

West Wind

The Newsletter of the NZ Zephyr Owners' Association

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www.hyc.org.nz/zephyr

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EDITORIAL

The 2004-05 season is underway, albeit with some indifferent weather in some parts of the country. The lead up to the fiftieth anniversary of the class promises to be an interesting one with the prospect of some new Zephyrs being in the fleet.

Christchurch AGM

The AGM was pretty well attended by ZOA standards. The rule changes were thoroughly debated with the two most contentious changes being rejected. The meeting was not in favour of widening the centre case slot, or restricting the building timbers to certain species. The rules do now permit "skinny" masts, of the same dimensions of alloy ones. Those ardent wood-workers out there can now see if they can make a mast that small and have it survive - and if the resultant flexibility is an advantage. It is also now OK to move the coamings further back to facilitate a better boom vang attachment angle. There are those that think the boats look better with the coamings aft of the mast. The remaining rule changes that passed have little practical impact on the boats.

Zephyr Building

The other important piece of business was the appointment of Robert Brooke as another Zephyr builder. There is more on this later elsewhere. Construction of the mould is underway using computer cut stations derived from the CAD plans. The stations have been set up ready for the longitudinal stringers and then the veneer. There has been interest in a South Island mould and with Christchurch having been a real strength for the class over a number of years it would be good to see sufficient demand down there to warrant a second mould.

Russell Turner has done a very thorough job in ensuring the accuracy of the CAD drawings and he continues to liaise with Bakewell-White Design and Robert Brooke to achieve a CAD derived mould. The AGM noted his contribution and thanked him for it.

Sail Re-design

This process has been a bit disappointing. We had thought that this would be a pretty straightforward exercise for Doyle Sails. Had we known what we know now, we would have concentrated on one sail instead of having three test sails constructed. We have now reverted to this approach with Auckland being the test bed.

One other factor was that we elected not to "tamper" with the existing sail too much so as to preserve the current performance, so that meant we only opted to change the bottom panels. We may have been better to have agreed a basic sail plan with a luff curve that matches the existing alloy masts, and then designed a sail "from scratch", assessed impact on performance and taken it from there.

Akaroa Nationals

There are a number of North Island sailors that intend making the trip south so we are hopeful of matching the contribution the South Islanders regularly make to our North Island events.

The Notice of Race and Entry form are on the Web site for those that need them.

From the Pen of Alex Aitken National President



Greetings to all Zephyr Owners. Over the past few months it has been all go in an endeavour to make sure the class is ship shape for the next decade. A lot of water has gone under the bridge in material factors but without bums on gunwales the class won't survive. The question of an aging population within the Zephyr class needs to be addressed. There are far too many boats sitting around with dust covers in garages that have not seen fresh or salt water for a number of years. What is the answer? Maybe the life-style has got out of control and we need to devote more time to rest and recreation. Perhaps we need to get back to a 40 hour week and leave the weekends to relax and enjoy life. I hope that you will take time to log on to the Zephyr web site and read back copies of West Wind, Estuary Capers and other local club news. There is a lot happening out there. Involve the family!

Talking about the Zephyr hull, some are showing signs of stress and are in need of a time consuming renovation or are just wearing out with age and use. I have been told time and time again that there is a very fine line between the cost of renovating and maintaining the old hull and purchasing a new hull. This is why your association is investing time and money to make sure we have a product that will give good service with hopefully minimum maintenance for a number of years. We have all but given away the idea of plastic boats. The classic design is attractive and one of the major reasons why people prefer to own a Zephyr.

Think about these questions. Rob Ebert with the re-design team is looking after the admin and technical bits and pieces. Auckland is busy with the 50th celebration program. I hope to spend a few days around the traps in mid November to meet up with new people and perhaps borrow a boat to sail on the Hamilton Lake for their freshwater championships.

Regards to all and have an enjoyable season. Looking forward to seeing a number of you at the national championship event at Akaroa 27th - 30 January 2005.

News From the South

Life is good in the South. Spring is here and the flower gardens look a picture and some of us have cultivated the vegetable plot and planted seeds in preparation for the soil temperature to rise. What is this to do with Zephyr sailing. Well it's all in the mind. When the sun is shining and there is a gentle breeze the dust covers come off, we dress up and launch our Zephyrs into the freezing waters of the Waimak River or the Estuary in the hope that we don't fall out. Opening days for Canterbury Yacht Clubs started in early September with light winds. The winter series of races were a non event for most of the fleet. The thought of sitting in the middle of the Estuary or drifting in the river, kitted out but still freezing is not really an option. I think some of us are getting old!! The youngsters turned out in large numbers.

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Zephyr Components Price List
Effective 30th June 2004
Confidential to ZOA and its members
Prices include freight and GST.

Mast; anodised with riveted track and halyard cap	\$698
Mast; assembled complete with halyard lock, sliding goose neck, T cleat, kicker hanger, halyard strop and tail, 2 1/2 " 2 pin plug	\$1160*
Boom; 2.69m x mast section (tapered one end)	\$300
Boom; assembled complete with boom plug, block hangers (main and vang), x 3, adjustable outhaul complete	\$725*
Rigging. 10m x 2.5mm 1x19 stainless, 2.5mm hook swages x 3, 3x backing plates. (slotted into mast at heights listed in class rules, included in mast assembly)	\$103*
Sails complete with window, number, insignia (black, blue, red or green) wind indicators and tube bag. <i>Note; Coloured sails can be supplied at this price if included in a bulk order</i>	\$615
Sail Tube bag with Zephyr Logo sold separately	\$45
Sail <i>coloured</i> one off order (subject to availability of cloth)	\$678
Battens; Blue Streak per set	\$170
Gear bag; medium with Zephyr Logo.	\$75
Notes. <ul style="list-style-type: none"> •Freight costs have caused minor adjustments in the price of masts. •Items marked with an * are ordered on request and prices quoted are subject to specification. •New sails supplied by Doyles will be of the current design. Enquires and orders: Alex Aitken 03 3584 600 Russell Turner 09 534 7747	

Trading Corner

Stocks of Masts and Booms in Christchurch have all been sold. The Zephyr mast track only, listed in the annual accounts, is now on consignment at Oborn's Nautical.

I have placed an order for two masts and booms for stock. Rob Ebert has one Zephyr Boom in his basement in Hamilton. Doyles in Auckland have in stock Zephyr sails, tube sail bags and batten sets. As a point of interest a new sail was delivered the other day with a set of Blue Streak battens cut to length. I looked at the battens and found there were no batten ends for the luff pockets. The answer was that the battens fit comfortably in the pockets without end pieces. Interesting!!

The new sail design is still being trialed and it will take some time to sort out the cut of the bottom sail section and the fact that we have a track on the boom. Not easy but the re-design team and Doyles are working on it.

Pleasing to hear progress on the jigs and the new hull being worked on by our recently appointed builder Robert Brooke. When the first hull comes off the mould and constraining jig all the costing will be carefully analysed to determine the selling price to owners. I believe there is sufficient interest and commitment to sell the first four hulls.

Alex Aitken

PRESIDENT'S REPORT TO THE AGM

This past year has seen a resurgence of interest in the Zephyr class as a classic design boat. The class has reached a cross-roads and some of the older hulls of our existing fleet are becoming uneconomic to maintain in racing trim. At a national level the early Zephyr class hulls are sought after and we have the constant difficulty in meeting that demand. The John Thompson Society on the North Shore has snapped up what has come onto the market and is busy on a renovation program.

If we are to keep the fleet alive we must have the ability to offer replacement hulls at a reasonable cost.

It has been an exercise in determining the true Zephyr yacht designed by Des Townson in 1956 and how to replicate the original hull design using computer technology and modern construction methods.

We have for a number of years accepted that the professional boat building and associated industries had the ability to provide the association with hulls and equipment that met with the class rules. We have taken it for granted that what was in the rule book could be understood by builders and owners.

When we analysed recently built hulls the association was aware that the drawings and details were not up to modern construction methods resulting in variation with the finished product. What you have read in recent publications of the West Wind is an investigative process undertaken by a sub-committee to research the problems and report its findings back to members. I would like to thank the team of Russell Turner, Rob Ebert and Don Currie who have dedicated considerable time and effort in presenting a very detailed report.

The sub committee is also involved with sail technology and the general feeling of ZOA executive is that that we leave it in the hands of the Auckland team.

As to the financial position I am pleased to report that we have recorded another successful trading year and subscription to ZOA is well supported.

The executive made decisions that have affected our end of year balance. Our Cedar hull #260 was put out to tender which resulted in a loss and the association auditor recommended we write off the cost of the building jig.

The net result is an adjustment in the final figures and at the same time a healthy bank balance to embark on growth for the Zephyr Owners Association as indicated in the budget for the 2004/2005 year.

Among the issues that we need to deal with is attracting younger members and addressing the gender balance. It has been suggested that if we offered a de-powered rig then we may attract more women to sail.

We have an interesting year ahead.

Alex Aitken

Zephyr National Championship 2005

From 27th January 2005 to 30th January 2005

Akaroa Sailing Club

Akaroa

Notice of Race and Entry form at
www.hyc.org.nz/zephyr

Zephyr Owners' Association (Inc)

Annual General Meeting

Christchurch Yacht Club

2000 hrs Tuesday, August 17th 2004

Present: A Aitken, (Chair) R Ebert, P Stokell, G Hutt, W Beere, D Le Page, M Agnew, R Ineson, A Ebert, S Maynard, K Maynard, A Park, D Currie, B Elliott, G Mantell, A Holland, S Parsons, T Wenham, C Bridges, J Simpson, R Wenham, J Park

Apologies: L Ebert, R Mackie, F McNeil, M Hines, B Wenham, D Mackey, *Accepted Aitken/Ebert*

Minutes of the Previous Meeting: The minute of the previous AGM held at the Point Chevalier Yacht Club in 2003 had been previously published in the West Wind and were taken as read. *Aitken/Ebert*

Matters Arising: Nil

President's Report: Alex Aitken read this at the meeting, *Accepted Aitken/Currie*

Treasurer's Report: The Treasurer presented an audited set of accounts to the meeting and provided explanation on some items. *Accepted Aitken/Park*

Budget: As circulated in July 2004 West Wind, *Accepted Aitken/Stokell*

Subscriptions: To remain at \$20 *Accepted Ineson/Hutt*

Election of Officers

In the absence of other nominations, the following Officers were elected unopposed. *Ebert/Park*

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

Waiuku: Keith Smith

General Business:

1. **President's Honorarium:** "That the honorarium for President be \$250". *Stokell/Ineson*

2. **Redesign Sub-Committee Report:** R Ebert presented a report from the Re-design Sub-Committee and fielded questions clarifying the issues it contained. The experience and background of Robert Brook, who has offered to build the boats was presented. The following motions were then passed:

"That Robert Brooke be appointed as a Zephyr boat builder" *Ebert/Currie*

"That the ZOA proceed with constructing Zephyrs as outlined in the Redesign Sub-Committee Report" *Ebert/Currie*

"A vote of thanks to Russell Turner for his efforts in the Re-design sub-committee" *Ebert/Currie*

- The possible cost of new hulls were canvassed, as were the possibility of two jigs and the need for one price for the country.

- The need for careful construction was accepted

- It was possible that the new boats, being new and stiff could be quicker than existing boats, and create a need to re-visit the design. It was felt that the care with the design to date would mean that any performance change would not be due to design characteristics.

3. **Rule Changes:** Rule changes notified in July 2004 West Wind were discussed and voted on individually. Most "controversial" were the rules on "slimmer" masts and approved timbers, with debate on their respective merits. The implications of a wider centre case spacer were appreciated. Voting papers were submitted at the end of the discussion and the results appear below.

4. **National Championship 2004-05:** Peter Stokell reported on Christchurch Yacht Club's progress in organising the coming season's championship at Akaroa. Jim Park is Race Officer, Ken Maynard, Protest Convenor. Notice of Race drafted.

5. **Jubilee Regatta 2006:** AZO provided a report on progress to date. Milford YC has been selected, with dates to be 3-6th February 2006.

6. **Travel Subsidy:** The need to encourage travel to National Contests was discussed and the following motion accepted;

"At the discretion of the Executive, the ZOA may provide a subsidy for inter-island travel to National Championships on a dollar for dollar basis, up to \$100 per boat. *Park/Stokell*

Meeting closed 2220 hrs.

RULE CHANGES	Total	Ratio	Result
<i>Two thirds majority required for a rule change. Total of 38 Votes cast</i>			
Rule 1.7 (4) Sails	34	0.89	Accepted
Rule 2.4 (1) Coamings moved	36	0.95	Accepted
Rule 4.4 (2) Framing Timbers (delete glued)	35	0.92	Accepted
Rule 3.1(1) Masts (Thinner Masts)	29	0.76	Accepted
Rule 3.1(2) Masts (glued and riveted, base plug)	36	0.95	Accepted
Rule 3.2 (2) Booms (glued and riveted, base plug)	36	0.95	Accepted
<i>Construction Rule Changes</i>			
Rule 4.4 (1) Framing Timbers Revised	32	0.84	Accepted
Rule 4.4 (2) Renumbering	35	0.92	Accepted
Rule 4.4 (2) New Rule (Materials table)	30	0.79	Accepted
Rule 4.4 (3) New Rule (approved species)	25	0.66	Rejected
Centre case Centrespacer (in Rule 4.1(1))	21	0.55	Rejected

Canterbury
Zephyr Owners Association
Next meeting
7.30 pm, Tues 12th October 2004
at
Christchurch Yacht Club

BUILDING UPDATE

As detailed in the minutes elsewhere in West Wind, we have appointed Robert Brooke as a Zephyr builder. The ZOA is committed to making the Zephyr available to the next generation of New Zealand sailors, but to do this we need to ensure a supply of boats that replicate the "look and feel" of Des Townson's original design. We expect our relationship with Robert Brooke will be an important part of the Zephyr's future.

The ZOA's "Re-design" sub-committee of, Don Currie, Russell Turner and myself have given considerable thought on the best way to proceed. We feel the "deliverables" from the building programme need to be:

1. Construction of a mould for building the hulls that has sufficient internal rigidity to prevent it from deforming if re-located.
2. Construction of a constraining jig to hold the hull shape while stabilising deck beams and bulkheads are installed.
3. The ZOA will pay for the materials to construct the jigs, and will arrange for the necessary CAD output to facilitate the project. It will retain ownership of these items.
4. Verification of plans and templates for key construction components. The Zephyr has been re-drawn in AutoCAD, but there may be some aspects of the design that we have over-looked or misinterpreted. The CAD derived templates may also need to be checked.
5. Construction of an initial "prototype" hull, which will be for Robert Brooke's own use. The ZOA has purchased veneer for 5-6 boats, sourced from Christchurch.
6. Building instructions and fabrication recommendations - a set of instructions, tips and tricks that allow subsequent builders to achieve the same result. This "intellectual property" would also belong to the ZOA.
7. Recommendations to the ZOA on potential refinements to construction. There are some common problems in the existing boats. The timber in the transoms and centre-cases is prone to splitting and leaking. These elements may be better in plywood, but a suitable design needs to be arrived at. Cracking along the seams of the planks in the outer skin is also a feature of the boats. Support under the side decks where the skipper sits needs to be generous.
8. An indicative price that reflects likely commercial construction costs.
10. Target weights for key stages of construction. An undecked hull should probably weigh around 42kg, with a decked hull at 51kg. Fittings usually weigh 2.5kg, with a similar allowance for paint. It is important that the boats do not exceed the class minimum weight. It would be a bonus if the finished hull could be sheathed in fibreglass without going over weight, for those that prefer this style of finish.
11. Succession plan for ongoing building. Robert Brooke won't want to be a Zephyr builder for ever, so it would be good to have documented "production" methods and some orders to hand on to a successor. The appointment of additional builders, probably in the South Island, may require a second mould. This would be driven by a minimum number of orders (yet to be established) to warrant the investment.



Russell Turner, Bob Allen, Robert Brooke and Don Currie planning the construction of new hulls in Robert Brooke's workshop.

12. The building stage has traditionally been an undecked hull, but we suspect that nowadays most customers will probably want a decked version.
13. Any other comments or recommendations that would help the Zephyr class prosper.

There are already expressions of interest in new boats. We will need to confer over the best way to handle future orders in due course.

The ZOA is committed to the success of this project and will endeavour to provide all practical assistance. Any problems encountered along the way will be resolved in spirit of co-operation and good humour! We are all hoping to learn something and have some fun along the way.

Rob Ebert

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News on the Fleet. Welcome back to Shane Foster who retired for a couple of years to paint the house, has purchased #330 Minnie and is keen to get out and compete. Paul Williams in a recent trip to Auckland has purchased #62 Winsome for his son Mason. Paul hopes to sail the CYC club Zephyr. Don Currie has sold #259 to a North Shore enthusiast and is busy renovating Zephyrs and hopes to be on the water any day.

I have been informed that #85 is Gambling with its life. The story goes that the boat was sandwiched between the front bumper of the "manual gear shift" vehicle and rear wall of the garage by a driver of an "automatic" vehicle. Tut - Tut. Don Currie has the job of drastic surgery to restore #85 to its former glory. One of the Waimak sailors wants to borrow or hire a boat for the Akaroa National contest. While Don Currie and John Simpson were visiting the North (Don is part of Zephyr re-design team) they called into Whitianga and looked over the Mistral fleet. The Mistral is a two handed stretched version of Zephyr. Don is busy with some touch up work and we should see the Mistral on the Waimak River soon. A full sailing program is scheduled for this season and practically every weekend is taken up. A small fleet is expected to contest the Timaru Master Games 9/11 October.

Canterbury Zephyr Champs

Race 1 & 2,	Mt Pleasant Yacht Club,	23 October 2004
Race 3	Christchurch Yacht Club,	23 January 2005
Race 4 & 5	Charteris Bay Yacht Club,	4 December 2004
Race 6 & 7	Waimakariri Sailing Club,	20 February 2005
Race 8	Christchurch Yacht Club,	20 March 2005