

West Wind

The Newsletter of the NZ Zephyr Owners' Association

Volume 50 Issue 3

www.zephyr.org.nz

July 2006

Editorial

This issue of the West Wind marks the end of the 50th year of the Zephyr class. Celebrating that achievement has been a focus for the class for the last couple of years. It gave considerable impetus to the building of new hulls and boosted the class generally. The challenge now is to retain the momentum amid the nuts and bolts of routine class management.

President's Report

In the column opposite, Alex Aitken presents his tenth annual report. When he took over as President of the ZOA a decade ago, membership was around 40 sailors, with only a modest financial reserves. We were in danger of losing our Incorporated Society status from not having filed our financial returns. Over the next couple of years the ZOA stabilized and then began to grow. There is no doubt that the success of the ZOA over the last ten years is due primarily to Alex's vision and persistence.

New Hulls

We have now had orders for ten new hulls, a target that seemed unlikely when the project was first initiated. The building project once again raised issues of the weight of the Zephyr hull, so I have provided graphical details of the hull weights elsewhere in the issue to give you an idea of weights within the fleet. Remember that the class weight was established as the minimum attainable. One of the boats weighed came in at 57kg and this was selected as the minimum weight, rather than the median or mean. With ten hulls constructed, Russell Turner, Tim Snedden and myself will visit Horizon Yachts in early August to review the building experience with Wayne Olsen. We hope to verbal report, at least, for the AGM.

Sail Ratification

Still on the subject of AGM issues, Chris Bridges has been giving some thought to the best way of ratifying the new sail. Currently the rule related to sail construction is 1.7.1 which states:

All sails shall be made by a sail maker approved by the Committee to the approved pattern and in accordance with the current specifications for the construction of Zephyr sails.

As the rule stands it leaves most of the decision making to the Committee and does not detail how the sail pattern and specifications are to be changed. Our intention was to have the recommendation of the sail re-design sub-committee voted on by the AGM, meaning that a simple majority would suffice. However, Chris has suggested that the rule be amended along the lines of:

"All new sails from 1 August 2006 shall be made by a sail maker approved by the committee, to the computer generated design and specifications current at 1 August 2006, this being the design tested and reported to members over winter 2006. No further new sails will be made from the earlier pattern. Existing sails

(Continued on page 5)

President's Report

2006 Annual General Meeting.

This is my 10th annual report and I am pleased to say that the Zephyr class now has national recognition for its strength in fleet numbers and administration.

Highlight of the year was the 50th Jubilee Celebration which achieved wide publicity for the class both nationally and overseas. We also had a resurgence of interest in building new hulls, and renovation of Zephyr hulls around the country has had a flow on effect. The Auckland fleet with a strong team under the leadership of Tim Snedden has been instrumental in boosting enthusiasm and fleet numbers. My thanks go to Russell Turner for his dedicated assistance with the Trading Corner.

I also wish to acknowledge the continuing interest and support from past Zephyr owners and our Patron, Noel May. A special thanks also goes to the designer of the Zephyr yacht, Des Townson who expressed his amazement that after 50 years the class has one of the largest fleets of classic yachts in New Zealand.

It has been a difficult and time consuming year on a number of fronts but the effort has paid off and the association managed to contribute a significant sum for travel to the Jubilee celebrations. I have heard from Auckland that the Jubilee committee more than covered the regatta expenses and the surplus will assist their fleet in attending the Akaroa 2007 contest. My thanks also to Rob Ebert who keeps the administration side ticking over. Rob has put a lot of effort into updating the ZOA web site. ZOA is committed to this form of communication and along with the West Wind takes considerable time and ongoing costs are reflected in the budget.

Canterbury retains an active fleet, thanks to Peter Stokell, Russell and Brenda Wenham – whose Estuary Capers is a quality publication. At the May 2006 AGM of the Canterbury ZOA it was noted that both Russell and Peter recorded their wish to vacate the role of Secretary and President at the 2007 AGM. As with any organisation the need to plan ahead for these eventualities has to be put on the agenda.

The Wellington area has been looking promising but I note with regret that Graeme Rowe has retired from Zephyr racing and I believe #173 *Liquid Limit* has headed North. Indications are that Wellington's wild wind and seas may be a bit much for the Zephyrs.

As you will see from the enclosed accounts, the ZOA finished the year with a moderate surplus. The Trading Corner produced a record turnover based on the production of new hulls, but overall our expenses were higher. The coming year should see a reasonable turnover with less cost input.

Alison and I moved into a new home at 9 Rubicon Place, Broomfield, Christchurch, recently. The shift and downsize means that #147, *Zero*, is out in the cold but plans are afoot to remedy this. Nothing in life stands still and the only way ahead is to adapt to an ever changing scene!

Thanks to all for their support during what has been a memorable season. I am looking forward to meeting up again at the Akaroa Nationals in 2007.

Alex Aitken



ZEPHYR OWNERS' ASSOCIATION (INC)

ANNUAL GENERAL MEETING

Saturday 26th August, 2006

The Sand Bar, 1060 Ferry Road, Christchurch.

(5.30 pm Social half hour)

6 pm Meeting of the CZA

6.30pm ZOA AGM

7.30 - 8pm Dinner



ZOA FINANCIAL REPORT FOR YEAR TO 31 MAY 2006

TRADING ACCOUNT		2006	2005
Income			
Sails	19034		11,105
Test Sails	-		900
Spars & Rigging	21810		7,514
Hulls	29200		
(less royalty)	(1800)		
Beach Trolleys	<u>920</u>		-
		69164	19,519
Less Expenditure			
Opening Stock 1/6/05	5058		1,469
Sails	15,984		10,955
Spars & Rigging	18,592		6,349
Hulls-Labour	19,076		-
Hulls-Materials	6,494		2072
Administration costs./Sundry	621		393
Beach Trolleys	<u>1701</u>		-
		67,526	21,238
Less Closing Stock 31/5/06	<u>2197</u>		5,058
		<u>65329</u>	<u>16,180</u>
Net Surplus from Trading		<u>3835</u>	<u>3339</u>

ADMINISTRATION ACCOUNT

Income	2006	2005
Donations	282	90
Subscriptions	2720	2460
Interest	568	492
Sundry/reimbursement trading a/c	100	200
Sundry	-	<u>2</u>
Lion Foundation Jubilee	<u>1350</u>	-
	5020	3244
Less Expenditure		
Bank Charges	3	3
Engraving	88	81
Newsletter	486	528
Postage & Stationery	88	67
Tolls & General	216	302
Meeting Expenses	141	112
Promotion & Development	1380	3218
Less expenses capitalized for mould	=	<u>3000</u>
		218
Sundry Travel	3495	646
Honorarium President	250	250
Prizes	-	197
Lion Foundation Jubilee	<u>1350</u>	-
	7497	2404
Net surplus/loss admin		2477
Add		
Excess expenditure over income		<u>3835</u>
Total surplus for the year		4179

STATEMENT OF FINANCIAL POSITION AS AT 31 MAY 2006

CURRENT ASSETS		2006	2005
ASB Bank Account No: 50	13106		11538
ASB Cheque Account No: 00	5654		1203
Stock on hand	2197		<u>5,058</u>
		20957	17799
FIXED ASSETS			
Building moulds and patterns	3,000		3,000
Written off	(1800)		=
		1200	-
		<u>22157</u>	<u>20799</u>
Represented by;			
MEMBERS FUNDS			
Accumulated funds 1 June 2005	20799		16620
Net surplus/loss for the year	1358		4179
Accumulated funds 31 May 2006	<u>22157</u>		<u>20799</u>

AGENDA AGM 2006

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, CZA.
8. General
 - President's Honorarium
 - Constitutional Revision
 - Sail Construction Update
 - National Contest 2007 & 2008

Note: The adjacent accounts have been condensed to fit into the West Wind. The full version and Auditor's Report will be presented to the AGM.

Editor

Zephyr Owners' Association (Inc)
Minutes of the Annual General Meeting
Pt Chevalier Yacht Club
2030 hrs Wednesday, July 20th 2005

Attendance: A Aitken, (Chair) R Ebert (Secretary), N May (Patron), B Heathwaite, J Wallis, C Maddren, T Snedden, D Foley, M Hempleman, R Martin, G Gauger, R Dew, R Still, K Paine, G Bridges, B Hopwood, R Turner, *R Wilson, R Brooke, D Craig (non members)*

Apologies: A Retter, K Smith, Bob Allen, David and Ian Cook, D Currie. *Accepted Aitken/Ebert*

Minutes of the Previous Meeting: The minutes of the previous AGM held at the Point Chevalier Yacht Club in 2004 had been previously published in the West Wind and were taken as read. *Aitken/Ebert*

Matters Arising: Nil

President's Report: Circulated in West Wind and taken as read. *Accepted Aitken/Ebert*

Treasurer's Report: The accounts had been published in West Wind. A Aitken presented an audited set of accounts to the meeting and provided explanation on some items. *Accepted Snedden.* R Brooke commented that the charges listed for the mould in West Wind did not reflect the true cost of its construction.

Budget: A proposed budget had been circulated in West Wind. Alex Aitken commented on the allocation of \$1000 for a commemorative booklet for the Jubilee Regatta. It was felt that this amount should be made available to the Jubilee organising committee to assist in running the regatta. He then outlined a proposal to allocate up to \$2000 as a travel subsidy for sailors attending the regatta. After discussion it was proposed:

That the \$2000 proposed for the travel grant be added to the \$1000 budgeted for the AZO Jubilee Regatta. Paine/Bridges

Subscriptions: To remain at \$20 *Accepted Aitken/Maddren*

Election of Officers

Patron Noel May presented a model Zephyr transom with a half model of a Zephyr on it as the future National Championship Trophy. He hoped that it would be presented by Des Townson at the Jubilee Regatta. He accepted election to a further year as Patron, then excused himself from the meeting, as his wife was in hospital.

It was proposed: that the 49 winners be engraved on a plaque attached to the trophy. Paine/Bridges

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

Patron: Noel May

President: Alex Aitken

Secretary: Rob Ebert

Treasurer: Alex Aitken

Auditor: Richard Ineson

Regional Representatives: **AZO:** Russell Turner, **HAZO:** Keith Paine

CZO: Peter Stokell

General Business:

1. President's Honorarium:

R Ebert spoke to the Notices of Motion contained in the Agenda:

"That the President be allocated an honorarium of \$250 for services rendered" R Ebert/P Stokell *Carried.*

2. Townson Plans

"That the ZOA seek the support of suitable charities to ensure that Des Townson's design drawings are appropriately duplicated and stored securely" R Ebert/D Currie

3. National Championship 2004-05

The AZO Jubilee Organising Committee had met prior to the AGM. Russell Turner provided an update of the progress and issues to date:

- Permission for use of Reserve Land at Milford YC for container storage and for the use of Lake Pupuke as an alternative venue was in hand.
- Janet Watkin confirmed as Race Officer
- Preliminary Notice of Race prepared and circulated.
- Draft Budget prepared
- Social Programme underway
- Measurement at Contest discussed. A need was seen for all boats to have measuring certificates and be subject to spot checks.
- Sponsorship applications were discussed.

It was proposed that:

The ZOA, through the Auckland Zephyr Owners' Jubilee Regatta Organising Committee, apply to suitable charitable organisations and/or potential sponsors for financial assistance for the 2006 Jubilee Regatta. Moved Foley/Snedden, Carried.

4. Building Report

#501, by Robert Brooke of the new mould was on display at the meeting. It had been launched earlier in the day at Westhaven, with Life Members Des Townson and Barry Morley in attendance, for a Boating New Zealand Photo shoot (accompanied by Tim Snedden and Colin Maddren).

Richard Wilson, outgoing Commodore of Murray's Bay Yacht Club addressed the meeting. He had recently ordered a new Zephyr (#502) and this had sparked interest in the class. Up to 12 people were interested in Zephyrs, mostly parents with kids who sailed and who wanted to do some Wednesday night sailing themselves. Considerable discussion followed. It was felt that the demand for boats was unlikely to be met by the second hand market. A number of orders for new boats may eventuate and this could outstrip the current capacity for R Brooke's programme.

The meeting resolved to consider any proposal from potential Murray's Bay owners favourably. ZOA may require a modest deposit as confirmation of interest before it explores expansion of the current building programme.

The need to continue to protect the Zephyr "brand" from "rule benders" as has happened in the P and Starling classes was emphasized. The Association was in a position to appoint additional builders, or to allow individual builders to use the mould, but there were seen to be risks to the quality of the final product in doing this. The ZOA currently has no plans to do this. The appointment of additional boat builders would be with the advice of our current builder, Robert Brooke.

It was suggested that existing owners be written to with an invitation to dispose of their unused boats.

5. Presentation

R Brooke and R Turner were presented with "beverage" tokens of appreciation for their role in the building programme.

6. Sail Report

Progress on the sail re-design was related. Dennis Craig roundly criticised the recent letter from Chris McMaster in West Wind outlining his intentions for the sail, claiming that an improved sail was a possibility. A period of considerable discussion ensued, during which it was noted that Dennis was not a current financial member of the class. However, the meeting confirmed that it was not the ZOA's intention to change the performance of the sail, but to improve the consistency and reliability of its manufacture. ZOA's past communications to Doyle Sails had attempted to make this clear.

Points raised were that the test sail appeared faster in fresh conditions but not in the light.

The disposal of the test sails as legitimate Zephyr sails by the ZOA Executive also came in for considerable criticism resulting in a series of motions aimed at recovering them and withdrawing them from circulation.

They were:

1. That the remaining test sail be sold subject to it not being used in national or regional regattas. Paine/Snedden Carried.

As discussion progressed, it became apparent that the meeting was unhappy with the existing test sails being used as Zephyr sails, hence:

2. That the remaining test sails be withdrawn from circulation (with the owner's consent) by offering their replacement with standard Zephyr sails. Ebert/Snedden Carried.

As a consequence it was moved:

3. That motion one be rescinded Paine/Ebert Carried.

And that:

4. The three test sails be disposed of outside the class. Snedden/Ebert. Carried

7. Web Site

The new web site at www.hyc.org.nz/zephyr was commented upon and webmaster Rob Ebert congratulated on its appearance.

Meeting closed 2220 hrs.

Proposed Budget, 2007			
Income			
120 members	@\$20	2400	
Interest on 50 a/c		400	
Donations		50	
* **surplus from trading		2000	
Total expected income			\$4850
Expenses			
Bank charges		3	
Engraving		60	
Construct containers for three trophies		40	
News letters		650	
Web site maintenance		250	
Post & Stationary		200	
Meeting Expenses		50	
Promotion & Development		400	
Sundry & Travel	T Snedden	250	
	R Ebert	330	
	A Aitken	150	
	Sundry	50	
Honorarium President		250	
**Travel grant for NI contestants to Akaroa 2007	20 boats @ \$100 each	2000	
Total budget			\$4733

Canterbury Zephyr Sailing Season 2005-06

Canterbury Zephyr sailors enjoyed good sailing conditions for most of the sailing season. None of the major races were cancelled due to bad weather.

The ten-race Canterbury championship is run over the entire season with the races spread among the local clubs. Glen McKenzie won eight of the ten races, Don Le Page gaining line honours in the other two. The Handicap trophy was won by Ron Mackie who is the eldest local member competing. A total of 37 boats came to race on at least one occasion and four skippers sailed in all ten races.

The South Island Champs are a five race series held over two days usually held in early December. They were held at Pigeon Bay, which is about half way between Christchurch and Akaroa on Banks Peninsula. Pigeon Bay is a beautiful place with only basic facilities, but provides excellent sailing conditions with the predominate northeasterly sea breeze blowing straight down the harbour. Twenty-three sailors headed over for the series and two enjoyable days of light to moderate winds. Glen McKenzie took out all five races but a number of those were very closely contested with Glen having to work hard to take the title. Newcomer to the class, Bevan Stevens, finished second with Zephyr stalwart Richard Ineson third. The handicap title was won by Paul Holland.

The major focus for the CZOA was the 50th Anniversary Regatta in Auckland. We were very fortunate to gain sponsorship, which enabled us to ship 24 Zephyrs in two 40-foot containers to Auckland. With other pub charity funding we were also able to assist the other four skippers who towed their boats up North. It was a great team effort to pack the boats and we were all relieved to get them to and from Auckland safely. As a team we had a great time both on and off the water and we were especially pleased that Canterbury skippers took out the National and first Woman's Trophies.

The final major series for local Zephyr sailors is the Estuary Pennants. This four race series is always well supported by the Zephyr fleet, which usually has the largest class fleet on each race day. This year the series was won by Bill Beere sailing # 69 Echo.

The CZOA has decided to hold the 2007 Nationals again at Akaroa as this proved to be such a popular venue for the 2005 Nationals. We hope that the regatta will be well supported by the locals and North Island skippers. We look forward to seeing a strong contingent from the North.

Russell Wenham
CZOA

Preliminary Notice of Race Zephyr National Championship 2007

January 26th-29th

Akaroa Sailing Club

Akaroa

Notice of Race and Entry Forms

www.zephyr.org.nz



Townson Dart found! A few West Winds ago I mentioned the Dart, an 11' two handed junior dinghy. I posted it on the web site then got an email from someone wanting to sell #53, so here it is now on its maiden voyage on Hamilton Lake! Hopefully the kids will be sailing it by themselves soon.

(Continued from page 1)

from the previous approved pattern may remain in use".

Whilst we could debate the wording of the motion, this approach has merit. It would lock down the new design, formally stop the production of sails to the old pattern and ensure there is no challenge to the continued use of existing sails. This approach would require a postal ballot and the approval of two thirds of those who voted. We will put these alternatives to the AGM and take the ratification process from there.

There has not been a lot of opportunity to test the new sail over the Canterbury winter, so it remains to be seen if the AGM is comfortable approving the sail on the basis of the Auckland experience, or would like to give Canterbury sailors a chance to make their own observations.

Constitutional Reform

I will also be seeking to have a revised Constitution adopted at the AGM. It has been posted on the web site for a while now and I have modified the draft to reflect some, but not all feedback. As it takes up several pages, I have elected not to publish it here in West Wind, but I will circulate copies at the meeting and frame a suitable motion for the meeting to consider. Given the sweeping re-write the Constitution has undergone, I am hoping it will be adopted "as is" with any tweaks made at subsequent AGMs or SGMs. It will be very messy to amend specific aspects of it on the night—and we may well be short of time if the sail discussion is lengthy.

Sometimes rule changes are not accepted by the Registrar of Incorporated Societies, but it is impossible to get rule changes approved in advance. Is if this happens, we just continue with our old rules and have another go at the changes next AGM.

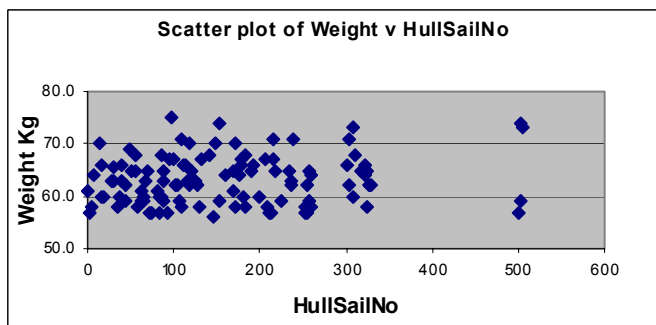
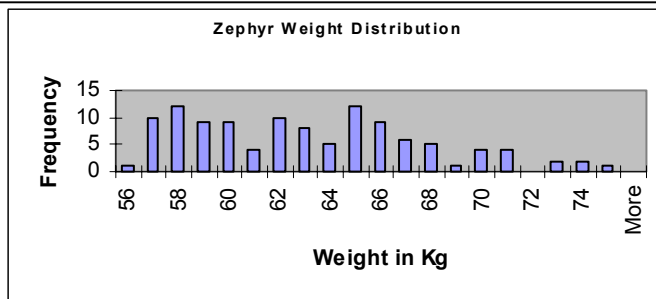
Test Sail Report

Initial experience with the latest test sail has been promising, as Tim Snedden reports;

When I initially hoisted the sail in zero wind in the back yard it appeared to be flatter and to have less roach. I concluded that the roach was probably an optical illusion due to the absence of an insignia and numbers since all my battens fitted pretty closely. I then set the sail up on my boat on the trailer at Doyles and with a bit more breeze it seemed to have enough shape. As they pointed out the cloth they have used, (which is cheaper and used only in the test sail for this reason) is a much harder finish than the cloth they are using for the "old" sails, and will continue to use in the new sails. I felt that this might have been the reason for the very flat appearance under minimal load. The draft may be a bit further aft but that is probably a good thing as the old sails are a little full off the luff.

Colin Maddren and I tested the sail twice, in 5-8knots and in 8-15knots, and could not pick any material difference in performance. I then raced with it in 15 - 22 knots against the other top Auckland boats including Steve Pyatt (#212 Lush) who came 2nd in the nationals (and with whom I spent considerable time sailing at close quarters) over 3 races. He agreed that there was no perceivable performance difference.

Canterbury sailors Matthew Hannah and Neville England have subsequently (in the absence of suitable testing conditions to date) taken a more scientific approach to the sail comparison. By laying the test sail on top of a relatively new sail to the existing design they have established that the upper roach on the test sail is in fact smaller. They have also hung both sails up using the same set of battens and have concluded that the test sail is definitely flatter, especially in the head and that the draft is further aft. Matthew and Neville are planning to look at the



Zephyr Weights: Above are the distributions of currently weighed Zephyrs. The median weight is 63kg

sail on the water as soon as conditions permit. The only real issue I had was with the bungy cord foot bolt rope. Chris McMaster tells me that all modern dinghy sails that are not loose footed now use them in conjunction with the foot shelf to create shape off the boom. We found it somewhat difficult to get into the boom track and Chris tells me that they will reduce some of the tension on it which should help. The luff bolt rope was also a bit tight over the lower 30 - 40 cms (indicating more luff round there) and in fact it started to pull out on me on the fresh day. Doyles will put a heavier bolt rope on the production sails.

In terms of performance, we were happy with the test sail, although in view of the fact that it is flatter as the Matthew and Neville have established the sail may be deficient in a choppy sea state such as is found off the East Coasts Bays in Auckland. The roach profile will also require some adjustment.

We have collectively accepted the fact that it will be impossible to replicate the old sail shape, however the objective is to keep the performance as close as possible, while maintaining the roach profile and batten positioning, with a sail that can be produced from a computer cutter, eliminating the current subjective areas of hand finishing resulting in total consistency and ease of production. We feel the test sail is very close to these parameters.

We look forward to further input from the Canterbury sailors, following their on the water testing before going back to Doyles with our final conclusions.

Subscriptions Invoice

Alex does not intend recommending a subs increase at the AGM, so I have put the invoice out in this issue of WW.

THE ZEPHYR OWNERS' ASSOCIATION	
<p>National President Alex Aitken 9 Rubicon Place, Broomfield. Christchurch 8042 phone: 03 344 0461 fax: 03 344 0462 zephyr.yacht@clear.net.nz</p>	<p>National Secretary Rob Ebert 15 Gilbass Ave Hamilton phone: 07 838 9375 fax: 07 838 9376 ebertr@wave.co.nz</p>

Buoyancy

Too much of a good thing?

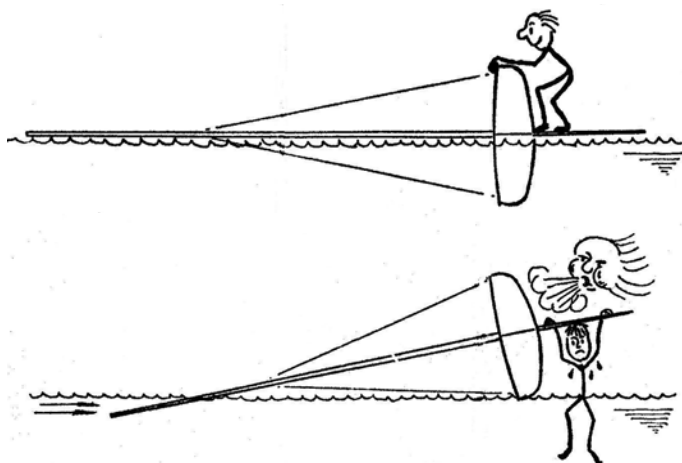
Does the Zephyr have too much buoyancy? As one who is getting on in years, I struggle to get the boat upright after a capsize, then once upright struggle to get back into the boat without having the boat rollback on top of you.

I would say the majority of owners are 45yrs plus. Many older skippers will admit, albeit after a few cleansing ales after racing, to being very short of breath and exhausted (translation "really stuffed") from their efforts to get back into their boats after capsizing. If the Zephyr has a vice, then it would have to be the "The Old Death Roll Into Windward". I have witnessed this happening to many of Aucklands top skippers whose boat-handling skills are far sharper than mine!

I realise that some will scoff and deride my opinion and may say "what a wuss - harden up son" or "look how much water you will have in the boat", but surely at least being able to get the boat up and sailing, albeit sluggishly, has got to be better than upside down, mast stuck in the mud, having to be towed home exhausted and recording a D.N.F.

Yachting great Paul Elvstrom had his own views on buoyancy. He pointed out that too much is as bad as too little. If a boat is filled with buoyancy, it will float high on its side and if capsized to leeward, the wind pressure forces the hull towards the sail. As the sail is angled downwards, the boat promptly turns upside down. If the flotation is in the form of tanks, as in the Zephyr, it promotes the tendency for this to happen. Another disadvantage of too much buoyancy, as many a Zephyr skipper has found, is that if you get thrown out and separated, your boat will blow away from you faster than you can swim!

The correct amount of buoyancy is such that when capsized,



the hull sinks far enough so that there is the smallest tendency for the mast to sink and the boat turn upside down. The centre-board should be within easy reach and about a foot clear of the water when you are standing on it. The boat is then able to be righted easily and the remaining water bailed out.

Buoyancy in the bow and stern is fine. Plenty of buoyancy in the bow keeps the bow up when you start sailing again, otherwise the boat can dive and tends to capsize again.

Anyway what do others think? Yes or No to less buoyancy? If Yes what could be done about it? A composite hull could have buoyancy built in thus eliminating the need for bulkheads and requiring only a king plank, deck beams and stringers to support the mast and some decking for the skipper to stack from.

Mike Hempleman

Letter to the Editor

Dear Ed

In the last West Wind you asked for comments about the future of the class and how the present cold moulded method is dated, uneconomical and the majority of the present hulls eventually becoming irreparable.

I firmly believe the class needs to change to glass/composite boats to prolong the life of the class even further as well as achieving one of the original aims of Des Townson of all hulls being the same. No doubt a mould could be made off the new mould to churn out glass hulls. Having made two Contender hulls, cold moulded veneer, and around 75,000 staples per hull, put in and removed by hand, there has to be a better, less time consuming method of construction! In the end many Contenders were glass hull/wooden deck/cockpit. The price was comparable to an all wooden hull. The end result was a boat that had a good stiff hull, was maintenance free, a certain "crash proofness" in rounding mark congestions, plus a deck and cockpit that only required a new coat of varnish and paint every

5 years. The hulls were down to minimum weight, unlikely to increase in weight as they aged unlike the Zephyr hulls can do now. I do not however support a fully glassed hull as there can be problems of hull and deck separation, especially around the chain plates area. Part of the appeal of the Zephyr is its traditional look and the almost cabinetmakers finish of the deck and cockpit seen on most boats. The current new hulls are being glassed to bring the hulls up to weight so in my opinion we are already half way there to the composite boat.

Trial Sails – as one who voted to have the three "old trial sails" sold outside of the class, I think the Assn. should bite the bullet and write them off to R&D, similar to all the work done in the new jig developments. I would be annoyed to think that the matter even needs raising at the A.G.M. Surely we have more important things to discuss like the future of the class than these "sails" at the A.G.M

Mike Hempleman

#168 Sapphire



ZEPHYR OWNERS' ASSOCIATION (INC) SUBSCRIPTION FOR THE 2006/07 SEASON			
Name			
Boat Name			Sail Number
Address			
Club			
Contact Details			
Telephone	Home:	Work:	
Mobile	Home:	Work:	
Email			
Subscriptions-	National ZOA		\$20.00
	<i>Canterbury ZOA</i>	<i>\$10.00</i>	
	<i>Hamilton ZOA</i>	<i>\$10.00</i>	
	<i>Auckland ZOA</i>	<i>\$10.00</i>	
	<u>TOTAL</u>		<u>\$30.00</u>
Please pay the total amount to The Secretary of your local association			
Auckland	Hamilton	Christchurch	Other Areas
Colin Maddren	Rob Ebert	Geoff Hutt	Alex Aitken
44 Harbour View Rd	15 Gilbass Ave	PO Box 19700	9 Rubicon Place
Pt Chevalier	Hamilton	Christchurch 8002	Christchurch 8042
09 846 7827	07 838 9375	03 384 1713	03 344 0461
<u>Privacy Act 1993</u>			
The Zephyr Yacht Register is compiled and updated by the National Secretary of the Zephyr Owners Association (Inc) and is stored in a computer file. The Register is confidential to Zephyr Owners and will not be made available to any outside body or organization without first notifying the membership and providing an opportunity for individual members to withhold release of their membership details.			
Alex Aitken <i>President ZOA</i>			

ZEPHYR OWNERS' ASSOCIATION (INC) <i>Voting for a proposed amendment to the Class Rules</i> <i>Insertion of Reefing Points</i>			
A notice signed by six registered owners, seeking to amend rule 1.7.2 (Sails) to allow the insertion of reefing points in Zephyr sails, has been received. Under our Class Rules, details must be circulated to all registered owners and passed by two thirds of those who vote.			
If passed, this rule will now read (change italicized)			
No alteration to sails shall be permitted apart from making good flaws during manufacture or for the purpose of making good shrinkage of bolt ropes. <i>Reefing points are allowable.</i>			
I support the proposed changes to rule 1.7.2, allowing the insertion of reefing points.	Yes	No	
I declare I am a financial member of the Zephyr Owners' Association			
Name	Boat No		
Date	Boat Name		

