

West Wind

The Newsletter of the NZ Zephyr Owners' Association

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Editorial

Welcome to another issue of West Wind and to the fifty-first season for the Zephyr class. There are a few issues before the class that I will refer to.

AGM

As you will see from the minutes in this issue of WW, we had a well attended and positive AGM in Christchurch followed by a meal afterwards.

Sail Update

The gods were against testing the new sail in Canterbury over the winter, so after discussion at the AGM, Tim Snedden took the sail back to Auckland and had Chris Salthouse, a trimmer with Emirates Team New Zealand, produce a report on it. You can read that inside. The luff round modification Chris suggested was duly carried out and I used the sail in six races over the recent Hamilton Zephyr weekend. It sat slightly higher on my mast track than my old sail, but other than that I thought it looked nice and set well. The bolt rope is a little small and tended to come out of my mast track, but this problem will be corrected in the production sail.

It is my view that this sail meets our original goal of a computer cut sail that closely resembles our current sail, with the added advantage of more consistent production. I think a few more people need to trial it, then we should adopt it.

Adopting the new sail

The AGM gave some thought to how the new sail should be adopted. The Class Rules don't make it clear who has to approve the sail pattern - the Committee or the membership. In the end, amending Class Rule 1.7.1 to: "*All new sails shall be made by a sail maker approved by the committee, to the computer generated design and specifications current at (insert date). No further new sails will be made from the earlier pattern. Existing sails from the previous approved pattern may remain in use*" seems the most democratic so we will proceed with that at the National Contest Special General Meeting. In the event that the meeting is not happy to change the rule, we will withdraw the motion.

Reefing Points

The rule change allowing reefing points was passed too. The AGM further suggested that the reefing points be a minimum distance from the foot so that a small de-powering reef could not be developed. I am suggesting 300mm and will look to have the rule changed again to read: "*Reefing points are allowable but must be a minimum of 300mm from the foot of the sail*"

New Zephyr Hulls

Wayne Olsen of Horizon Boats has three hulls that are awaiting owners. They are at various stages of completion. If anyone is interested, please contact the ZOA.

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From the Pen of Alex Aitken National President



Greetings. It's been a challenging few months what with shifting into a new home and taking on the role of treasurer for the Canterbury Yachting Association. Despite taking a back seat with ZOA affairs it is pleasing to see that the association has

got away to a good start. I have been getting in to some active sailing in the past weeks. South Island Masters Games in Timaru – Ron Mackie #39 and myself were the only centre board yachts playing dodgems with mainly Nolex 22's and 25's. A great 6 race contest.

I decided to try out the new alloy beach trolley that came down in the container after the 2006 Jubilee celebrations. The idea of using it as a launching and retrieving trolley proved difficult. It floats and needs two people to control the beast. It is now going to head up North where the Zephyr is trundled along the beach and lifted into the surf. A good product in the right conditions.

Sails – new design. Tim Snedden is working closely with Doyle Sails to further refine the sails. In the meantime we have placed orders and sold six of the current production model and I believe there are three in the loft awaiting orders. The Association wants to make sure the new design is in accordance with members' expectations and ZOA rules before it is signed off. I've had communication from Doyle's to say that they need a minimum bulk order of 10 sails to counter increasing costs. I will be analysing the situation.

New hulls. We have three new hulls in various stages of completion looking for buyers. I believe Rob also has thoughts on the subject.

Keeping our Championship trophy and the President's "Badge of Office" safe and sound. Thanks to Austin Ebert for building two wooden crates to house them safely.

Akaroa 2007. Recent communication with Auckland, Tauranga, Hamilton and Wellington indicates that we could have upwards of twenty North Island Zephyrs at this popular holiday/sailing venue. Keep in mind that ZOA will donate \$100 to each North Island competitor to assist with travel costs. Cheques will be written out to individual owners when they sign in for the contest. Judging by the quality of the 28 boats that entered for the first two races in the Canterbury Championship there promises to be a full on contest for trophies at Akaroa.

The first six places for the two championship races sailed in moderate conditions on the Estuary. Race one. Matt Hannah #308 Titan 1st, Don Le Page #256 Front Runner 2nd, Glen McKenzie #309 Pilatus 3rd, Saul Proko # 4 Why 4th, Richard Ineson #206 Mi Mistress 5th, Andrew Crofts #85 Gamble 6th. Race two. Matt Hannah 1st, Don Le Page 2nd, Matt Hix #330 Kiwi Monograms 3rd, Richard Ineson 4th, Glen McKenzie 5th, Don Currie #225 Jet Stream 6th.

Financial Report. This gives an overview of the current situation. To date I have received payment for 62 Subscriptions to ZOA for the 2006/2007 season. The budget income is for 120 subs. I know that Canterbury and Hamilton will make up the numbers. Thanks to Colin Maddren as the Auckland Secretary/Treasurer – leading the charge with 35 paid up members.

Well that's enough from me. Look forward to seeing you at Akaroa. Get your entries in !!

Zephyr Owners' Association
Minutes of the Annual General Meeting
The Sand Bar Hotel, Christchurch
1830hrs, August 26th, 2006

Attendance: A Aitken (Chair), R Ebert (Secretary) and 19 members of the Association.

Apologies: B Nelson, D Currie, J Park, B Wenham, M Agnew, G Hutt, V Johnson. *Accepted, D le Page, L Ebert*

Minutes of the Previous Meeting: The minutes of the previous meeting held at the Point Chevalier Yacht Club in 2005 had been previously published in the West Wind and were taken as read.

- **Corrections to the minutes:** The General business item #3, should read National Championship 2005-06. With this modification the minutes were accepted. *Ebert/Snedden*

Matters Arising:

- **Townson Plan Duplication:** R Wenham asked if duplication of the Townson plans held by Brian Peet had been proceeded with. R Ebert indicated that the ZOA had not applied to charitable trusts for this work, and that Brian Peet seems to have done some of it personally.

President's Report: Circulated in West Wind and taken as read. A Aitken elaborated on some aspects of the report, commenting that Wellington weather seemed to preclude development of the Zephyr class there. *Accepted, Aitken/Ebert*

Treasurer's Report: The accounts had been published in the West Wind. A Aitken presented an audited set of accounts to the meeting and thanked Auditor R Ineson. A Aitken elaborated on some items - mould write off and royalty, travel expenses for 2006-07 Nationals and sundry travel expenses - in the accounts. T Snedden congratulated A Aitken on his stewardship of the Association for another year. Report accepted, *Aitken/Proko*

Budget: A Aitken outlined the budget for 2006-07. *Accepted Aitken/Snedden*

Subscriptions: To remain at \$20. *Accepted, Aitken/Hay*

Election of Officers

The following Officers had agreed to continue and there being no other nominations, were elected unopposed.

Patron: N May

President: A Aitken

Secretary: R Ebert

Treasurer: A Aitken

Auditor: R Ineson

Regional Representatives: The following were nominated, Hamilton: *Keith Paine*, Auckland: *Tim Snedden*, Canterbury: *Peter Stokell* and duly elected. *Aitken/Ebert*

General Business

- **President's Honorarium**

The motion "*That the President's honorarium for 2006-07 be \$250*" was carried *Ebert/Hay*

- **Sail Construction Update**

Tim Snedden addressed the meeting on current progress on sail construction, elaborating on his report in the recent West Wind. He reiterated that the ZOA had accepted the need to move from a hand crafted sail to one produced from a CAD file. He outlined the testing process for the recent sail and indicated its general adequacy. The late season and winter testing planned for Chch had not really eventuated, but a couple of observations about roach and draft position had been made by Canterbury sailors. Tim proposed that the sail be returned to Auckland and that Chris Salthouse, ETNZ sail trimmer, be asked to provide an objective report. Tim also reminded the meeting that the production sail would be of a

different cloth, have a heavier bolt rope and altered tension in the foot bungee. The meeting suggested the addition of a clew slug. The meeting accepted the suggestion of an independent report by Chris Salthouse and the sail was to accompany Tim back to Auckland.

- **Rule Changes**

A rule change allowing the insertion of reefing points in the sail had been circulated in the West Wind. R Ebert indicated that it has always been possible to reef Zephyr sails by rolling them around the boom, but that the addition of modern sail controls had made this impossible. In discussion, it was felt that the reefing points should be a minimum distance from the tack and clew cringles so that "mini-reefs" would not be possible. Accordingly it was proposed that:
"Reefing points be a minimum distance from the tack and clew. Accepted, Ebert/Le Page.

Two or more sails now had reefing points inserted, it was suggested that the distance from the tack and clew be determined from these sails and incorporated in the specification for the new sail and the class rules. R Wenham and W de Lange to be approached for details.

The rule change allowing reefing points, namely;

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. Reefing points are allowable, was put to the meeting and carried by 11 votes to none. Postal ballots received were 14 for and one against, meaning that this rule change is now effective.

- **Constitutional Update**

R Ebert tabled the revised rules for the Zephyr Owners' Association and outlined the need to update the Constitution, especially to include a Life Membership category. The motion:

"That rules 1-13 of the Zephyr Owners' Association (Inc) be replaced with new rules 1-14" *Ebert/Aitken* was carried by 14 votes to none against.

- **Sail Construction Update**

There had been considerable discussion around how the change in sail construction should be made, with the motion below tabled before the meeting.

Notice of Motion "That the proposed new sail be adopted by means of an appropriate amendment to Class Rule 1.7. 1 along the lines below: *"All new sails shall be made by a sail maker approved by the committee, to the computer generated design and specifications current at (insert date). No further new sails will be made from the earlier pattern. Existing sails from the previous approved pattern may remain in use"*. *Bridges/Ebert, Carried*

This motion established the means by which a change to the sail construction would be made.

- **Hull Construction Issues**

R Ebert reported on a meeting with Wayne Olsen of Horizon Boats held recently. Tim Snedden, Rob Ebert and Russell Turner visited Horizon Boats and viewed three Zephyr hulls at Stage I (ready for decking), Stage II (decked, glassed) and Stage 0 (shell, just off the mould). These boats had been constructed by Horizon Boats without orders from the ZOA. The acceptable weight range for a hull to Stage 1 (ready for decking) was no more than 44kgs, the current weight Horizon were able to achieve. Reducing this weight would require changes to some of the heavier timber elements, namely the centre case and transom. The achievable weight for the shell would seem to be around 31 kgs. Robert Brooke

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Shape of the new sail, prior to re-cutting the luff



Recent traditional Zephyr sail for comparison

Zephyr Sail Evaluation

Objective

Evaluate a new computer designed, machine cut sail against a standard class sail cut off the existing pattern.

Dimension Comparison

We laid the new prototype sail over the existing class sail. Both sails had the same length luffs and only a small variation in leech and foot lengths, the test sail being 10mm longer on the leech and 15mm shorter on the foot. Batten positions were similar but not identical, the top two pockets being 70mm lower on the prototype sail. This would make little or no difference to the shape of the sail but could be shifted on subsequent sails to match the existing class standard. The prototype sail also has 25mm less roach at the second to top batten. These are all fairly small and insignificant differences and in actual fact the prototype sail is closer to the original sail plan than the existing class sail.

Shape Comparison

Using the same set of battens we looked at both sails on the same rig. The prototype sail having a top stripe depth of 14.2% @ 40% back from the luff and a bottom stripe depth of 14.1%

@ 37% back from the luff. In comparison the class sail had a top stripe depth of 13% @ 41% back from the luff and a bottom stripe depth of 13.1% @ 40% back from the luff, making the prototype sail a little deeper and slightly more draft forward. This is due mainly to a little more luff curve.

Summary

I think the differences between the two sails would be difficult to detect on the race course, they are certainly close enough dimension wise. The only suggestion I would make would be to maybe reduce luff curve on the prototype sail about 10-15mm which would bring it back very close to the existing class sails.

I feel that making the change to computer designed and cut sails would be a great step forward for the class in terms of consistency. Doyle Sails have done a nice job here of reproducing a sail very close to the original shape and specs. With the small luff curve change I believe the new sails will be equal in performance to the existing class sails with the bonus of being the same size and shape year after year.

Chris Salthouse

6 September 2006

National Contest Special General Meeting,

Time to be advised.

Akaroa, Jan 2007

Agenda

1 Rule Changes

Rule 1.7.1

We are hoping to have completed evaluation of the computer cut sail by the time of the National Championships in Akaroa and would thus like to put the following motion to ensure its adoption. Class Rules require that a proposed rule change be signed by six members - this function was fulfilled by the AGM. If the SGM unanimously supports the rule change below, it is highly likely to constitute more than two thirds of the registered owners that usually respond to a postal vote on the issue, and is thus the most pragmatic way of effecting the rule change.

1. "All new sails shall be made by a sail maker approved by the Committee, to the computer generated design and specifications current at 30th January 2007. No further new sails will be made from the earlier pattern. Existing sails from the previous approved pattern may remain in use".

Rule 1.7.2

This rule amends the recent rule on reefing points, by establishing a minimum distance for the reefing points from the foot of the sail.

2. 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. Reefing points are allowable, but must be a minimum of 300mm from the foot of the sail.

2 General Business

**New Zealand Zephyr Assn National Championship 2007
From 25th January 2007 to 28th January 2007**

Akaroa Sailing Club

The Organising Authority is **Christchurch Yacht Club**.

Notice of Race

1.0 Rules

- 1.1 The regatta will be governed by the 'rules' as defined in the *Racing Rules of Sailing* 2005 2009.
- 1.2 The Yachting New Zealand Safety Regulations Part 1 shall apply.
- 1.3 The Organising Authority may require all participating boats to display the event sponsor's advertising in accordance with Appendix 1, Regulation 20.3.1 (d).

2.0 For protest where only a Rule of Part 2 is alleged to have been broken an arbitration hearing will be offered prior to any formal hearing

3.0 Eligibility and Entry

- 3.1 The regatta is open to all boats of the Zephyr class whose skippers are financial members of the Zephyr Owners Association
- 3.2 Advance entries will be accepted until the normal closing date of 10th January 2007, by completing the attached entry form accompanied by a fee of \$60.00 and mailing it to P O Box 41 006 Ferrymead Christchurch.
- 3.3 Late entries, accompanied by an additional late entry fee of \$20.00 may be accepted at the Race Committee's discretion until 10:30 am Thursday 25th January 2007
- 3.4 Each boat shall submit a valid measurement or rating certificate at registration and in addition measurement checks may be made.
- 3.5 To be eligible to compete in this event each competitor shall be a financial member of a club recognised by the competitor's national authority

4.0 Schedule of Events

4.1 Registration:

Thursday 25th January 2007 From 0800 To 0945 Hours

4.2 Briefing:

Thursday 25th January 2007 0945 Hours at Akaroa Sail-

ing Club

4.3 Racing Schedule:

- The scheduled time of the warning signal for the Invitation Race is 1100 hours on Thursday 25th January 2007
- The scheduled time of the warning signal for Race 1 is 1400 hours on Thursday 27th January 2007.
- 2 back to back races are scheduled on Thursday afternoon Friday and Saturday 2 back to back races and one other race, on Sunday one race only
- A total of 9 races (excluding the invitation Race) are scheduled

4.4 Subject to prevailing weather conditions an additional race may be held on any day.

5.0 Sailing Instructions

The Sailing Instructions will be available at registration.

6.0 Racing Area

The races will be held on Akaroa Harbour

7.0

The courses will be Triangular (windward leeward) and Trapezoidal

8.0 Scoring

8.1 The Low-Points scoring system of Appendix A will apply.

8.2 ? races will be required to be completed to constitute a series.

8.3 No score will be excluded until ____ races have been completed [and a boat's two worst scores will be excluded when ____ races have been completed].

9.0 Prizes

The following prizes will be awarded.

- Zephyr Championship Trophy
- Zephyr Championship Runner-Up Trophy
- Zephyr Handicap Trophy
- Zephyr Championship Trophy - Female
- Zephyr Masters Champion Trophy - 60 years and over at commencement of this event

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had indicated that he was now available to build Zephyrs again and was felt to be the preferred option. A report of the visit had been produced, with comment from class members Don Currie and Richard Wilson.

• **National Championships 2006-07**

These are planned for Akaroa in late January. The dates advertised in the last West Wind were slightly incorrect - it should be January 25th-28th 2007.

The meeting also looked to seek assistance from suitable charitable organisations.

That the ZOA, apply to suitable charitable organisations and/or potential sponsors for financial assistance for the 2007 National Regatta. Moved Mackie/Proko, Carried.

• **Boating New Zealand Article and Carbon Fibre**

Russell Wenham drew the meeting's attention to a recent BNZ article on a new Zephyr, mentioning the use of carbon fibre in rudder blades and centreboards. It was felt that the use of carbon fibre was not prohibited in the rules and was already in reasonably widespread use.

Meeting closed 2000hrs.

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New Constitution

A revised Constitution was adopted by the AGM and subsequently accepted by the Registrar of Incorporated Societies.

Hamilton Zephyr Weekend

Some 20 boats contested the traditional Zephyr Weekend held last weekend on Hamilton Lake. Numbers were down a little on past years, a reflection on the rather unpleasant spring weather and competition from Rally New Zealand. A total of six races were held in winds from a northerly direction on Saturday, then more westerly on Sunday. Wind strength varied

from 5-15knots, usually in the same race!

Race Officer Jim Brokenshire not only provided a well run racing programme, but accommodated the bulk of the fleet in his lounge for the All Blacks v France test on the Sunday, a move requiring a delay in the sailing schedule.

Out of town sailors dominated the event, with Murray Sargisson (16pts, 2,4,5,4,1) taking the event from Tim Snedden (17pts, 1,3,1,6,6) and Colin Maddren (17pts, 6,4,4,1,2). Tauranga sailor Jimmy Gilpin was fourth ahead of first local, Brian Smith. Racing was close, with each race having a different winner. Hamilton and Tauranga will have six sailors at the Nationals.