

# West Wind

## The Newsletter of the NZ Zephyr Owners' Association

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

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### 2006 50th Jubilee Regatta *"As good as it gets"*

This year's National Championship Regatta was a landmark event for the class. Much has already been written in various media reports on the event, so you may think there is not much to add. However, newsletter reports are often pretty enduring documents (people keep their newsletters for a long time) so we owe posterity some sort of account.

The Anniversary Regatta was signalled well in advance allowing those that wanted to the opportunity to plan well ahead. Canterbury Zephyr skippers did that, raising sufficient money for 28 boats in two containers to make the trip. They arrived early too, a number taking the opportunity to participate in the Anniversary Regatta the previous weekend then "training" in the days leading up to our regatta.

One sailor who made good use of his time was Rick "the tool man" Proko who effected a number of repairs and refinements to his gear – making sure the centreplate fitted down its case as well as repairing the axle on his beach trolley. He was aided by yachting's "hire a hubby" John Olds, who arrived as part of the Murray's Bay Patrol boat crew and ran a thriving boat repairs operation in a corner of the rigging area. A number of competitors owed their participation for the whole event to his efforts. Thanks John.

Early arrivals took initial heart from the beer flowing freely from the Milford Cruising Club building. Alas, this was a temporary malfunction in the bulk beer supply, which saw the brown stuff flowing from the basement of the building, but it was a harbinger of their generous hospitality.

Several skippers took the chance to sail during the pre contest week. Ralph Roberts and Janet Watkins kindly laid on a series of informal races on the Wednesday afternoon for a number of keen skippers. #33 (Dave Purdy) and #212 (Steve Pyatt) took the opportunity for some unofficial capsizing practice (Yes, we noticed) and in the club house afterwards Tim Snedden admitted to employing a personal trainer for some on-water tuition in the lead up to the regatta. We are undecided if Tim's admission is a breach of the "spirit of the class rules".

Some eighty three boats registered for the event. Race Officer Janet Watkins clarified some changes to the Sailing Instructions and took advice from Alex Aitken about incorporating the need for a nap into the racing schedule, then the fleet took the



*2006 Jubilee Regatta Champion Glen McKenzie  
congratulated by Des Townson.*

water for the first race. This was not as easy as it seemed as a left over NE sea created a nasty surf on Milford beach. Beachmaster Austin Ebert and his team did a superb job of launching everyone, pretty much uneventfully. One exception was Don Currie who broke a rudder gudgeon on launching, which excluded him from the first two races.

The first two races took place in a lightish SW breeze and an ebbing tide, all tending to favour those who took the shoreline option. The fleet was well behaved on the start line, getting away cleanly. The breeze filled in nicely in the late afternoon, but Race Officer Janet Watkins deemed sailing over for the day and sent the fleet ashore for the post race BBQ.

Day two saw a sail past of Zephyrs. Organiser Tim Snedden admitted to a "suck it and see" philosophy, but it worked flawlessly. Boats lined up in number order on Milford beach before launching. Des Townson led off around a triangular course in Atarangi, the Zephyr prototype, with the fleet following in number order. Two races were held in the afternoon, again in light winds, more from the SE this time.

Day three saw a fresh breeze (18-22k) from the SW, and some defections from the fleet. The fleet's eagerness to get racing resulted in a general recall and the I flag for both races, followed by a pretty enjoyable sail. The breeze freshened over the lunch break to the mid 20 knots, resulting in a decision to end racing for the day. The final day brought "left over" light SW that enabled only one race to be sailed. A very short windward leg saw a large number of competitors over stand the top mark with the fleet bunched around the course. The breeze died steadily throughout the morning leaving Race Officer Janet no choice but to close the contest at 7 races at the nominated 1300 cut off time.

Highlight of the regatta was the dinner held in the Milford Cruising Club Lounge. Invited life members David Cook,

*(Continued on page 2)*



*The sail past line up on the beach.*

(Continued from page 1)

Barry Morley, Des Townson, accompanied by spouses and significant others, joined MC Tim Snedden, Regatta Organizing Chair Bob Allen and ZOA President Alex Aitken at the top table for a night of reminiscing and catching up. Des Townson, despite his reluctance as a public speaker, gave a very polished account of the support he had in promoting the Zephyr. Des “broke the boat” while sailing Atarangi shortly before its display at the Tamaki Boat Show, threatened to derail the whole exercise! I suspect there are a few more stories where that one came from.

ZOA President Alex Aitken then made his debut as a raconteur, with an amusing account of the challenges a middle aged sailor faces in finding the right sailing attire and avoiding pick up boats manned by dozing operators. It was a substantial departure from his accustomed role of meeting chair-person! All in all it was a very pleasant evening with lots of “hangers on” at the end of the night. Unfortunately, it was the last we saw of Tim Snedden. A family illness and subsequent bereavement meant he took no further part in the event. We missed you Tim! So to the Prizegiving, ably hosted by Bob Allen in Tim’s absence. Championship winner Glen McKenzie acknowledged the support he received from friends and family in winning the trophy again. Glen is a past holder of the trophy, but he was off the pace at last year’s Akaroa event so I suspect that would have made this year’s success pretty memorable. Runner Up was class newcomer Steve Pyatt who pushed Glen hard with 4,3,1,3,4,2,9 placings. In accepting his prize, Steve acknowledged the close racing within the class, especially between sailors from different regions. To the good-natured dismay of the gathered competitors, he said he would be back!

Past winner and 3.7 National Champ Mark O’Brien filled third place ahead of “surprise package” Jimmy Gilpin. Jim was fourth place getter and first Master (over 60) a feat that suggests that maybe the rest of us will get better with age – we just need to keep sailing! Jim related how he had won the Tanner Cup the year after Des Townson, but the two had never met until the same event held in Tauranga a little over a year ago. He still had the telegram Des sent him acknowledging his success all those years ago!

Des Townson contributed enormously to the regatta. He spoke at the dinner, presented the prizes and was on the beach every day. I think he spoke to every competitor and looked at every boat at some point during the event.

The prize giving was a chance to thank the numerous people that contribute to the success of any regatta. Beachmaster Austin Ebert was singled out for special mention. He and his team had a difficult job launching and retrieving boats in the shore



Des in “beach mode”. He spoke to just about everyone.



break, especially on day 1 when there was a real surf running. Austin was bowled over in the waves several times, prompting MC Bob Allen to comment that he seemed to have mastered the art of surfing back to the beach.

Hard Luck story of the event probably belongs to Don Currie, whose immaculately restored #225 sustained gudgeon damage on launching for the first race. Repairs cost him two DNCs, a terrible way to start the regatta, influencing his subsequent showing.

Brian Peet gave Atarangi a real work out, even risking her in the windy races. A close encounter with another boat meant he has a small ding to attend to before returning her to the Maritime Museum! She is obviously not destined to be a static exhibit!

Janet Watkins proved an affable and able Race Officer. The Race Committee boat launched from Takapuna YC, so Committee members were not as available to contestants as in past contests - so they missed out on all the helpful advice Zephyr skippers normally offer! We rely on the RC to report acts of unseamanlike behaviour, episodes of gross incompetence and / or amusement for the ritual post race humiliation of the perpetrators. This year's competitors got off lightly!

Zephyr championships are not always predictable events. They are organised and run by volunteers at community yacht clubs. Wind and sea conditions don't always respect the efforts of the organisers, or sense of the occasion. We were blessed with good weather, good organisation, good sailing, good company and an all round good time. All in all, I reckon the 2006 National Zephyr Championships, the 50th Jubilee Regatta, was as good as it gets.



The first and the last Zephyrs. #1, owned by Alan Retter and #225, immaculately restored by Don Currie.

### **From the Pen of Alex Aitken National President**



Greetings to Zephyr owners throughout New Zealand. I am still in awe at what happened at the 2006 Jubilee and National contest at Milford. Eighteen months ago when the organising team in Auckland started to plan the event with a budget for forty boats I was on the phone to express my view that seventy across the starting line should be the goal. I was blown away to see a fleet of close to ninety Zephyrs lined up along the beach on the Saturday for a photo shot and Jubilee sail past. Des Townson led the sail past in "Atarangi" the first Zephyr prototype he designed and built. Thank you Des for designing a classic boat that has survived for fifty years and is now the largest fleet of classic centre board dinghies in the country. Highlights, results and photos of the contest and jubilee are featured in this West Wind edition and on our Zephyr web site. A vote of thanks to Bob Allen and his team for organising a great event. The social programme and dinner were appreciated by all and the Auckland weather did not let us down.

The ZOA Executive acknowledge the commitment of the Canterbury, with two x 40' containers and twenty eight zephyrs. Wellington and Palmerston Nth contributed three with the balance of the fleet from Auckland, Hamilton and Tauranga.

The event provided the opportunity to view a number of new Zephyr hulls built by Robert Brooke and Horizon boats, thanks to Murray's Bay Boating Club adopting the Zephyr as one of their senior class boats. The association was pleased to note the performance of the new hulls at the national contest. It proved that placings over the seven races related to the skill of the helms person and not necessarily the hull weight, shape or sails and rig.

Congratulations go to this year's National Champion, Glen McKenzie from Christchurch in Pilatus #309 and the runner up Steve Pyatt from Murrays Bay in Lush #212. Steve bought this boat from Canterbury recently and it confirmed that "the nut on the tiller" is what it's all about. For those that were ranked in the lower order (including the president) it was a matter of competing and having fun on the water, albeit in survival mode in 20kt plus wind and wave action.

By popular vote the 2007 national contest will be at Akaroa. The dates have been confirmed as Thursday 25th to Sunday 28th of January. This holiday venue proved ideal for the 2005 contest. Accommodation, cafes, bars and a variety of sailing conditions provide a great venue. I believe that these dates work favourably with the start of the school term. There is sufficient room and parking for containers, cars and boat trailers within walking distance of the venue. This is a popular weekend holiday venue (on and off season) and it would pay to confirm hotel, motel or camping accommodation and shipping ASAP.

The "Trading Corner" is showing a record turnover this financial year and the modest income will hopefully cover all expenses including travel subsidies. Please note that new hulls are built at close to cost with allowance for royalties, and administration.

The AGM will be held in Christchurch this year in August, date and venue to be confirmed.

#### **Trading Corner**

Income from trading stands at \$62539. We have added to the list an aluminium launching trolley to fit the zephyr hull with

400mm pneumatic wheels. ZOA has arranged a trade price with R L Fabricators, East Tamaki. It will retail to Zephyr owners at \$460 ex Auckland. One trolley was put in the container at Milford and is available from Alex Aitken at the ex Auckland price. As freight cost is an issue we will look at a similar design both in stainless steel and alloy for the South Island.

#### **Zephyr Sails**

Tim Snedden has been liaising with Chris McMaster of Doyle Sails and has just taken delivery of a new test sail. Tim and Colin Maddren will be testing the sail over the next few months and reporting to ZOA. The issues have well documented and we look forward with interest to comparative studies. Other centres will have ample opportunity to run their own trials in due course. There is no time limit and no commitment until we are satisfied with the product. The present sail is still in production.

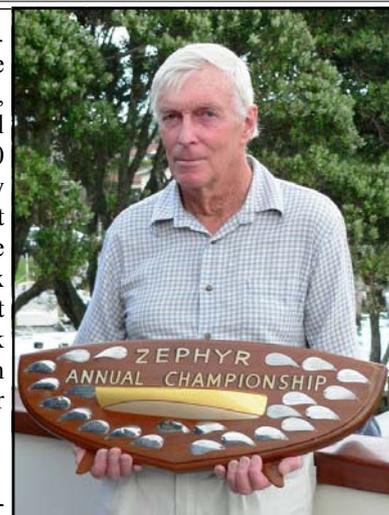
We have no firm orders for new hulls at this stage. I would like to see at least three new orders confirmed in order to make a viable production run. Have a talk to Russell or Alex for possible negotiation between now and say August which will give you time for finishing prior to next season.

#### **Finances and general**

ZOA has a paid up membership of 130. In order to stream line the collection of subscriptions Rob and I are looking at issuing accounts after each AGM. This year to date has been exceptional with the Jubilee celebrations and trading. We have subsidised interisland travel to the extent of \$100 per person attending national contests. This is only possible if we keep up a sound financial base and is affordable. Such issues need to be ratified at a general meeting.

Rob Ebert has posted a revised constitution on the web site. I am told that most of you will not express a great deal of interest however there is a need to bring our rules in line with modern practices. The association will hopefully adopt the constitution at our AGM in August.

A full financial and audit report will be in the July edition of the West Wind.



*A couple of originals! - the designer and the trophy he made for the class.*



*Gybe mark action on day three of the Nationals*

**2006 Zephyr Class National Championships  
and 50<sup>th</sup> Jubilee Regatta**

	<b>Boat Name</b>	<b>No</b>	<b>Helm</b>	<b>R1</b>	<b>R2</b>	<b>R3</b>	<b>R4</b>	<b>R5</b>	<b>R6</b>	<b>R7</b>	<b>Nett</b>
1	Pilatus	309	Glen McKenzie	2.0	11.0	2.0	1.0	1.0	5.0	1.0	12.0
2	Lush	212	Steve Pyatt	4.0	3.0	1.0	3.0	4.0	2.0	9.0	17.0
3	Eclipse	236	Mark O'Brien	1.0	15.0	3.0	2.0	5.0	1.0	11.0	23.0
4	Miss Maddie	65	Jimmy Gilpin	7.0	12.0	4.0	11.0	8.0	11.0	7.0	48.0
5	Gazelle	82	Murray Sargisson	19.0	19.0	6.0	4.0	7.0	7.0	6.0	49.0
6	Ebbtide Express	253	Colin Maddren	3.0	17.0	11.0	17.0	9.0	10.0	4.0	54.0
7	Zephyr	1	Alan Retter	11.0	1.0	33.0	16.0	10.0	19.0	15.0	72.0
8	Merlot	502	Richard Wilson	16.0	21.0	19.0	10.0	11.0	9.0	8.0	73.0
9	Tanya	171	Bob Blakey	52.0	2.0	7.0	7.0	20.0	21.0	24.0	81.0
10	White Hot	154	Bevan Stevens	20.0	24.0	30.0	8.0	2.0	3.0	29.0	86.0
11	Zonda	152	Graham Bridges	8.0	6.0	26.0	28.0	OCS	16.0	2.0	86.0
12	Mi mistress	260	Richard Ineson	35.0	37.0	10.0	13.0	18.0	15.0	3.0	94.0
13	Cindy	12	Brian Smith	39.0	7.0	9.0	5.0	23.0	25.0	25.0	94.0
14	Front Runner	256	Don Le Page	18.0	14.0	14.0	26.0	DNF	6.0	19.0	97.0
15	Time Out	257	John Kennett	10.0	33.0	42.0	14.0	6.0	DNF	5.0	110.0
16	Sherilee	18	Keith Paine	22.0	16.0	5.0	9.0	24.0	39.0	46.0	115.0
17	Hustle	304	Rob Ebert	15.0	22.0	17.0	30.0	12.0	23.0	26.0	115.0
18	Any Witch Way	117	John Dowsett	24.0	9.0	46.0	31.0	13.0	12.0	34.0	123.0
19	Wizard	188	Bob Allen	33.0	29.0	36.0	6.0	28.0	20.0	10.0	126.0
20	Pussyfoot	34	Peter Stacey	27.0	4.0	15.0	25.0	40.0	35.0	27.0	133.0
21	Gamble	85	Andrew Crofts	30.0	10.0	12.0	46.0	DNF	8.0	28.0	134.0
22	Triple B	88	Bob Smyth	64.0	18.0	22.0	39.0	17.0	14.0	30.0	140.0
23	Destiny	92	Murray Hay	75.0	44.0	13.0	45.0	15.0	13.0	14.0	144.0
24	Sirocco	124	Bill Faulkner	36.0	35.0	20.0	32.0	27.0	32.0	16.0	162.0
25	Blue Streak	98	Charles Eason	45.0	8.0	28.0	18.0	49.0	DNF	20.0	168.0
26	Echo	69	Bill Beere	31.0	20.0	40.0	22.0	14.0	DNF	48.0	175.0
27	Petrouchka	184	Dennis Craig	57.0	28.0	29.0	42.0	33.0	33.0	13.0	178.0
28	Escapade	59	Gus Gager	9.0	36.0	35.0	15.0	34.0	DNF	50.0	179.0
29	Mistress	109	John de Fluiter	34.0	46.0	55.0	20.0	26.0	43.0	12.0	181.0
30	Resort	120	Richard Waterer	12.0	26.0	31.0	65.0	55.0	42.0	17.0	183.0
31	Wild Child	29	Russell Wenham	63.0	56.0	32.0	23.0	25.0	28.0	21.0	185.0
32	Cracklin' Rosie	75	Chris Bridges	13.0	40.0	48.0	35.0	19.0	36.0	45.0	188.0
33	Flippant	175	Don Waterer	6.0	43.0	8.0	27.0	DNS	DNF	23.0	191.0
34	Exception	323	Brenda Wenham	16.0	32.0	21.0	24.0	54.0	48.0	52.0	193.0
35	Thistledown	235	John Elliott	23.0	27.0	27.0	37.0	47.0	DNC	32.0	193.0
36	Bad News	325	Mike Agnew	50.0	42.0	34.0	40.0	22.0	18.0	47.0	203.0
37	Victoria	322	Peter Stokell	26.0	5.0	49.0	55.0	43.0	40.0	41.0	204.0
38	Why	4	Saul Proko	21.0	62.0	DNF	DNC	3.0	4.0	33.0	207.0
39	Zephyrus	259	Tim Snedden	5.0	13.0	16.0	12.0	DNC	DNC	DNC	214.0
40	Anitra	3	Phil Jones	53.0	31.0	25.0	53.0	32.0	44.0	36.0	221.0
41	Sirocco	178	Barry Elliott	28.0	23.0	68.0	57.0	29.0	41.0	54.0	232.0
42	Stardust	134	Bruce Hopwood	37.0	55.0	43.0	44.0	41.0	29.0	40.0	234.0
43	Phantom	83	Peter Hutchinson	46.0	52.0	53.0	29.0	37.0	24.0	66.0	241.0
44	Coriana	170	Richard Proko	67.0	51.0	57.0	50.0	35.0	31.0	18.0	242.0
45	Zoom	217	Tony Park	29.0	53.0	70.0	33.0	36.0	34.0	75.0	255.0
46	Karyn	194	Dave Mackey	44.0	39.0	62.0	74.0	30.0	30.0	53.0	258.0
47	Winbag	39	Ron Mackie	62.0	70.0	18.0	21.0	45.0	50.0	73.0	266.0
48	Tramp	113	Rob Martin	60.0	30.0	24.0	34.0	DNS	DNC	37.0	269.0

49	Mystic	64	Paul Fisher	46.0	68.0	69.0	36.0	OCS	17.0	44.0	280.0
50	Gem	161	Don Foley	55.0	45.0	38.0	68.0	48.0	49.0	55.0	290.0
51	Jet Stream	225	Don Currie	DNS	DNC	52.0	41.0	31.0	26.0	57.0	291.0
52		503	Robert Capon	32.0	57.0	61.0	54.0	38.0	51.0	60.0	292.0
53	Ozzie	45	John Simpson	79.0	38.0	59.0	38.0	50.0	45.0	62.0	292.0
54	Born Free	209	Simon Jones	49.0	64.0	37.0	60.0	52.0	47.0	63.0	308.0
55	Vendetta	99	Keith Phillips	73.0	50.0	78.0	59.0	42.0	27.0	61.0	312.0
56	Topaz	100	Ian Cook	78.0	34.0	63.0	58.0	16.0	OCS	65.0	314.0
57	Twilight	252	Trevor Kite	54.0	48.0	44.0	63.0	DNF	DNC	22.0	315.0
58	Woftam	131	Bruce Webster	38.0	61.0	41.0	66.0	46.0	OCS	64.0	316.0
59	Sapphire	168	Mike Hempleman	14.0	41.0	45.0	56.0	DNC	DNC	DNC	324.0
60	Solitaire	111	Rod Slater	43.0	75.0	23.0	43.0	DNF	DNC	56.0	324.0
61	Challenge	15	Tony Miller	41.0	25.0	39.0	52.0	DNF	DNC	OCS	325.0
62		504	Peter Dawson	69.0	71.0	72.0	80.0	39.0	38.0	39.0	328.0
63	Five-O-One	501	David Cook	68.0	63.0	64.0	62.0	21.0	DNC	51.0	329.0
64	Pandora	105	Vicki Moon	25.0	54.0	51.0	78.0	DNF	DNC	38.0	330.0
65	Alaurial	95	Stephen Parsons	58.0	65.0	54.0	19.0	53.0	DNC	OCS	333.0
66	Wild Card	86	Trevor Wenham	40.0	58.0	56.0	47.0	DNF	DNF	59.0	344.0
67	Volumini	255	Russell Turner	56.0	47.0	67.0	51.0	51.0	DNF	76.0	348.0
68	By Golly	107	Gavin Bird	72.0	59.0	58.0	49.0	44.0	DNF	72.0	354.0
69	Tamatea	313	Chris Hargreaves	59.0	69.0	47.0	72.0	OCS	37.0	71.0	355.0
70	Iolanthe	49	Andrew Geddes	66.0	77.0	50.0	61.0	DNF	DNC	35.0	373.0
71	Zero	147	Alex Aitken	77.0	60.0	75.0	48.0	DNF	46.0	74.0	380.0
72	Aroha	40	Elliot Hurst	48.0	72.0	71.0	67.0	DNF	DNC	43.0	385.0
73	Yankee	24	Bob Still	DNC	DNC	DNC	DNC	DNF	22.0	31.0	389.0
74	Liquid Limit	173	Graham Rowe	51.0	66.0	73.0	73.0	DNF	DNS	42.0	389.0
75	Frith	116	John Hunt	70.0	74.0	74.0	71.0	56.0	52.0	OCS	397.0
76	Jessi	43	Cor van der Pol	42.0	DNF	DNF	64.0	DNS	DNC	49.0	407.0
77	Foehn	190	David Bridges	65.0	49.0	76.0	79.0	DNS	DNC	69.0	422.0
78	Ghost	127	Megan Hurst	71.0	79.0	60.0	70.0	DNF	DNC	58.0	422.0
79	Rocket	33	David Purdy	61.0	76.0	65.0	76.0	DNF	DNC	68.0	430.0
80	Spirits	258	Peter Hutchinson	80.0	78.0	66.0	69.0	DNF	DNF	67.0	444.0
81	Taranui	66	Allan Gough	74.0	73.0	77.0	75.0	DNS	DNC	70.0	453.0
82	Nimbus	89	Bill Heathwaite	76.0	67.0	79.0	77.0	DNC	DNC	77.0	460.0
83	Zig Zag	48	Kevin Andrew	DNC	DNC	DNF	DNC	DNC	DNC	DNC	504.0

**Jubilee Regatta Prize List**

Championship Winner	309	Pilatus	Glen McKenzie
Runner Up	212	Lush	Steve Pyatt
Handicap Winner	309	Pilatus	Glen McKenzie
<b>Age Group</b>			
Grommets	309	Pilatus	Glen McKenzie
Juniors	212	Lush	Steve Pyatt
Seniors	82	Gazelle	Murray Sargisson
Masters	65	Miss Maddie	J Gilpin
Female Champion	323	Exception	Brenda-Mariee Wenham



**Photos CD**  
*Photos of the Nationals are available for \$10 per CD.*  
**To order contact Bob Allen:**  
*auck-zephyrs@ihug.co.nz*

## *Finishing a Zephyr Hull*

### *Don Currie*

This article looks at what needs to be considered in finishing off a new hull. If you haven't undertaken a job like this before consider a trip to the local library or bookshop for a book on modern wooden boat construction – John Welsford's book on boatbuilding or "The Gougeon Brothers on Boat Construction" (these are the dudes behind the WEST epoxy system) are worth reading and provide you a more reliable approach than old "Bert" at the yacht club bar - who will tell you about how he finished off a ferro cement boat back in 1960 using nothing more than galvanised 4" nails and demolition timber.

#### **Class Rules**

Make yourself familiar with the class rules before starting work on your new hull, particularly the section on finishing off hulls.

#### **Hull Weight**

The minimum weight of a Zephyr was established from a survey of finished boats some years after the class was established. The minimum weight of a Zephyr hull including all permanently attached fittings is 57kg. (Reference class rules 2.1 Hulls). Most boats are in the low 60kgs region. Getting a new boat down to class minimum weight is not difficult, but it is a good test of the builder's discipline and ability to ensure that the head rules the heart! It sounds obvious, but the weight that goes into your boat is cumulative. A little bit here and there soon starts to add kilos to the completed hull. "Think light" throughout the building process. Think about buying a set of 100 kg hanging spring scales – completing a Zephyr is a project that will soak up something more than \$9000. Purchasing a set of scales for around \$100 is a good investment allowing you to check the weight build up as the project progresses.



Zephyr "wannabes" at the Nationals!!

Leave the outside hull finishing 'till last – it is easy to add a bit of weight at this stage by fibreglassing the hull and/or a fancy paint job if the completed boat looks like it will come out under weight. There are only a couple of areas in

which the Zephyr has shown a few weaknesses – if you are disciplined about adding weight, and only "beef up" the hull in known areas of weakness then you should be able to achieve a near minimum weight completed hull.

The "as received" weight of your hull will be around 44 kgs. A deck and trim will add around 9kg, leaving 4kgs for paint and fittings.

#### **Pre Decking**

Prior to sealing the interior areas of the hull, backing pads (a couple of layers of 4mm ply from deck off cuts) should be fitted inside for reinforcement of chainplate fastenings (reference class rules for positioning). Inspection ports should be fitted in each individual bulkhead and side tank to provide access and air circulation inside the enclosed areas when not sailing. The side tank ports should be of a suitable size and location to allow access for fitting chainplates and deck control fittings. Cut the holes out before the decks go on, and glue a 20mm wide doubler ring (off cuts of 4 mm decking material) to the inside of each cut out to take the inspection port screws – much easier than using machine screws and nuts on the inside). Many people fit an inspection port to the forward bulkhead – it is important to allow this area to dry out during periods of storage, but in practice an inspection port in the forward bulkhead is very difficult to reach – if you can live with the visual aspect, an inspection port in the fore deck is much more practical.

If you are planning to fit transom scuppers, non standard bow fitting incorporating under deck forestay adjustment, or any other clever ideas, make sure you think the whole thing through, and test fit everything before the deck goes on.

#### **Sealing of enclosed areas.**

There are many products and systems available for sealing the inside of bulkheads, side tanks and the enclosed hull surfaces. Interlux's Everdure has been successfully used and should be applied as recommended, i.e. application of preliminary thinned coats, followed by a full strength coats wet on wet to give maximum penetration of timber surface. The Zephyr is a classic, and experience has shown that the hulls can last over 50 years if moisture content is controlled properly. Don't skimp on protection of concealed areas – go for the full 3 to 4 coats if using Everdure. Alternatively these areas can be coated with unthickened epoxy resin – if this course is followed ensure that a low viscosity resin is used, and do the job on a very warm day (the resin will be thinner) to ensure that not too much weight is added. You will probably need 2 coats, so weight is an issue. All resin and paint manufacturers provide good reference material – read it! This may sound heavy, but remember that the sealing on the original boats was red lead and several coats of enamel!

#### **Decking**

The deck framing will have been faired ready to fit deck – this should be checked before fixing the deck to ensure that you will achieve even contact of deck plywood over the whole area. The minimum deck thickness is 4mm and can be the plywood

*Don Currie has completed or refurbished a number of hulls and repaired countless others. This represents his accumulated wisdom. If you have any ideas or experience to add please let us know!*

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of your choice. Decorative ply such as mahogany will be heavier, so check how much the sheet weighs first!!

The undersides of the deck should be sealed using the same method as the enclosed areas of the hull. Note that epoxy glue will adhere well to epoxy coatings so long as the coatings are cleaned and sanded prior to glueing. Thus there is no need to mask glue contact areas, but you should mark these areas ready for glue application prior to finally fastening the decks in place. 4 mm ply is just fine everywhere on the deck except the area of the side decks from the transom through to approximately 400 mm forward of the centrethwart (just forward of the centre thwart to just aft of the aft deck beam) which should be reinforced (suggest double thickness plywood with lightening holes) in order to provide strength where your butt drops down after each tack. Some form of doubler also needs to be added to the areas where sail control fittings will be attached. Before you put the decks on have a clear idea of what sort of cleat layout you will use, and where necessary add doublers under the deck to hold attachment screws.

#### Cockpit floor

Zephyrs traditionally have a bit of a problem with cracking where the bottom of the side tanks join the hull, just aft of the centre thwart. This is the “high traffic” area of the cockpit where footwork tends to be rather heavy during those less than elegant tacks and gybes in fresh weather. Consider an epoxy “cove” in this area and a reasonably heavy (400gm/sq M) double bias fibreglass tape bandage to protect this area. Easier to prevent the cracking than it is to repair it later.

Floor battens are supplied but not fitted so that the floor can be easily sanded and filled accordingly. The cockpit area will require filling and sanding prior to painting.

#### Finishing trim

Remember here the head must rule the heart! Great big pieces of mahogany and kauri trim equals a heavy boat. If the weight is starting to creep up you can use cedar, but be aware that it is very soft and damages easily. Gunwale and carlin trim can be any timber of choice – reference class rules for minimum sizes.

Coamings (splashboards) can be fitted either in front or behind the mast (the original Zephyrs had them fitted behind the mast, however most new Zephyrs or those being refurbished tend to choose to fit the coamings in front of the mast). Reference class rules for minimum heights and positioning limits. There are no hard and fast design for the coamings, however we suggest you check out existing boats to establish shape and positioning of your choice. In most cases 10mm solid timber is used in the construction of the coamings. If you taper them from about 10mm at the base to 5 to 6 mm at the top you save a bit of weight and they look better too. 4-6 mm ply is a lighter alternative.

#### Masthole collar

This must be a minimum height of 20mm and can be incorporated as part of the cowling support and fixing – don’t get too “arty” without thinking about the weight.

#### Preparation of outer shell

The outer shell as received will be pretty much as it has come off the mould. The builder recommends that the surface initially be planed fair using a number 5 plane (or larger) to remove high spots. This should be followed with sanding using a long board. Talk to someone who has done this job before to find out how to build the board, and what the necessary techniques are. Most of the major marine paint companies

put out good brochures explaining the technique. Some filling and further sanding may be required.

There is then the option of sealing and finishing the surface directly or glassing the hull to provide a long lasting durable surface.

If the hull is to be glassed a 6 oz (200 gram per sq M) cloth is typically used. The absolute minimum extra weight added will be about 2 kg and could go as high as 3 kg depending on how much resin is absorbed by the timber. Lighter cloths can be used in order to minimise weight, but the protection afforded by the lighter cloths is minimal. Once again, the resin companies all put out good documentation on fibreglassing – read it before you start pouring expensive sticky stuff all over your new boat! Resin mixed with microspheres should be used to fill the fibreglass weave – don’t use neat resin as it is too heavy and sands badly anyway. Products that absorb excess resin, such as Peel Ply, may help, but make sure you know how to use them properly.

When dry sand and apply several undercoats (perfection undercoat two pot system) and sand to a smooth finish. Follow this with a two pot polyurethane finish system of your choice.

### ZEPHYR COMPONENTS PRICE LIST

*Effective 1 March 2006*

*Confidential to ZOA and its members*

*Prices include freight and GST.*

<b>Mast;</b> anodised with riveted track and halyard cap	\$775
<b>Mast;</b> assembled complete with halyard lock, sliding goose neck, T cleat, kicker hanger, halyard stop and tail, 2 1/2 “ 2 pin plug	POA
<b>Boom;</b> 2.69m x mast section (tapered one end)	\$317
<b>Boom;</b> assembled complete with boom plug, block hangers (main and vang), x 3, adjustable outhaul complete	POA
<b>Rigging.</b> 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*
<b>Sails</b> 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
<b>Sail Tube bag with Zephyr Logo</b> sold separately	\$45
<b>Sail coloured</b> one off order (subject to availability of cloth)	\$678
<b>Battens;</b> Blue Streak per set	\$223
<b>Gear bag;</b> medium with Zephyr Logo.	\$75

#### Notes

- 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.

#### Enquiries and Orders:

Alex Aitken 03 358 4600  
Russell Turner 09 534 7747

### THE ZEPHYR OWNERS’ ASSOCIATION

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## Editorial

### The Future of the Class - Glass?

One of the things the newsletter editor has to do is fill up the publication. That means writing something for the blank bit, or look for some photos to do the job. I found some photos, but thought I would lay down a “back page challenge” for you out there in Zephyr class land and initiate a “where to from here” discussion.

#### Glass Zephyrs?

As a class, we can be genuinely proud of the 50th Jubilee. Our membership numbers are good, finances sound, new boats have hit the water and a “revised” sail is in the offing. We could be justified in thinking “if it ain’t broke, don’t fix it”. Sometimes, though, organizations need to consider changing before they are forced to. Is the ZOA at that point now?

As Des Townson pointed out in the Jubilee Programme, Zephyrs are made of untreated wood and glue heavily extended with walnut-shell flower and water. If the class is to survive another fifty years, much of the current fleet will need replacing.. Ominously, many of the good, well maintained boats are beginning to fail. Common areas are around the centre case and along the keel in the cockpit area. Rot is also a problem too and it can be hard to spot underneath a good paint job.

Those who have already replaced their boats have found that putting a new Zephyr in the water is a considerable commitment of time and skill. Even those that take delivery of a decked hull have a myriad of finish tasks to perform. Foils must be procured, chainplates, traveler, sail controls and other fittings attached. The Zephyr is definitely not a “just add water” affair in the manner similar size boats in the market. As a result, we exclude an unknown number of potential class members.

Our experience in building the 500 series suggests that modern boat builders are not really confident with traditional light weight wooden boat construction and economies of scale are impractical.

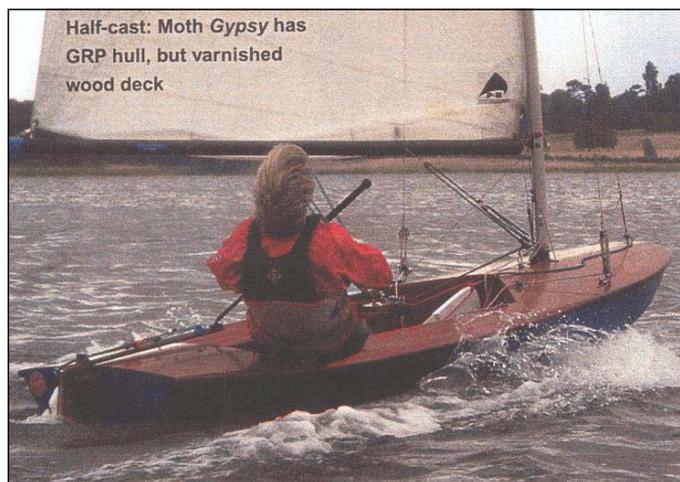
Increasingly, owners of both old and new boats are electing to glass them - so why not bite the bullet and consider building

them that way.

There are precedents for similar traditional classes going down the “glass” route successfully. The Townson Mistral took that step some years ago - current Class Rules no longer allow wooden construction. The Mistral may well be back in glass production soon.

One traditional boat in a similar position was the UK Moth, an 11’ dinghy designed for restricted UK waters. Their initiative has produced a durable, stiff shell suitable for home or professional finishing with a wooden deck.

Currently our Class Rules do not permit glass construction and a suggestion that we initiate a rule change permitting it was defeated at an AGM some years ago. It is my personal view



The UK moth, a traditional design that has gone to glass.

that we need to explore the glass option in the coming years, with or without a rule change, to “future proof” the class. What do you think?

#### Revised Constitution

Our current constitution is a bit dated, having been formulated in the 1960s. It has some notable omissions, there being no provision for life members, despite our having several. Their contribution to the ZOA has been recognised with a life membership, but it is unconstitutional! A revised, rewritten constitution is available on the web site for those members interested. Past experience tells me this is not a subject that arouses the passions of class members (unlike the topic of glass Zephyrs!). If there are members out there with an interest in such things I would appreciate comment. The intention will be to pass it at the AGM in Christchurch later this year.

#### Trial Sails

As Alex Aitken said, we have taken delivery of the latest trial sail, but that is about all. Tim Snedden and Colin Maddren will work away on it.

We still have three “old” trial sails. Last year’s AGM directed the ZOA to sell them outside the class, but they have little residual value without the Zephyr brand. Are feelings as strong a year on and should we re-visit this decision?

#### AGM

Slated for August in Chch. Let us know your feelings!



The Canterbury contingent at the Nationals. Canterbury’s support for the Zephyr class has been a key factor in its survival.

**2007 National Championships  
Akaroa Harbour**

**Thursday 25th - Sunday the 28th January 2007.**