

West Wind

The Newsletter of the NZ Zephyr Owners' Association

Volume 48 Issue 3

www.hyc.org.nz/zephyr

March 2004

EDITORIAL

This issue of West Wind has had a prolonged gestation. It kept growing as additional items of interest kept appearing. As it could be the last issue for the season we needed to put all the issues out there!

National Contest 2004

Hamilton Yacht Club hosted 37 competitors to the National Champs, held over Anniversary Weekend. The biggest away contingent was the 10 skippers from Christchurch, and as contest organizer, I was gratified by the effort they made. Conditions on the "duck pond" were determined by a stable anticyclone which contributed widely spaced isobars across the whole North Island for the weekend. That meant light-ish breezes which are also going to be variable in direction on an inland lake. In the end, it was the local sailors that dominated the results, with "ring-in" 3.7 skipper Mark O'Brien taking out the event from Jack Ninnes and Don Le Page. Race Officer Peter Hutchinson managed eight of the ten scheduled races, by virtue of an additional race on the first day. The breeze was slow to arrive on race days, generally filling in later in the day. There was plenty of down time for skippers to "bond". The light conditions did not mean there wasn't a bit of drama to be had. Brian Smith had the dubious honour of the first capsized, but he wasn't racing at the time, so the first "official" capsized went to Alan Retter! Andrew Geddes was the first to get his mast stuck in the mud and attempted to make amends with a rousing haka in the Patrol boat. The variable conditions meant fortunes could change dramatically. Jim Gilpin took a penalty turn for striking a mark which was not a mark of the course, but a fortuitous wind shift took him from dead last to a handy finishing position. Close jockeying for starting position in the light conditions meant the Committee Boat was regularly under threat, but the closest shaves were provided by Graham Bridges and Brian Smith who seemed to take exception to the outboard motor.

Conference Forum

Re-design Project: The first day provided an opportunity to update skippers on developments within the class. Russell Turner briefed us on the status of the "Re-design" project. A preliminary set of drawings was on display but a number of minor changes to these are required. The current consensus is that we will replicate the original Townson boats as closely as we are able. This may mean taking some more measurements

(Continued on page 3)



FROM THE PEN OF ALEX AITKEN



Another very successful National contest at Hamilton. Thanks go to the team that put it all together. Some of our team from the South who are used to going for a 'blast around the course' had their expectations shattered when confronted with the fluky nature of the winds. As ZOA President (located in the South) I just managed to stave off a lynching party with claims "we came to race, not to play dodgems on a duck pond". To be fair we all had a good time, Don Le Page (who prefers boat speed) managed to claim third place. I expect that the next edition of "Estuary Capers" will have more comment. As president I must remain neutral!! It was interesting to note the number of owners that lent their boats for the competition. Some owners I suspect are reaching the stage of retiring from regular, active sailing and are happy to lend or hire their Zephyrs. Hardly a week goes by without an inquiry from someone wanting to buy Zephyrs. There appears to be a good demand for original hulls built by Des Townson.

One of the issues that emerged from the forum meeting in Hamilton was that Takapuna may be a better all round venue than Tamaki for the 2006, 50th Anniversary National Championships. Tamaki was seen as having a number of disadvantages for a potentially large event. The sailing waters are busy with commercial traffic, which generates a confused sea state for small dinghies. There were concerns about traffic congestion and lack of parking space too. The venue issue is one that will need to be resolved, hopefully I visit Auckland in early April. Ron Mackie has just sent me some interesting history of the Zephyr class. It appears in this edition. Thanks Ron - I'm sure that a number of Zephyr Owners have information for the archives. I know that Bob Allen is compiling a history of the class for our 50th anniversary in 2006. Can owners put pen to paper with photos if possible. We are keen to publish these in the West Wind.

Elsewhere in Auckland there is quite a lot going on behind the scenes. The John Thompson Society are in ship shape and their restored Zephyr fleet are sailing from the beach at the new Takapuna Yacht Club. I see that the Auckland Zephyr Champs will have been held at French Bay on the weekend 6th and 7th of March. This is a real opportunity to gather the Auckland fleet together. Best wishes and have fun.

In regards to the Zephyr re-design, the sub-committee appointed by ZOA have reached a stage where final plans and specifications are expected in the next few weeks. I will leave it up to Rob Ebert to file a report. From the side line, I have confidence that ZOA will be in a much stronger position to offer detailed drawings, profiles and specs that will produce uniform and down to weight hulls.

At the Hamilton conference the "old" style of creating the shape in the Zephyr sail was discussed and the issue of modernising the cut of the sails was aired. The feeling of the meet-

(Continued on page 2)

A LITTLE BIT OF ZEPHYR HISTORY

While in Hamilton at the 2004 Zephyr Nationals, I had the good fortune to stay with Jim Brokenshire – the proud owner of the winning yacht #236 “Eclipse”. This yacht was built in 1981 by a young boat builder who had won the Zephyr nationals at French Bay in 1980 in #183 “Kerry”. The young builder was Ian Cook. Ian subsequently produced 5 hulls (#s 235 to 239) off a mould taken from “Kerry”. #s' 235, 236, 237 & 239 remain in the Hamilton fleet - Jim believes that #238 went to the South Island. (to Jim Park in Christchurch). Ian Cook later in his career built “Steinlager 2” with which the late Sir Peter Blake won the Whitbread. More recently Ian bought and restored the 'A' class keeler “Ranger”, which for 20 plus years in the 1940's, 50's and early 60's ruled the waves on Auckland's harbour.

Now a most surprising snippet! “Eclipse” was sailed in the latest national contest with its original sail and battens. Jim mentioned to me that the centreboard and rudder were getting “a little jagged and furry around the edges”, so it's not surprising that Mark O'Brien, the contest winner and a very keen Hamilton 3.7 sailor, produced a couple of new foils! #236 is a very basic boat with no adjustable forestay or any sophisticated refinements. Sailed regularly since new, it had never been nor needed (? Ed.) to be repainted until the week before this contest; although the deck has been re-varnished 2 or 3 times.

Jim previously owned #2 “Gael” which along with many other Hamilton yachts, was destroyed in a fire in the late 70's that gutted the storage shed immediately behind the clubrooms. Jim next owned #50 “Harlequin”, currently owned by Clayton Cook at WSPBC – small world!

Jim travelled south with “Eclipse” to the Christchurch estuary for the Nationals in 1983 which was won by Max Walker in #85 “Gamble” currently owned and sailed by Peter Croft of Mt Pleasant Y.C. Jim mentioned other Nationals he attended about that time; 1981 at Tamaki- winner Russell Durrant in #221 “Cherie”; 1982 at Torbay, Murray Sargisson in #82 “Gazelle”; 1984 Waiuku, again “Gazelle” and also some of the contests in the early 90's. He said some days in the 1980s up to 30 club Zephyrs raced regularly on Hamilton Lake and at the Nationals at Tamaki, French Bay, Waiuku, and Arkles Bay (Whangaparoa peninsular) between 60 & 70 Zephyrs battled it out. Can we match these fleets in 2006?

Many thanks to Jim for the info and also for his valued assistance during the Nationals.

Kind regards to all Zephyr enthusiasts.

Ron Mackie
Waimak YC

TRADING CORNER

The Trading Corner continues to be buoyant, with sales slightly ahead of last year. As indicated elsewhere we have decided to sell the cedar hull #260 by tender. This will be recorded in the annual accounts as a loss. However it will free up funds and the building experience has been the catalyst for research by a ZOA sub committee.

The Zephyr sail has also come in for scrutiny and Doyle sails has been commissioned to move us into 21st century manufacturing. Chris McMaster (who has kindly donated his time as a contribution towards the ongoing development of the class) has been instructed to modify the sail keeping the sailing performance to match (as far as practical) that of existing sails. The exercise should be completed by the end of April and is designed to give Doyles better control over manufacture. It does not involve any changes to ZOA rules. The intentions are:

1. Remove the darts at the foot and replace them with a shaped seam running from the tack to a point 300mm above the clew at the leech.
2. The tack cutback amount and start point of the foot boltrope needs to be checked and modified.
3. Modify the shaping seams to smooth out the existing broadseam.
4. Reinforce the tack/cunningham and head areas to a more modern level to cut down wear and tear.
5. Use the Doyle Sail label.

Colin Maddren and Russell Turner from Auckland are assisting with this exercise and Colin will be testing the sail. Another two test sails will be made for Hamilton and Christchurch.

We have one only sail in stock at Doyles and we plan to clear this before ordering a new batch.

Looking at trading for this year we have turned over \$22,317 made up of 15 sails, 8 batten sets, 6 masts, 6 booms and 4 rigging sets. My thanks to Russell Turner who looks after the Auckland trading.

As a result, the ASB cheque account has around \$1400.00 plus trading debtors of \$2954, with all creditors paid up. There are still a number of subscriptions owing. ZOA liabilities for commissioned work on hull and sails around the \$2000 mark. The ASB 50 accelerator account shows a figure of \$8619.70.

Alex Aitken

(Continued from page 1)

ing was that this was a “must do”. As a result, Doyle Sails produced three sails with a “modern” cut for sailors in the class to evaluate. Auckland, Hamilton and Christchurch have been issued with the sails. A preliminary report from Bob Still appears later in this issue but you are urged to have a look at them and have your say. The ZOA owns these sails and will look to sell them on at a competitive price if they prove successful.

Your ZOA administration team has looked at Cedar Hull #260. The 2002 book value for hull complete with mahogany deck ready of painting (65.2 kg) is \$5063.00 and a decision has been made to offer it for ‘tender’ with a reserve of \$3000.00 ex Hamilton. The specifications are listed on back copies of West Wind. Tenders addressed to ZOA c/o Alex Aitken close on the 20th of April 2004. Rob Ebert has the hull in his base-

ment at 15 Gilbass Ave, Hamilton.

The trading corner has been very busy with sales likely to top last year. Keep it up, your association has embarked on the hull design project and sail modifications which will draw down on the budgeted surplus for this year. ZOA membership stands at 100 but there are still some owners that have not renewed their subscriptions for this current year. There is a tendency for some members to delay paying until they participate in a local or national event and some social sailors don't contribute at all. We try to administer the ZOA independently of the trading operation and subscription arrears makes this difficult. The ZOA Exec is having a busy year and paying your subscriptions promptly is a tangible way of expressing your support.

Alex Aitken

NEWS FROM THE SOUTH

The President has asked me to write a few words on the Canterbury scene for the West Wind, but having only sailed two races and a fun day blast and attending the CZOA training day, quite frankly I am out of touch with the "on the water activities".

A training day at the Waimak club on the mouth of the Waimakariri river was well received. Don Le Page and Andy Holland kindly gave up their afternoon to pass on their vast knowledge of Zephyr sailing to ten CZOA members. The afternoon started with Don and Andy checking the rig and sail set up on the boats followed by an indoor session with questions from each skipper on what they perceive to be their weakest point. As sailing tended to be most people's weakest point a lot of ground was covered! We had planned to have on the water training, with Don and Andy in rubber boats following us around. We were a bit stymied by the weather with the typical Canterbury sea breeze picking up. It was decided to join in with club racing with Don taking the opportunity to assess two of the skippers' Zephyrs by racing them. We had some exciting rides and close racing with a few swims occurring, the conditions being a bit tough for some newer Zephyr sailors. Following the sailing we had a debrief and a pie.

The South Island Champs were again held at Pigeon Bay. Saturday saw approximately 20 Zephyrs at the bay. Racing was delayed to about 3 o'clock as the majority of skippers preferred to wait for the southerly to abate. Sunday saw perfect light to moderate conditions. The five races were split; two wins to Matthew Hannah, two to Don Le Page and one to Richard Ineson. Matthew took the championship by one point.

Since Christmas the locals have been busy with 10 Cantabrians heading to Hamilton for the Nationals. Through the efforts of Ron Mackie and his pub charity applications these skippers were able to get subsidies of over \$400 each. The Canterbury results were mixed with Don Le Page's third place the best result. The conditions on the duck pond were not to everyone's liking. It seemed that local knowledge played a large part in the results.

Two weeks later about 12 Zephyrs headed South to Dunedin for the New Zealand Masters Games. Evidently there was a lot more wind there than in Hamilton and the usual suspects took out the top places. As yet no stories have surfaced from this trip. The old adage of what happens on tour stays on tour may be in force.

Finally the CZOA is thinking/planning to have the next national contest on Akaroa harbour late January (put it in your diaries now!). Akaroa offers deep water, flat water in most conditions, dolphins, cafes, restaurants and bars and is one of Canterbury's and Banks Peninsula's gems. It is a wonderful holiday destination for the whole family and I would like to take this opportunity to invite our North Island friends to commit early to coming down en mass to enjoy some scenery, sun, sailing and the other activities Akaroa has to offer. There is plenty of time to organize fund raising, holiday leave etc. Hope to see you there!

Russell Wenham

off existing boats, but we are optimistic about having enough information already.

Sail Construction: The current method of making the sails was also canvassed. At present, the shape in the lower sail is achieved by darts along the foot in distinction to the now modern method of broad seaming. It is now an out-dated method that makes for an element of variability in the manufacture of the sails. The meeting resolved to modernize the construction of the sails, so the ZOA Executive has got on with this as you will see elsewhere in West Wind.

Centrease Fillets: The issue of owners omitting the fillets for and aft of the centrease king and queen posts during refurbishment was also canvassed. The original boats were supplied with centreases that had fillet between the "toes" that run for and aft of the king and queen posts and these make up the traditional look of the Zephyr centrease. However, looking around the assembled boats, it was clear that a number of variations had crept in, making a ruling problematic - especially as #1 did not look authentic! We are still mulling this over and will probably incorporate a decision in the new specification.

Timing of the AGM: The assembled skippers also questioned the logic of having the AGM at a time other than the National Championships as in our current custom. As a ZOA Exec, we have no firm view, we are just bound by our constitution to have it before September each year. As a result, we will need to have an AGM this coming winter, (probably in Christchurch in July/August) then another at the next Nationals, to get the new routine established.

National Champs 2004-05: The Canterbury Zephyr Owners' indicated they were looking at Akaroa over Anniversary Weekend next year. They have subsequently confirmed this. Keep an eye on the web site for details.

Rule Changes

A number of rule changes have been suggested. The ones listed below encapsulate points raised by Don Currie:

- 1.4 (2) Top of mast measurement differs from measurement form.
- 1.7 (4) Owners shall purchase *new* sails from the ZOA. The rules technically prohibits second hand trade between skippers!
- 2.1 (2) Move to normal sailing weight concept - current system could be punitive.
- 2.4 (1) Coaming should be allowed to be up to 130 mm aft of the mast to allow better kicking strap angle.
- 4.3 (2) Should we specify glue the type.
- 4.4 (2) Delete requirement for screws.

Bob Still also suggested reducing the dimensions for wooden masts, questioning the need to have them as large as at present. Modern construction techniques mean that a smaller dimension could be equally as strong. The larger wooden mast also cannot move as freely in the mast hole as their alloy counter parts. He suggested that wooden masts should have the same dimensions as alloy ones.

I am posting information on the web site on the topical issues on a regular basis.



NEWS FROM AUCKLAND

A small number of Zephyr sailors have regularly been turning out at club events at French Bay and Pt. Chevalier, despite a number of events being cancelled due to some unseasonal high winds.

Dennis Craig has returned from his America's Cup adventure and has barely missed a race day since. Colin Maddren and Mike Hempleman from the Point Chevalier Yacht Club have also been regulars at French Bay on alternate weekends as race day's alternate to suit the tide differences between the Manukau and Waitamata harbours.

No. 161 Gem, has recently been purchased by Don Foley who is currently refurbishing it, along with an entire new rig. We are looking forward to seeing Don on the water at French Bay. Welcome also, to new owners Ian Cook (Topaz), Rob Martin (Tramp), Peter Pushman (Any Which Way), Tony Miller (Challenge) and Hamish Waterer who is at the helm of Bob Foster's old boat, Sea Fever. It's good to see some of these boats on the water again, where they belong.

North of the bridge, I am told that the refurbishment of old Townson built boats and updating of rigs is continuing, under the stewardship of the 'The John Thompson Society'. Most of these boats will sail from the new Takapuna Yacht Club on Takapuna Beach. A handful are now ready to sail with the majority of them expected to be completed and on the water towards the latter half of the season.

The 'Westies' are looking forward to being able to join them on the odd occasion at Takapuna to ensure that they get all the encouragement possible.

The 2004 Auckland Zephyr Champs will be held at French Bay this year on the Weekend of the 6th and 7th of March and we would welcome visitors, in particular from Hamilton and Tauranga, to compete. The event will be combined with this year's Moth Nationals, so should be a fun weekend.

2004 AUCKLAND ZEPHYR CHAMPIONSHIPS

This year's championships were held in ideal weather conditions on the weekend of 6th and 7th March at French Bay. The event was held in conjunction with the Moth Nationals, which helped make up numbers on the course. The regatta produced excellent competitive racing with a 12-18 knot wind range for

4 of the 5 races.

3 races on the Saturday were sailed in freshening southerlies, and the outgoing tide in the afternoon producing a steep Manukau chop to make for a strenuous end to the day. Typical Olympic courses were set providing for exhilarating reaching legs across the waves. Colin Maddren dominated in these conditions with 2 wins and a second with Bob Allen close behind in the rankings. Colin's superior speed off the wind made it difficult for anyone else to defend a lead. French Bay regulars Dennis Craig and Don Waterer also showed good speed in the heavy air. Between those 4 they shared the first 4 places in Saturdays racing.

The predominant weather system over the NI provided dead calm conditions on the Sunday morning, but the fleet launched in optimistic mood, only to have over an hour long wait for a breeze. A very light and variable wind from the south arrived, enough to start race 4, however the shifting direction saw a very biased 1st beat, with the Zephyr fleet gaining 5 minutes on the Moths up the 1st leg. Andrew Geddes, Bob Allen and Colin had a better breeze on the left of the course, but the wind died completely at mark 1, with Bob the only one lucky enough to squeeze around the mark, before the entire fleet parked up with the Moths. A 100 degree shift on the next leg with a good NE breeze filling in saw Bob pull away to win, from Don Waterer and Bob Still. This race proved to be a frustrating lottery for some, especially Colin, whose 8th placing (with no discards), ultimately costing him the championship.

The last race, in much more consistent conditions, was won by Colin from Bob Still, who had improved with every race. Russell Turner produced an outstanding performance, leading until the last beat, when he could not quite keep them at bay in the freshening conditions.

Many thanks go to Ted Frankham and Graham Violet, who made an excellent team on the committee boat, as well as the French Bay members who contributed to a memorable event. Thanks also to Nic Beard, the only non-Aucklander who travelled all the way from Pukekohe.

The Handicap trophy was won by Richard Waterer, followed on Handicap by Andrew Geddes and Russell Turner. The Masters trophy won by Colin Maddren for the 3rd year in a row.

Bob Allen

TEST SAIL REPORT

Bob Still trialled the "test sail" in the Auckland Champs recently. It was also in use in Christchurch and Hamilton the following weekend. Here are Bob's observations.

I used the test sail for two races at the Auckland Champs on Sunday 7th March using the battens out of my old sail. They fitted perfectly. We rigged up next to a boat with a November 2003 sail for comparison. From the bottom batten up both sails appeared identical. Depth and position of draft were the same and the leech cut appeared the same. Below the bottom batten we observed two differences.

- At the level of the bottom of the window the test sail was not as deep by about 50mm as the November 2003 sail, however the shape was smoother.
- The cut of the leech from the bottom batten down was more vertical than the November 2003 sail. As the bottom batten length was the same, we could only assume that the test sail was slightly shorter on the foot.

Out on the water for the first time, the first race started in about 4 knots of wind and the fleet sailed on a long port tack for about

10-15 minutes. During this time there was no difference in speed between my boat and the others.

The second race was held in 10-15 knots. Sailing upwind there was again no discernable difference. However, on 2 windward legs I sailed next to Colin Maddren for extended periods. Colin was using his older sail and we both commented after that I was faster in the puffs while he was faster in the lulls. I also noted that the head board reinforcing appeared too stiff and prevented the sail from setting nicely.

Overall opinion was that the sail was not any faster or slower in the conditions that prevailed. Down wind speed seemed unaffected. The sail I normally use is 10-15 years old and due for replacement. The test sail felt better when the breeze was up and not as powerful as the older sail in 10-15 knots, but this could be explained by the stretch in the older sail.

Bob Still

Preliminary reaction from Christchurch is similar so far but we have a few more opinions to sample yet. There has been some comment of the foot of the sail which has a fold of fabric which seems redundant. Chris McMaster's comment is "The fold of

(Continued on page 6)

THE JOHN THOMPSON SOCIETY

The John Thompson Society surfaced for the first time in John Macfarlane's Second Hand News column in Boating NZ, June 2003. Rod Slater explains how the Society came about.

Who on earth chose that name and why? It's a good question and an interesting story. At the 2002 Boat Show I came across the Zephyr Owners' Association stand and picked up a brochure. Included in the brochure was a list of Zephyrs for sale. It occurred to me that it would be nice to buy one, regardless of condition, and restore it. Once that decision had been made it was then a matter of tracking down a boat. I soon found out that this was easier said than done. Most on the list were sold, that is all except #59 Escapade and #104 Gidget.

I discussed my idea with a few sailing friends and soon discovered that I wasn't the only one that had a desire to restore a Zephyr. The two boats were soon snapped up, Escapade by myself and Gidget by a good friend Gray Mathias, who tracked her down in a damp state in the Coromandel. From here the idea just mushroomed and before long we had up to 10 friends looking for boats to do the same thing.

A couple of us were together one night marveling at how the whole thing had gained momentum. After some discussion and of course suitable lubrication our enthusiasm at what was happening grew. We decided that we needed to somehow make

this group a more formal one. First thing a name. What to call it? That was easy. We were of the older group. We fancied ourselves as sailors. We enjoyed socializing as much as sailing. We were in the food business. The name was easy to decide on - whoever was the cook on "HMS Endeavour" our group would be named after.

Another good friend, John Algie, (he had just acquired # 101 from a farm in Manawatu) fancied himself as an historian and was given the task of finding out who the cook was. It didn't

take him long to come back with a lovely story. The cook on "HMS Endeavour" was one John Thompson.

The said John Thompson was chosen by the Admiralty to accompany James Cook on the forthcoming voyage. He was chosen from a list of people available who were on a disability pension as he had only one hand. John Thompson was rejected by Captain Cook as unsuitable but the Admiralty were unbending so Cook reluctantly accepted the one handed pensioner. By all accounts Thompson was a colourful and popular person. Unfortunately he didn't make it back from that 1769 voyage as he died of dysentery on the return trip. So that was it and the name of our group became "The John Thompson Society" (not the John Thomas Society). Des Townson graciously agreed to be our Patron and has signed the deck of the first boat restored # 59 Escapade.



The first restored boats at Russell during Waitangi Day. #55, Zorro, Hugh Burrett, #104, Gidget, Gray Mathias, #111 Solitaire, Rod Slater, # 101, Wangara, John Algie.

Our mission says:

"To restore preserve and enjoy Zephyr yachts" and Rule 1 states:

"Members must have contributed to the restoration and preservation of any Zephyr between Nos. 1 and 219 and No. 233 (all being built by Des Townson).

Rod Slater

(I thought Des built #225 as well and that boats in the 230s were by Ian Cook? Editor)

AUCKLAND CHAMPIONSHIP RESULTS

March 2004

Posn	Skipper	Boat	#	R1	R2	R3	R4	R5	Final Pts
1	Bob Allen	Wizard	188	1	2	2	1	4	10
2	Colin Maddren	Ebb Tide Express	253	2	1	1	8	1	13
3	Bob Still	Yankee	24	7	6	5	3	2	23
4=	Dennis Craig	Petroushka	184	3	4	3	9	6	25
4=	Don Waterer	Flippant	175	4	3	4	2	12 (dnf)	25
4=	Richard Waterer	Resort	120	5	5	6	4	5	25
7	Russell Turner	Volumini	255	6	9	8	7	3	33
8	Hamish Waterer	Sea Fever	38	9	7	12 (dnf)	5	7	40
9	Andrew Geddes	Iolanthe	49	10	10	7	6	9	42
10	Mike Hempleman	Sapphire	168	8	8	12	10	8	46
11	Nic Beard	Classy Chassy	183	11	13 (dnc)	13 (dnc)	13 (dnc)	13 (dnc)	63

**Zephyr National Championships 2003-04
Championship Results**

No.	Skipper	Total	Discard	Race1	Race2	Race3	Race4	Race5	Race6	Race7	Race8
236	Mark O'Brien	14	10	1	4	1	1	2	1	2	2
63	Jack Nines	38	28	2	6	2	10	5	2	7	4
256	Don Le Page	50	34	4	3	6	16	6	5	3	7
84	Chris Carlaw	58	41	9	1	4	4	1	9	17	13
12	Brian Smith	85	47	3	DNF	8	14	3	8	10	1
152	Graham Bridges	70	54	5	12	3	8	7	4	16	15
65	Jim Gilpin	85	65	8	4	10	9	20	6	20	8
18	Keith Paine	82	65	10	11	12	5	9	10	8	17
253	Colin Maddren	88	68	6	20	5	17	12	18	4	6
64	John Kennett	84	71	11	10	13	12	13	3	12	10
1	Alan Retter	100	76	24	22	9	2	4	14	9	16
83	Andrea Hutchinson	105	86	14	9	16	19	10	12	6	19
200	Kieran Langley	125	87	DNF	15	11	3	OCS	16	1	3
118	Roger Walker	110	89	15	19	14	7	21	11	11	12
325	Mike Agnew	132	105	16	17	15	11	18	13	15	27
24	Bob Still	151	113	12	23	22	13	15	DNF	14	14
235	John Elliott	154	116	13	2	OCS	15	31	32	5	18
254	Richard Ineson	155	117	7	24	OCS	6	17	30	28	5
75	Chris Bridges	148	121	17	18	18	27	11	23	13	21
212	Jeremy Heathfield	164	126	21	7	19	30	8	19	22	OCS
85	Peter Crofts	164	139	20	14	25	20	24	15	24	22
257	Rob Ebert	171	142	26	29	7	22	16	26	21	24
124	Bill Faulkner	171	142	19	8	26	23	22	17	27	29
28	Bob Hutchinson	172	145	27	16	24	24	23	7	26	25
88	Bob Smyth	176	145	25	21	21	26	14	31	18	20
109	John de Fluiter	193	155	23	13	20	29	29	22	19	DNS
34	Peter Stacey	196	158	22	DNF	23	18	30	24	30	11
39	Ron Mackie	203	165	18	DNF	17	28	26	21	23	32
3	Phil Jones	201	169	28	26	27	32	27	27	25	9
49	Andrew Geddes	217	182	35	25	29	21	28	20	29	30
215	Geoff Mannell	231	197	30	32	34	25	19	28	32	31
237	Alan Ford	239	201	34	28	28	DNF	25	25	35	26
147	Alex Aitken	239	206	29	30	30	31	32	33	31	23
255	Russell Turner	246	212	31	27	31	33	34	29	33	28
190	David Bridges	279	241	36	33	33	DNS	33	34	34	DNF
67	Colin Bentley	285	247	32	31	32	DNS	DNS	DNS	DNS	DNS
168	Mike Hempleman	299	261	33	DNF	DNS	DNS	DNS	DNS	DNS	DNC

OTHER RESULTS

Female Championship — Andrea Hutchinson
Patron's Handicap Trophy— Brian Smith
Masters Trophy (over 60) - Brian Smith (we think!)

THE ZEPHYR OWNERS' ASSOCIATION

National President

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

National Secretary

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

(Continued from page 4)

fabric you talk about is the foot round that when out-hauled turns to a fold. When the outhaul is released for reaching and running this is pushed into the sail as shape in the foot. Unfortunately every boat with a boltrope on the foot has this issue—thus the reason many modern classes have gone to loose footed sails. I can cut less round in the foot, but you will not achieve the desired depth in the foot when the outhaul is released."

SUBSCRIPTIONS 2003-2004

Subscriptions for 2003-4 are \$20 for the NZZOA, and \$10 for local associations in Auckland, Hamilton and Christchurch. If you are an "orphan" outside these areas, the \$20 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!