen, Russell Turner and the Auckland Zephyr Owners. Alan Retter's #1 was there along with #260, our most recent hull from new builders Pearson and Way. Don Mason's Pal Joey was around the corner in the classic boats display. Not many other dinghy classes displayed, so thanks to Bob, Russell and the AZO for making the effort on our behalf.

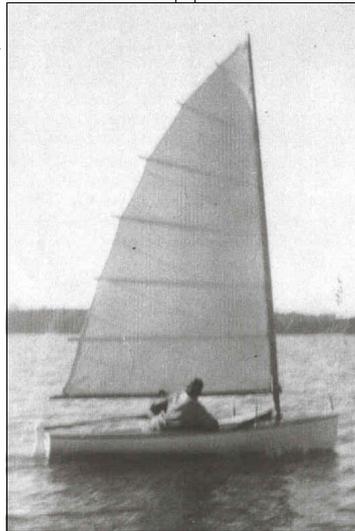
This West Wind has a preliminary notice advising the dates of the National Champs in Christchurch. Summer Bay is the

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## ZEPHYR PROTOTYPE

### "ATARANGI"

Des Townson completed the design for this boat on 2/4/1956. He built the prototype in a garage rented from a Mr Ted Old on the Great South Rd, Greenlane. (The Old house was situated opposite Atarangi Rd.) The building of the boat occurred during the winter of 1956. Construction was one skin of fore/aft cedar laid over one keelson to gunnel skin of kahikatea. One bulkhead was positioned forward of the mast step, and one at the rear of the cockpit.



The boat was launched in the spring of 1956, with a view to displaying it in the Boat Show to be held at the Tamaki Yacht Club later in the same year. Unfortunately, one day while Des was sailing, the hull fractured amidships on the port waterline area. The construction was just a bit too light for the loads the hull needed to withstand.

Des repaired the hull by stiffening the inside of the hull with  $\frac{1}{4} \times \frac{3}{4}$  inch ribs at six-inch centres. The boat was then displayed in the Boat Show and as a consequence of the interest shown, twelve orders were taken and the Zephyr Class

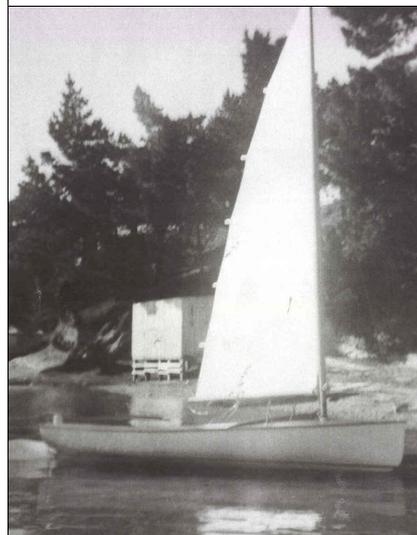
was under way. (This name has a better ring than the Atarangi Class !!!) The construction, needless to say, was changed and remained through the Townson building period as a three skin lay up.

Des sold "Atarangi" to the late Geoffery Jowitt. Geoff then sold the boat to Ken Lusty who was later to own the marine supply company Lusty and Blundell. Paul Bishop bought the boat in 1964 for 80 pounds and owned the boat for the next thirty-seven years. It is because of his care the boat remained in the remarkable condition at the time of my purchase in September 2001.

At some stage the boat was renamed "Talei" and was registered as a Moth Class yacht, number 8013. The only other change

was the fitting of a longer mast and boom, in line with the dimensions the Class uses to this day. The boat appears to still have the original mast, boom, centre board, rudder, rudder stock, tiller, and tiller extension.

My objective is to restore the boat to as original a condition as possible but with the ability for the boat to be safely sailed when required.



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# ZEPHYR OWNERS' ASSOCIATION ANNUAL GENERAL MEETING

*Saturday 3rd August, 2002*

(5.30 pm Social half hour)

6 - 7 pm Meeting

7.30 pm Dinner

*The Sand Bar, 1060 Ferry Road, Christchurch.*

All welcome - bring your partners for an evening of fellowship



## President's Annual Report 2001 - 2002.

On behalf of the executive I bring you greetings and trust that this past season has been enjoyable.

This past year has a pleasing increase in the number of ZOA subscriptions, a substantial boost in trading and a marked increase of activity and enthusiasm within the Auckland Zephyr Owners.

We had a great national contest at Plimmerton although the westerly wind and swells took its toll and of the seventeen contestants only six managed to complete every race. As you will see in the annual accounts it is clear that we need to concentrate on attracting large fleets in order that national events fulfil owner expectations and are self funding. Our recent experience with Timaru and Plimmerton really confirm that venues where there is a strong Zephyr fleet must have preference and this factor comes to the fore with the Christchurch Yacht Club offering to host the next national contest.

Earlier this year I had the opportunity to visit Auckland and meet up with five AZO members. Over dinner we talked about ways of encouraging members to join in club and fleet racing. The Auckland boat show invited classic boats to advertise. Russell Turner and his team will prepare and show off the new cedar hull along with Allan Retter's *Zephyr # 1*. Bob Allen gave some ideas on the 50<sup>th</sup> anniversary in 2006. All good stuff.

I also took the opportunity to call on boat builders Pearson and Way and looked at the embryo stage of the new cedar hull # 260. Russell Turner has made a considerable effort to ensure that the builder follows the plans and class rules. Lack of production numbers have a definite down side. The last three or four hulls off the jig and patterns reflect the individual builders interpretation of what the final product should be. We decided to build to the stage 2 option as a more attractive marketing proposition. The GRP hull debate is still alive but needs more consideration. Articles elsewhere in this West Wind attest to the long standing nature of this debate within the class!

I also caught up with Brian Peet who is restoring the prototype of the Zephyr, designed, built and trialled by Des Townson in 1956. Brian wants to restore it to its original condition and sail it at club level. Hopefully it will feature at the 2006 anniversary. Eventually it could well end up in the Maritime Museum.

What about the rest of the country? The Canterbury Zephyrs had good fleet numbers on the water and the twenty one owners who turned out at their recent AGM are keen to see the class progress. This past year has seen a large number of Zephyrs change hands and while we have managed to satisfy



## Agenda AGM

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 President be allocated an honorarium of \$150 for out of pocket expenses" R Ineson/ P Stokell, CZOA AGM 19/5/02
  - Rule Changes
  - National Contest 2003 & 2004
  - Report from CZOA on National contest hosted by Christchurch Yacht Club.
  - Report from Auckland on 50<sup>th</sup> Anniversary contest

the demand to date the number of good competitive boats available has all but dried up. Hamilton has had good fleet numbers throughout the season. There has been some turnover in the fleet, but boats are snapped up by an informal "waiting list" of interested skippers. Tauranga has a fledgling fleet which should increase with the restoration and return to the water of #6.

On behalf of all owners I wish to thank the executive for all their help given during the year. Rob Ebert does an outstanding job with publishing the West Wind and looking after the boat register and is always a help when it comes to Class Rules. Bob Allen and Richard Turner made sure we were well represented at the Boat Show with #1 and #260. A personal thanks to our auditor Richard Ineson who, while not involved in the day to day financial affairs is a great help with the annual accounts.

I look forward to another year of progress.

**Alex Aitken**  
**President.**

ZEPHYR OWNERS' ASSOCIATION INC FINANCIAL REPORT FOR YEAR ENDING 30 MAY 2002				STATEMENT OF FINANCIAL POSITION As at 31 May 2002			
<b>TRADING INCOME &amp; EXPENDITURE</b>	<b>2002</b>		<b>2001</b>	<b>CURRENT ASSETS</b>			
<b>Income</b>				ASB bank account 50	5816		4719
Sails	6495		4281	ASB bank account 51	nil		726
Spars & Rigging	4229		4060	ASB cheque account 00	147		541
Cedar Hull	2976		2600	Stock on hand 31/5/02	<u>7698</u>		<u>5632</u>
Wooden Hull	<u>200</u>		<u>nil</u>			13661	11618
	<b>13900</b>		<b>10941</b>	<b>FIXED ASSETS</b>			
Less expenditure							
Opening stock 1/6/01	5632		6010	Building moulds and pattens	2362		2362
Sails	4551		4599	Less Royalties	<u>(800)</u>		<u>(600)</u>
Spars & Rigging	4530		2757			<u>1562</u>	<u>1762</u>
Cedar Hull	5063		2100			<b><u>\$15223</u></b>	<b><u>\$13380</u></b>
Wooden Hull	100		nil	<b>Represented by:</b>			
Administration costs/Sundry	<u>100</u>		<u>307</u>	<b>MEMBERS FUNDS</b>			
	19976		15773	Accumulated funds 1 June 2001		13380	12571
Less closing stock 31/5/02	<u>7698</u>		<u>5632</u>	Add net surplus		<u>1843</u>	<u>809</u>
		<u>12278</u>	<u>10140</u>	Accumulated funds 31 May 2002		<b><u>\$15223</u></b>	<b><u>\$13380</u></b>
<b>Net surplus from trading</b>		<b><u>1622</u></b>	<b><u>800</u></b>	A set of audited accounts will be presented at the AGM in Christchurch. <b>Alex Aitken</b> <b>Treasurer</b>			
<b>ADMINISTRATION INCOME</b>				<b>Financial Notes for 2002/2003.</b>			
Donations	80		30	We are always looking for new ways to promote interest in the Zephyr class yacht and its Owners' Association. Last season we had a paid up membership of ninety plus and this year, with your enthusiasm, we hope to achieve over hundred subscriptions. With this goal in mind plus donations and interest earned on our number 50 account we are looking at an income to cover the following budget.			
Subscriptions	1485		1160	Suggested administration budget for the 2002/2003 season.			
Interest	171		136	Engraving	50.00		
Sundry	nil		55	Newsletters (5 publications)	450.00		
Sundry - Plimmerton	189		-	Postage & Stationary	100.00		
Less prizes - Plimmerton	<u>(383)</u>		-	Tolls & general	150.00		
Deficit - Plimmerton national contest	(193)		-	Promotion and development	300.00		
		<b>1543</b>	<b>1381</b>	Sundry Expenses	50.00		
<b>Less EXPENDITURE</b>				Travel. president/secretary	350.00		
Bank charges	2		nil	Honorarium - President *	<u>150.00</u>		
Engraving	45		52	Total admin budget	<b>\$1600.00</b>		
Newsletter	325		333	* for out of pocket expenses. voted each year at our AGM			
Postage & Stationary	169		92	Note. <u>National Contests should be self funding.</u> See deficit (193) in administration income. This involves well organised contests at good venues to attract 25/30 entries.			
Tolls & General	96		67	Trading results this year have been particularly pleasing, contributing \$1622 to our accumulated funds. Zephyr sails supplied in tube sail bags featuring the Zephyr logo has been such a popular move that it will become standard with a small increase in price to cover the added "feature".			
Meeting expenses	50		22	<b>Alex Aitken</b> <b>Treasurer ZOA.</b>			
Promotion & Development	65		50				
<b>Expenses carried forward</b>	<b>2002</b>		<b>2001</b>				
Sundry/Travel	420		356				
Honorarium President	150		100				
Prizes	nil		<u>300</u>				
		<u>1332</u>	<u>1372</u>				
Net surplus - Admin		221	9				
<b>Add</b>							
Net surplus from trading		<u>1622</u>	<u>800</u>				
Total surplus for year		<b><u>1843</u></b>	<b><u>809</u></b>				

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Des has given me an old cotton Boyd & McMaster Zephyr sail, which will greatly assist with the authenticity of this project. The only item I need to complete the restoration is an old bronze goose neck which may have originally been fitted to the early boom.

**Brian Peet.**



### ZEPHYRS FOR SALE

#### **#156 Chinook:**

Wooden rig, beach trolley, road trailer, good sail.  
Needs minor repairs.

Contact: Rick Cable 03 312 2667

#### **#171 Tania:**

Contact: Ted Frankham 09 818 8711

#### **#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

#### **#104 Gidget**

Stored on the Coromandel  
Contact Brian Bayliss 07 849 6521

#### **#55 Zorro**

Alloy rig, road trailer, two sails  
Contact Craig Peebles 07 843 7746

#### **#59 Escapade**

Good condition. Good wooden spars, two sails, one in good condition with a new set of battens. Beach trolley. \$900.

Contact Richard Whitney 09 360 0590.

#### **#309 Pilatus**

Three times National Championship winner. Owner moving on to other pursuits. In excellent racing trim.

Contact Glen McKenzie 03 356-3331.

#### **#33, Rocket, #134 Stardust**

Wooden rigs, good condition.  
Contact Jim Park 03 384 1335

#### **Zephyr Road Trailer**

Purpose, fully galvanised, tool box, very tidy, \$500.

Contact Geoff Mannell 07-827-5640 or  
email gmannel@wave.co.nz

#### **Brass Goose Neck Fitting Wanted**

To restore *Atarahangi*

Contact Brian Peet 09 5203 618

### Glass Zephyrs 2002

At the last Annual General Meeting a resolution looking to formulate a rule change to allow glass Zephyrs was defeated, albeit narrowly. However, the incoming Executive was charged with further exploring the issue of building Zephyrs in glass. Since then a number of people have canvassed various aspects of the issue.

The following have emerged.

- The class is divided on the issue. Many existing owners prefer the wooden boats and the tinkering that goes with maintaining them. Other owners find this a burden, especially if they have other family craft to maintain. Arguably there are probably a number of prospective owners who would sail glass boats if they were available, but it is hard to say if they represent a viable market.
- Glass Zephyrs are not allowed by the Class Rules. Meetings of the ZOA and CZOA have voted against them, albeit by close margins (in the case of the ZOA). The attitude of the whole class to a rule change (which needs a two thirds majority) is unknown and cannot be tested until six registered owners propose a rule change. It is obviously difficult for Alex Aitken and myself as Officers of the Society to proceed with a rule change proposal given the votes against it at its AGM.

Leaving procedural matters aside, we have learned the following. If we were to build a "completely" glass Zephyr, meaning both hull and decks, two moulds would need to be created, one for the hull and one for the deck and cockpit. The two would be bonded together in a similar manner to the Laser class.

A mould for the hull could be taken of one of the cedar glass boats. Older boats could be used, but the cedar glass hulls are the fairest and most recent hulls. Creating a female mould off an existing boat would thus be a relatively straight forward exercise.

A mould for the deck and cockpit would need a bit more work to adapt it to the constraints of GRP technology. The features of this would seem to need to be:

- One piece deck and cockpit moulding.
- Bulkheads would need to be positioned at the deck beams fore and aft of the cockpit.
- The mast could be stepped on the keel in the forward bulkhead in the traditional manner with a large bulkhead cut out to allow access, or stepped in a tube similar to the Lasers. An oval tube (dimensions to be agreed) could be utilised to allow some mast rake.
- Coamings would be added forward of the mast. These could be part of the mould or added on. Wooden "add ons" could reflect the origins of the class.
- The centre case slot would be the same width, but the case would need to be widened considerably at its base to provide the necessary strength.
- Venturis would be in a well just aft of the centre case.
- Cockpit sides would need to be slightly rounded, with beadings or grab rails fitted later in a similar fashion to the Laser.

In general appearance the "all glass" Zephyr would be similar to the glass Starlings, though the rounded nature of the Zephyr hull lends itself more easily to glass construction.

**Rob Ebert**

## Brett White on Hull Construction July 1989

As you are all aware, the ZOA Committee has, over the past two and a half years, been investigating the possibility of an alternative method of hull construction to the three skin cold moulded method as used by Des Townson. There is nothing fundamentally wrong with cold moulded construction, however it is very labour intensive and thus, relatively expensive. The other problem that is looming is that the timber used in the original boats is 1/10" rotary cut veneer. With the change to metric, the availability of imperial dimensioned veneer is becoming less likely.

The Committee set out to find as much information as possible on the various materials and building methods available for small boats - the objective being to try to reduce the cost of new boats to make the Zephyr more attractive to new owners.

The price however, was not the only criteria the committee used during their evaluation. The one-design nature of the class was upper most. It is vital that no advantage, real or perceived, be built into any new hulls. Shape and weight need strict control. The appearance of the Zephyr has always been a major part of the attraction to many owners, so the aesthetic result of any new form of construction had to be considered. Any new materials used would have to be available well into the future and the longevity of the completed hulls would have to be at least as long as the original boats.

The construction methods considered were;

- Solid glass reinforced plastic
- Foam sandwich glass and
- Strip plank cedar.

The ZOA obtained from Richard Honey of High Modulus, a laminate of each form of construction that would produce a hull of equal weight to the original cold moulded timber. Richard was able to supply material costs and comparable strengths for each laminate. Strength soon became irrelevant as all the alternatives proved superior to the cold moulded system.

The Mistral class had already decided to use solid GRP so the ZOA was able to draw on their experiences and problems. GRP seemed to be a good option - it would produce a series of hulls identical in shape and similar in weight plus maintenance would be kept to a minimum. An all GRP boat (i.e. the deck as well as the hull), was ruled out on aesthetic grounds, but a composite boat with a glass hull and ply decks would seem to produce the ideal boat. The downside is that solid GRP boats are generally built using polyester resin and after two or three years sailing these boats are prone to micro cracking, causing the hull to become soft and allowing water to enter the laminate and the hull to gain weight. Epoxy resin is not subject to this, however the costs are prohibitive. The major problem with glass construction for the ZOA is the initial cost involved. The cost of tooling and moulds are quite large and while other classes have the ability to amortise these costs over many boats through volume production, the number of Zephyrs built in future will be relatively small. These costs will push the price of a glass Zephyr above the cost of a cold moulded hull, thus defeating the ZOA's objective.

Foam sandwich construction would produce a vastly superior hull in terms of strength and stiffness - it has all the advantages of solid GRP without the micro-cracking. However, the costs are considerably higher. The same mould costs are incurred, material costs are higher and there is considerable labour input.

Strip-plank cedar construction appeared to be the most promis-

ing option. This laminate option consists of 8mm thick Western Red Cedar planks, edge glued over with epoxy over a mould. A skin of 10oz E glass is laid over the outside and a layer of 6 oz E-glass laid on the inside. This produces what is essentially a timber hull shell a total of 10mm thick (identical to the cold moulded shell). All the existing structural elements such as stem, keelson, deck beams etc, are retained. Materials are readily available and labour savings are significant.

The ZOA Committee decided that this option was worth further investigation and had test panels made of both strip-plank and cold moulded methods, these were then tested to destruction. Across the hull the stiffness of the strip planks is marginally better than cold moulded, but fore and aft, strip plank is significantly better.

As it was possible to construct a strip plank hull on the existing moulds the committee authorised the construction of two hulls to be completed and sailed against the existing fleet for evaluation. This would then give an accurate construction time and costing, and indication of the completed hull weight and ultimately an indication of performance. This construction was carried out by Class Patron Noel May and then Class Secretary Gary Adams - on the understanding that the end product may not be acceptable to the Committee.

The first of these hulls has now sailed half a season with the French Bay fleet and also in the Auckland Champs in Tamaki. The complete hull is 1.5kg above the minimum class weight but this is the median weight for the Auckland fleet. There appears to be no difference in performance between the strip-plank boat and the cold moulded boats and once painted there is no way of telling them apart. The glass skins should provide good protection against the inevitable knocks and dings and will also provide a surface which should require less maintenance. The cost of the strip planked hulls are approximately 70% of the current cost of a cold moulded hull. The ZOA Committee believes that this is the best way to produce Zephyr hulls in the future for the minimum financial outlay.

The ZOA Committee has approved strip planking as a form of construction for the building of Zephyrs. The Committee has also approved in principle and called for quotations from reputable boat builders for construction of a frame mould to hull lines supplied by Des Townson, the frame mould will further reduce building time and costs for strip planked hulls.

It has not been possible to include much detail with regard to the research into alternative construction, let me assure you that a great deal of time and expertise has gone into this research. It should also be noted that the strip-plank method is an alternative to, and not a replacement for, the cold moulded method of construction, as the committee realises that some owners may still wish to have hulls built to the original method.

The original boats have lasted 30 years plus, not bad for untreated pine, but they will not last forever. The cost of building a new (cold moulded?) boat is not competitive, especially the cost of maintenance is considered. In order for fleet levels to be maintained, and with some effort, increased, new boats will have to be built.

## Editors Note

*Brett White was ZOA President in the late 1980s and instrumental in drafting the Class Rules we currently use. He still has #61. This is an edited version of an article that appeared in the ZOA newsletter in July 1989.*

## Gary Adams on the Zephyr class September 1988

My intention is to create some discussion and owner input into the future of the Zephyr class. As you will see by the two reports that I am going to present, there are different methods available to stimulate growth in small yacht classes.

### The fibreglass Mistral

A few years ago the Mistral Owners' Association (MOA) constructed a fibreglass hull mould. This met with limited success with only a handful of boats being built. It was felt that it was still too expensive to finish these hulls with timber decks so to increase interest in the class the MOA commissioned a commercial boat builder to modify the existing mould to accommodate a fibreglass deck and to construct a deck mould and plug. Steve Marten supervised the project free of charge which helped curb costs, although to date the project has cost \$12,000. The money was raised by obtaining interest free loans from members, to be paid back from a \$400 levy on each new boat. Steve Marten felt that if the MOA were to have started from scratch, and this could apply to the Zephyr class (which has no hull mould), at commercial rates the figure of \$12,000 could easily double. At present a bonded hull and deck is \$2200 with the \$400 levy is on top of this cost. By comparison, the Laser, bare hull and decks, costs \$2200, a price was obtained through considerable discounts from bulk buying. Therefore unless the MOA can sell sufficient numbers of boats the price of \$2200 plus \$400 loan repayment will be hard to sustain. However the advantages of this approach are:

- An off the shelf type of boat which would suit a lot of people with no time to finish and maintain wooden boats.
- A modern boat building method which suits many boat builders
- A very uniform hull shape and weight is produced.
- A potentially higher resale value

The disadvantages are:

- The loss of appeal as a traditional boat and its individuality aspect
- The inevitable change in appearance of a fibreglass construction
- The possibility of obsolescence of wooden boats or the entire class.
- Possible division of the class
- The inability of individuals to reduce costs by completing boats themselves
- It would be hard to justify spending such a large amount of money on plugs and moulds, as on a strictly commercial basis it would probably not be viable.

The MOA feel they have set the scene for the future with a complete sail away package and with the right promotion they believe the Mistral's future is assured. The way I see it, whilst the MOA may have chosen a rather expensive option, at least they have tried to address the problem and I hope it proves successful.

### Cedar-Glass Zephyr

My alternative to GRP is the cedar-glass construction method. I believe it could be the answer to the continuation of the Zephyr and if we can introduce between five and ten new boats per year, this should ensure that current fleet numbers are maintained.

Noel May and I have to date built two cedar glass hulls and both should be sailing this season. This will allow both builders and owners time to evaluate further the merits of technique. It

is a new construction method for the Zephyr and as builders, Noel and I felt a season for testing this hull is imperative before we look at more hulls. It was an attempt at finding an easier and cheaper method of building hulls but it is still a labour intensive method and has

proved so far to be only slightly cheaper than the cold moulded method. Although we are hopeful of streamlining the current system, as a strict commercial proposition I feel that even cedar-glass would not be viable. However the advantages are:

1. Cedar and glass are readily available (ply veneer is getting harder to obtain in small quantities)
2. The existing mould is utilised and therefore no extra outlay for the ZOA.
3. Owners can buy stage one and finish to their requirements which helps curb costs.
4. Cedar-glass hulls finished with a suitable two pot system will require little more than a cut and polish for many years if prangs are avoided.
5. The traditional aspect of the Zephyr is still upheld with individually styled varnish and paint work.
6. A considerable reduction in preparation of the hull for painting.
7. It is not expected that cedar-glass boats will supercede existing Zephyrs in performance as the weight and shape will be the same.

The disadvantages are:

1. Should Noel and I choose to stop building cedar hulls in future, and no other hobby boat builder can be found to replace us, then commercial boat builders may be reluctant to become involved in such a small scale project.
2. Like all existing Zephyrs, a certain amount of care must be spent in maintaining the boats.
3. The availability at present will be restricted to no more than ten boats a year.

Cedar glass is an alternative, it doesn't mean cold moulded boats can't continue to be built and maybe there are other hull layups that the Committee can investigate. It would appear that cedar hulls are a viable alternative. Perhaps the growth from such hulls is all we as a class can hope to achieve, and this will ensure that the Zephyr will remain a modern and ongoing class. All I ask is that the incoming Committee and owners consider my viewpoint and perhaps some healthy debate will be forthcoming in the future.

### Summary

In summary I see the options as:

1. A confirmation of the committee decision to include the cedar-glass construction method of new boats.
2. The acceptance of the above, but also keep a watching brief on the Mistral and to evaluate the viability of an all fibreglass Zephyr
3. The immediate launching of a fibreglass project in line with the MOA.

Personally I favour option 2, but it is your class and so we must act together to ensure that the Zephyr is here in another thirty years. I look forward to your discussions on these reports and hopefully something positive will eventuate.

### Editors Note

*Gary Adams was Secretary of the ZOA in the late 1980s and current owner of #251, the first cedar glass hull. He alludes to a second boat, whose identity I don't know. This is an edited version of an article that appeared in the ZOA newsletter in September 1988.*

**Zephyr Owners' Association (Inc)**  
**Annual General Meeting**  
**French Bay Boating Club**  
**2000hrs Friday, August 10<sup>th</sup> 2001**

**Present:** A Aitken (Chair), R Ebert (Secretary), N May (Patron), A Geddes, A Retter, R Waterer, D Craig, R Allen, R Turner, G Moore, S Macky, S Connolly, K Smith, R Dew, R Still, D Waterer T Frankham, W Russell, D Way, K Andrew.

**Apologies:** M Sargisson, F Elley, M O'Connell, C Maddren, Because of the late arrival of the Secretary (Rob Ebert) the actual order of business differs from that documented here.

**Minutes:** The minutes of the previous AGM held at the French Bay Boating Club on 1930hrs Monday, July 3<sup>rd</sup> 2000 had been previously published in West Wind, and were circulated at the meeting. They were taken as read and accepted as a true and correct record of that meeting. (Allen/Retter)

**Matters Arising:** A Retter queried whether a completed price for a Zephyr had ever been determined. Detailed costs of equipping a Zephyr had been published in West Wind from which it was possible to estimate a fully completed price. It was felt to be comparable with a Laser.

**President's Report:** A Aitken read his President's Report, it having been previously published in West Wind, and moved its acceptance. (A Geddes/D Waterer)

**Treasurer's Report:** A Aitken presented an audited set of accounts for the previous financial year for acceptance by the meeting. (A Aitken/A Geddes). He commented on the comprehensive audit carried out by Richard Ineson, Honorary Auditor. The meeting recorded its appreciation of Richard's efforts.

**Budget:** A Aitken presented the proposed budget, as outlined in the most recent West Wind, for acceptance by the meeting. (A Aitken/R Ebert)

**Subscriptions:** Recommended to remain at \$15.00. (A Aitken/R Ebert)

**Election of Officers:**

In the absence of other nominees, the following were declared elected: (R Waterer/D Waterer)

*Patron:* Noel May

*President:* Alex Aitken

*Treasurer:* Alex Aitken

*Secretary:* Rob Ebert

*Auditor:* R Ineson (from last year)

**Regional Representatives:** A Aitken (Canty), Bob Allen (Ak), Rob Ebert (Hamilton), Dennis Craig indicated that work commitments would keep him out of Zephyr sailing for the next two years. Auckland will nominate another representative in his place.

Patron Noel May spoke briefly to the meeting. Des Townson has recently been diagnosed with Cancer, but both he and Noel retained an involvement with the class via the West Wind. Noel presented Alex Aitken with his "Presidential Badge of Office" – a handsome half model of a Zephyr.

**General Business**

1. *Honorarium:* Notice of Motion "That the President be allocated

an honorarium of \$150 for services rendered" received from R Ineson and P Stokell, CZOA was passed.

2. *Glass Hulls:* Notice of Motion "That the ZOA Executive prepare an amendment to the class rules allowing glass reinforced plastic hulls. R Ebert/A Aitken. Defeated on a show of hands, 9/7. This motion generated considerable debate. Comments in the discussion were:

- Overall cost of a Zephyr is considerable (\$10000) and a barrier to entry. Glass construction has the potential to lower costs considerably.

- The "wooden boat" look and classic lines are a major part of the Zephyr's appeal. This would be lost in glass construction. Glass Zephyrs would not look like the wooden ones.

- Lessons from the Starling class, which had recently gone into fibre-glass construction were:

- Glass starlings appealed to adults who were buying them for their children. There was a "just add water" approach which may not necessarily apply to Zephyrs. Zephyrs tend to be purchased for owner (adult) use – a vintage car philosophy for some.

- Glass construction lifted the Starling class overall – more wooden boats were built as well.

- Glass starlings were priced to be comparable to wooden ones. This kept wooden boats viable and allowed a margin for the builder.

The need to investigate further the construction methods was recognised in the following motion:

"The Executive investigate the various construction methods (with costs) for building Zephyrs. R Waterer/ D Waterer. Carried. R Waterer offered to assist with this work.

Dennis Craig informed the meeting that Gary Matthews of Matthews Marine wished to resign as the Zephyr boat builder. He had built three hulls to date, all at a loss. As a result, Dennis felt it was unreasonable to expect him to continue with the present method of construction. After some debate there was general agreement that ZOA look at employing the services of a non commercial builder who may be prepared to work for a nominal hourly rate.

3. *Contest AGM:* Notice of Motion "The next AGM be held at the Plimmerton National Championships" R Ebert/A Aitken. Lost on voices.

4. *YNZ Advertising Code:* "That the ZOA adopt Category C, allowing advertising on hulls, spars and sails without restriction except in the space reserved for identification. Ebert/ Aitken, Carried.

5. *Rule Changes:* The meeting noted the recent West Wind article by Don Currie proposing changes to mast construction and mast hole size. Don was commended on its thought and content. There was general concern about adjusting the hole size and a number of methods of strengthening masts at deck level were proposed.

6. *ZOA 50<sup>th</sup>:* This will be in Auckland in 2006. Possible venues were canvassed. Auckland owners will explore options. Good South Island attendance expected at Plimmerton in 2002.

Meeting closed 2210hrs

**Rob Ebert**  
**Secretary**

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preferred venue, but it is very exposed in off shore conditions so the Estuary will be the back up venue. Sumner Bay is off Sumner beach with launching facilities at Scarborough. Sumner Bay is not used that often as a sailing venue because of its somewhat restricted launching, but it was a feature of Christchurch Yacht Club Regattas many years ago. It is a great sailing venue if the Christchurch easterly prevails.

A number of North Islanders have indicated interest in attending the Nationals. Graham Bridges (#152) is looking to go down and would have room for a second boat on a trailer if that appeals to anyone.

I have been in contact with Noel May, who has agreed to continue as our Patron. I also approached him about recreating the

original National Championship Trophy. The original was a Zephyr transom with a half model of a Zephyr attached to it. A shield was attached with the winner's name, so it "filled up" some years ago and has been stored in the trophy cabinet of the Tamaki Yacht Club. Noel has a few other things on his plate at the moment, including a house shift, but he has agreed to look at it when he gets settled. Tamaki Yacht Club have indicated that they are interested in hosting a Zephyr event in April next year to coincide with the Mistral Nationals. I have passed the offer on to the Auckland Zephyr Owners for them to follow up. I will be away in Malaysia visiting the in-laws over the next month, so there will be nobody at the end of the phone, but I will be clearing my email.

**Rob Ebert**

**Zephyr Owners' Association  
Proposed Amendment to the Zephyr Class Rules  
AGM 2002**

The following changes to the Zephyr Class Rules are proposed. As required under existing Class Rules (1.9), this change has the support of six registered owners and approval by a two thirds of any registered owners who elect to vote is now sought.

**Mast Construction Rule Change**

The purpose of this rule change is to allow wooden mast construction from any suitable timber.

**Proposed Change**

*3.1 Masts and 3.2 Booms*

Delete the words "(oregon or spruce)" from Rules 3.1.1 and 3.2.1.

The first phrase of these rules will then read as follows:

3.1.1 Timber masts shall conform to the following dimensions:

3.2.1. Timber booms shall comply with the following dimensions:

**Centrecase Width Rule Change**

The purpose of this rule change is to correct an anomaly in the Class Rules which probably arose from the conversion from imperial to metric measurements. Originally the centrecase spacer was  $\frac{7}{8}$

inches (22.2mm) and the centreboard  $\frac{3}{4}$  inches (19mm). This was converted to 21mm and 22mm respectively, making the centrecase smaller than the centreboard!

**Proposed Change**

*4.4 Framing Timbers*

**The entry in the table under 4.2.2 to read**

Centrecase	Sides 20mm
Centrespacer	22mm

**Preliminary Notice of Race**

**2002 Zephyr National Championships  
Hosted by the Christchurch Yacht Club**

*Saturday 28th December to Tuesday 31st December  
Briefing and BBQ at the Christchurch Yacht Club  
Friday evening 27<sup>th</sup> December 2002, 6 pm*

A series of six races in Sumner Bay over two days and afternoon races on two days in the Estuary is planned.

Local owners may be prepared to lend or lease boats for the contest. Please contact Alex Aitken if you are interested.

The formal notice of race will be in the next  
West Wind.

**Zephyr Owners' Association  
Voting for Proposed Amendment to the Zephyr Class Rules**

I support the proposed change to *3.1 Masts and 3.2 Booms*      Yes      No      (*Circle your preference*)

I support the proposed change to *4.4 Framing Timbers*      Yes      No      (*Circle your preference*)

I confirm that I am a financial member of the Zephyr Owners Association (Inc)

Signed \_\_\_\_\_

Name:

Boat Number:

If you are not able to attend the AGM and wish to have your vote recorded, please give this to someone who will be attending or return it to:

**Rob Ebert, 15 Gilbass Ave, Hamilton**

**Fax 07 838 9376**

**Email: ebertr@wave.co.nz by Thursday August 2nd, 2002**

**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!**