

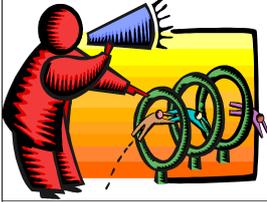
West Wind

The Newsletter of the NZ Zephyr Owners' Association

Volume 47 Issue 3

www.hyc.org.nz/zephyr

July 2003



FROM YOUR EXECUTIVE

This is a "bitsy" West Wind, got out in something of a hurry for the forthcoming AGM. Alex has been working part time and I have been beavering away in the garage fixing Zephyrs and building an "Optimus

Maximus". ZOA business has had to take a temporary back seat. As a result, we are a bit short of time and space for this issue, so Alex and I have combined our usual separate reports.

AGM 2003

As indicated, this West Wind publicises the AGM. The ZOA AGM is spread around so this is the time for the Auckland chapter to have its say at an AGM. Alex and I have put a considerable amount of time into the Association over the years with demonstrable success, as he relates in his reports. It is most encouraging to us to have your support at the AGM, so please try and make it!

President's Annual Report 2002 - 2003

On reflection, this last year has been one of growth in membership and enthusiasm with buying, selling and restoration of Zephyr fleets around the country. One of the highlights was the national contest held at Sumner Bay and the Estuary in late December 2002. The sight of 40 boats on the water attracted media attention throughout New Zealand. Following on from the Canterbury experience the spotlight shifted to Auckland with the celebration of Des Townson's dedication to the boat building industry and the restoration of the Zephyr prototype by owner Brian Peet. Yachting commentator Martin Tasker covered the celebration with Des at the helm of "Atarangi".

One of the highlights for me were phone calls and e-mails from new members in the Auckland region looking for Zephyrs to restore. Several boats from Canterbury have gone North and I hear that our secretary Rob Ebert is beavering away in his basement and offering tips on restoration. Thanks go to our auditor Richard Ineson for assistance with the annual accounts which indicate a healthy position for ZOA. Richard also lead the team that organised the national contest.

Our subscription income confirms we now have over one hundred members in the ZOA. All regions are to be congratulated for the dedication and enthusiasm that makes the Zephyr stand out amongst the centreboard fleets in New Zealand.

Whilst it is pleasing to have more members, I think it is time we had a close look at the subscriptions paid by members. We ran a deficit this year thanks to some one-off unbudgeted items and the increase in printing and distribution of the West Wind. Costs incurred as a result of the "Zephyr Re-design" recommendations and the forthcoming 2006 50th anniversary will not be able to be met by subscriptions without a modest increase. I feel we should look at increasing the members annual subscription to \$20.

According to what I hear on the grapevine the stage is set for another year of busy club sailing. Inter-club visits, masters games, championship events and national contests are the life

CANTERBURY YACHTING HONOURS ZEPHYR SKIPPER



Glen McKenzie, current Zephyr Class Champion was recognized as Canterbury "Yachtie of the Year" and "Dinghy sailor of the Year" at the Mander Trust Awards dinner held at the Christchurch Golf Club, Friday 25th July 2003.

Glen has been sailing competitively since a young age. He is a member of Mount Pleasant Yacht Club and is actively supported by his wife and family. Glen has been a consistent winner in provincial and national Zephyr contests. He is a primary school teacher and participates in coaching both on and off the water.

The Zephyr Owners' Association congratulate Glen McKenzie for his contribution to yachting as a sport and for winning the Mander Trust Awards for 2003.

blood of our Zephyr association and are to be encouraged at all levels. As we in the old guard sail into the sunset could I put a challenge out to involve and encourage young sailors to take an active participation in the sport and the Zephyr class.

Treasurer's Comments

I will present the accounts at the AGM and publish the accounts in the next issue of West Wind. However, a few general comments are in order.

The past year has been one of growth for the Association. Membership income, at \$1705, means we have exceeded 100 members for the first time since the 80s, when it is reputed to have peaked around 120 people. If we could find more boats, we would be up to that level again! Activity on the trading front has been similarly pleasing, with income in excess of \$20000, resulting in a surplus from our trading activities of over \$3000. We still have of \$9615.00 stock as at 31 May 2003, made up as follows- Christchurch: 1 mast, 2 batten sets, Hamilton: 1 mast, 1 boom, Auckland: 1 Cedar hull #260, 5

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Zephyr Owners' Association (Inc)

Annual General Meeting

The Sand Bar Hotel, Ferry Road, Christchurch
1800hrs Saturday, August 3rd 2002

Present: A Aitken (Chair) R Ebert, R Ineson, A Ebert, S Foster, R Proko, J Park, R Mackie, D Currie, T Wenham, M Hannah, J Peek, P Stokell, D Le Page, P Crofts.

Apologies: L Ebert, A Holland, P Guernsey, B Beere, R Wenham, B Taylor, J Simpson, D Mackie. *Accepted Ebert/Ineson*

Minutes of the Previous Meeting: The minutes of the previous AGM held at the French Bay Boating club had been previously circulated in West Wind and were available to the meeting. They were therefore taken as read. *Park/Ebert*. Accepted as a true and correct record. *Ebert/Aitken*

Matters Arising: Nil

President's Report: Previously circulated in West Wind and taken as read. *Accepted Aitken/Park*

Treasurer's Report: An unaudited set of accounts had been previously circulated in West Wind and an audited set of accounts was presented to the meeting. A couple of queries on value of stock held, with the suggestion that the year's end stock holding be listed in the Treasurer's Report. *Accepted Aitken/Park*

Budget: Previously circulated, Accepted Park/Mackie

Subscriptions: Recommended to remain at \$15. *Accepted Aitken/A Ebert*. A Aitken indicated that administrative costs were beginning to outstrip subscriptions and indicated recommending an increase next year.

Election of Officers

In the absence of other nominations, the following Officers were elected unopposed. *Mackie/Ineson*

Patron: Noel May

President: Alex Aitken

Secretary: Rob Ebert

Treasurer: Alex Aitken

Auditor: Richard Ineson

Regional Representatives:

AZO: Russell Turner

HAZO: Rob Ebert

CZOA: Peter Stokell

General Business:

1. President's Honorarium: The Notice of Motion from the CZOA "That the President be allocated an honorarium of \$150 for out of pocket expenses" *Accepted R Ineson/P Stokell*,

2. Rules Changes: After a brief reiteration of the rationale behind the rule changes the changes were passed unanimously. Twelve postal votes supporting the rules were also received.

3. National Championships 2003: Richard Ineson reported that the Organising Committee had arrangements under way. The current format is for two days for racing in Sumner Bay, with three races each day, followed by two days of racing in the Estuary, with two races and one race on the last day. Welcome dinner and briefing on the Friday night with Sumner Bay racing the following day. Race Officer and Timekeeper appointed and Patrol Boats under way. Sponsors still welcome.

4. National Championship 2004: Hamilton Yacht Club has expressed strong interest in hosting this event. The meeting endorsed this proposal. *J Park/A Ebert*

5. Jubilee Regatta 2006: AZO had forwarded their proposals and progress to date. The meeting felt was important to find ways of involving former class luminaries.

6. Zephyr Hulls: The problems of hull construction were canvassed after dinner. Since 1976 there have been some 8 builders, each doing small numbers of hulls over about three jigs. Increasingly, commercial boat builders do not seem to have the time to devote to the sort of finish expected by fastidious owners. Also, what constitutes a Zephyr is embodied in whatever building jig exists at that time. It was resolved that Don Currie and Rob Ebert investigate using existing plans to produce a "digital Zephyr" from which a building jig could be derived.

Meeting closed 2055hrs.

Rob Ebert

Secretary

ZEPHYR OWNERS' ASSOCIATION NOTICE OF ANNUAL GENERAL MEETING

Pt Chevalier Yacht Club

Sunday August 17th 2003

Meeting at 1500 hrs

Light Refreshments at the Conclusion

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 services rendered" R Ineson/R Ebert
 - National Contest 2003 & 2004
 - Centrecase King and Queen Post Fillers
 - Other Items

THE ZEPHYR OWNERS' ASSOCIATION

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sails and tube bags (Doyles)

On reviewing the administration budget approved at the 2002 AGM, our budgeted figure of \$1600 was exceeded due to a catch up with engraving and repairs to one of the trophies. Another trophy was purchased for the national contest. Printing and distribution of West Wind exceeded budget mainly due to the high numbers circulated and the decision to upgrade the quality of printing. Fortunately this increased spending was offset by membership growth, the net result being a small surplus.

Despite the healthy financial situation and as a prudent Treasurer, I do feel it necessary to recommend an increase in subscriptions to \$20. I foresee future expenses in respect of our 50th anniversary regatta and class development and would like to preserve our “capital” base as much as possible. I am mindful of the ups and downs small associations go through from time to time too, so I would like to build something of a buffer for the future. I will justify this recommendation further at the AGM and expect vigorous debate!

Web Site

Hamilton Yacht Club continues to host our web site. It is something of a utilitarian site, but I update it when items come to hand. It is pretty effective at selling boats—all the ones I have posted have sold promptly.

Zephyr Redesign Issues

Don Currie, Russell Turner and myself have been busy on the design aspects of the class. The three of us, plus Class Patron Noel May, spent a very pleasant day running some templates over a number of boats at Hamilton Yacht Club. Russell had constructed some templates from the original Zephyr table of offsets which we used them to compare a variety of new and old hulls. We will report on this in more detail at the AGM.

2004 Nationals

Preliminary planning is underway for next season’s National Champs in Hamilton, continuing our policy of holding this event at clubs that have Zephyr fleets. As an inland lake, Hamilton will be a different sort of venue, but we are hopeful that Zephyr sailors will warm to the challenge and support the event. A preliminary notice appears elsewhere.

Rob Ebert Alex Aitken

Budget for 2003-04

Income		Expenses	
100 members @ \$20	2000	Engraving	50
Donations and Interest	200	West Wind	640
Reimbursement from Trading	940	Post and Stationery	100
		Tolls & General	150
		Promotion	150
		Hull Development	1500
		Sundry	50
		President’s Travel	350
		Honorarium	150
Total	3140	Total	3140

Zephyr Buoyancy

The March 2003 meeting of the Canterbury ZOA expressed concern about the tendency of some Zephyrs to flood into a heavily bow down attitude after a capsize or swamping. Several of the older Zephyrs have experienced this problem recently, and in at least one case, rescue became problematic and extremely time consuming. The problem is restricted to those vessels either lacking a forward buoyancy compartment, or one that was poorly sealed. The meeting agreed that this tendency to flood bow down represented an unacceptable risk to both sailors and those charged with rescuing them.

The “owner completion” aspect of the Zephyr has resulted in various buoyancy configurations. The very early boats had a modest forward bulkhead with buoyancy bags under the decks and a number of these are still sailing. With these arrangements the swamping from a capsize usually meant the end of your race! Latterly, owners have “filled in” under the decks in a variety of configurations.

1.A bulkhead at the front of the cockpit (and thus behind the mast), with or without the ability to drain any water entering via the mast collar into the cockpit. This type of bulkhead is usually fitted with a large access hatch, often of dubious watertightness. Additional buoyancy is provided by side tanks and in some cases a rear bulkhead. This option allows water entry into the forward buoyancy compartment via the mast opening and any poor sealing round the access hatch. As a result, the compartment can be rendered ineffective after prolonged swamping in strong wind conditions. One owner (who shall remain nameless) observed a cat enter his aft bulkhead and then emerge sometime later from his forward hatch. Not having observed the cat closely, he was unsure if it had traveled via his side tanks. He duly reinserted the cat in the rear bulkhead and sealed it, only to have the cat re-emerge forward. This method of determining that all your bulkheads are inter-connected is not recommended!

2.Bulkhead ahead of mast, combined with side tanks and in some cases rear tank. The buoyancy compartments in these configurations are not affected by water entry through the mast hole. This is arguably the “safest” option.

3.No forward bulkheads at all, all buoyancy being in side tanks (and rear tank where fitted). This is probably the worst option (and fortunately, least common) as all effective buoyancy is aft of amidships.

Owners re-decking their boats are encouraged to give some thought to their buoyancy layout. The “safest” option is a bulkhead in front of the mast step that completely closes off the forward part of the boat into a separate compartment, separate from the two side tanks. The side tanks can run the length of the boat, or stop at an aft bulkhead, depending upon personal preference. The underlying principle is that any water which finds its way into any of the compartments by way of (say) impact damage is retained in the relevant compartment. Care needs to be taken that the boat is ventilated between sailing sessions because water gaining entry into any of the compartments will be retained.

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Some owners prefer a totally enclosed cockpit, with bulkheads at the front and rear of the cockpit. Apart from the aesthetics, this does mean a lower cockpit volume and potentially more effective management of water taken aboard in fresh conditions by bottom mounted venturis. This front bulkhead cannot be completely sealed because of the mast step inside. It goes without saying that the side tanks should be separate, but this is not always the case in older boats.

For boats in good condition with configurations 1) or 3) extra safety would be achieved by placing an inflatable buoyancy bag in the bow, ahead of the mast. For very little additional weight and an outlay of between \$80 and \$200 the boat would then meet the standards laid down in the rules. There is a manufacturer of custom buoyancy bags for kayaks in Christchurch, so if there is enough interest we could probably have some Zephyr bow specific bags made up.

Those present at the meeting felt that new Zephyrs or ones undergoing a rebuild should be encouraged to the configuration offering the greatest safety margin. The meeting further agreed that in future it should be compulsory for Zephyrs to race with a buoyancy configuration that ensured, to the extent reasonably possible, that the vessel would float in a reasonably level attitude after swamping.

The Class Rules already contain guidance on buoyancy: Rule 2.9 Buoyancy states:

1. a minimum of 0.2 cubic metres and it shall comply with YNZ Safety Regulations Part 1.
2. Bulkheads are permitted and recommended and may enclose the whole or part of the area covered by the deck.

YNZ Safety Regulations Part 1, Clause 2 states in part "Centreboard and open yachts shall be so constructed or fitted with **reserve buoyancy** so that when swamped or capsized in an "emergency" situation they will support their own weight including all equipment plus 10 kg for each crew member. Buoyancy shall be so disposed as to float the boat on an even keel when righted after a capsizing. When provided in the form of inflatable air bags or closed cell plastic foam the buoyancy shall be securely held in place." My underlining

The wooden construction of the Zephyr should easily meet the "support their own weight plus 10kg for each crew member" aspect of the rule – the problem identified is simply the unbalanced buoyancy volume distribution fore and aft.

ZOA Handbook, Guide to Zephyr Class Rules, para 2.9 states: The Measurer should record the position and extent of buoyancy tanks provided. From this the ZOA can calculate the volume. Dimensions of buoyancy bags should be recorded and the measurer will ensure that these are held securely in the boat.

It is pretty clear that in theory the rules already cover the situation Canterbury ZOA are concerned about. No rule change is required, but a bit of work over winter for some owners of older boats might be. Perhaps we should also try to make scrutiny of the buoyancy layout an increased priority for measurers. It may be worthwhile to include a line 24 on the Measurement Form (ZOA Handbook, pages 12 and 13) along the lines of "balance/distribution of buoyancy fore and aft" to ensure that consideration is given to ensuring that the buoyancy is distributed so that a swamped boat floats reasonably level.

Don Currie

COMING EVENTS

Hamilton Zephyr Weekend

Saturday 22nd – Sunday 23rd November 2003

Lake Rotoroa, Hamilton

The Organising Authority is the Hamilton Yacht Club, PO Box 649, Hamilton

www.hyc.org.nz Ph:839 4284

Preliminary Notice of Race

- Registration: Saturday November 22nd from 0900 at Hamilton Yacht Club.
- Briefing: Saturday November 22nd 2003 at approximately 1000 hrs at Hamilton Yacht Club
- Racing Schedule:
Saturday, 22nd November 2003
1000 hrs Briefing
1030 Race 1
1200 Race 2
1430 Race 3
Sunday, 23rd November 2003
1030 Race 4
1200 Race 5
Times for races 2,3 & 5 are approximate, depending on prevailing weather conditions. It may only be possible to complete two races on Saturday, in which case it will be a four race series.

48th Zephyr Class National Championships

Friday January 23rd to Monday January 26th 2004

The Organising Authority is the Hamilton Yacht Club, PO Box 649, Hamilton

mail@hyc.org.nz

Preliminary Notice of Race

- Registration; Saturday 24th January 2004 from 0800-1000 hours The Hamilton Yacht Club
- Briefing; Saturday 24th January 2004, 1000 hours at The Hamilton Yacht Club
- Racing Schedule:
Friday 23rd January, Twilight Practice Races
Saturday 24th, January, Registration, three races
Sunday 25th, January, four races
Monday 26th, January, three races, Prizegiving

2004 New Zealand Masters Games

Waitangi Weekend, Dunedin 2004 .

Dates; 6th to 8th February 2004

Venue; Otago Yacht Club

Time; 10.00am start each day

Age; Policy; Women 35+, Men 40+

Fleet Racing; Zephyrs

Sports Fee; \$25 per participant per class

Registration Fees; \$35 Early Bird if received at Games Office by 31 October, \$45 Standard if received after 31 October, \$20 extra for Late entries received after 31 December.

Other classes catered for (so that you can tell your Club Members) are; Sunburst , Laser , Topper , Farr 6000's, Noelex 25's. We are also catering for J.Class and International 1 Metre Radio Controlled Yachts. For further information contact Bren Nelson; bren-nelson@xtra.co.nz or Ph. (03) 4761598 (Home)

Also if you know of any Zephyrs for sale we are looking for at least a couple down in the deep south (at long last some interest) .

Bren Nelson