

West Wind

The Newsletter of the NZ Zephyr Owners' Association

Volume 52 Issue 2

www.zephyr.org.nz

March 2008

Editorial

The sailing season is winding down now in most places. Here in Hamilton the La Nina conditions have resulted in predominantly Easterly condition, the worst for lake sailing. Lake levels are also at record lows in the drought conditions.

Rule Changes

The informal forum at the Manly Nationals allowed for some discussion on rule changes proposed in the last issue of West Wind (Dec 2007). As a result, I will be proposing the following rule changes in conjunction with the Annual General Meeting later in the year. Voting papers for these rules will appear in the pre-AGM West Wind.

3.9 Compasses; *Compasses are permitted. If electronic, only compasses with heading, heading memory and timing functions are allowed. Wrist watches with compass functionality are permitted additionally. Devices capable of receiving satellite navigation signals are not permitted.*

Mast Track: *Change 3.1.2 (Masts): Masts to be supplied with welded top cap, sail track cut away to maximum of 1050 mm above the heel." The sail track may be further cut away to a maximum of 1150mm above the heel. A number of wording options were considered here. The text above gives the sparmaker a specification to supply to, then allows a degree of customization for individual boats.*

Gooseneck Pivot Point: There has been some discussion on goosenecks, as you will see from the rule interpretation elsewhere in the West Wind. No decision has been taken on this yet, but any rule restriction could be: *The boom gooseneck may be fixed or sliding type. The vertical swivel axis of the gooseneck shall not be more than XX mm from the aft face of the mast.*

Mainsheet Lazy Block position: We will work with our builders, ATBS, to modify the aft end of the centre case to permit the lazy block to be mounted higher.

Mast Hole: This rule will not be changed.

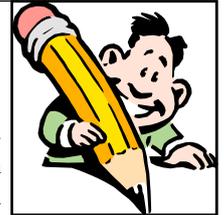
Nationals 2009

The dates and venue for next year's event have now been fixed. Some concerns about Lyttelton Harbour were expressed at the conference forum, but the venue has a long history of successful contests. Naval Point is very experienced at National Championships. If the Zephyr Nationals there are successful, it will give us a good alternative to Akaroa for future events. For those keen to plan ahead, according to YNZ web news, a group of 10 boats (clubs, classes affiliated to YNZ) traveling between Islands can get a group booking. Ph 0800 878 898 ask for group bookings, or e-mail groups@interislander.co.nz

Tauranga Nationals 2010?

Very early days yet, but Tauranga Yacht Club/Zephyr sailors have expressed interest in hosting the 2010 event. The event was held there some 10yrs ago, but doubts have been expressed about the tidal nature of the venue. It might be worth holding a one off "Zephyr North Island Champs" in conjunction with the Tauranga Regatta, normally in February/March 2009 to give those unfamiliar with Tauranga a "taste".

From the Pen of Alex Aitken National President



Greetings to all fellow Zephyr sailors. Another couple of months and the Canterbury and South Island yachting season will be winding down. In the North Island the fleet racing should continue into late May. The weather has been pleasant compared with earlier in the season.

Most notable event in the Zephyr calendar was the national contest hosted by the Manly Yacht club. A full report is in this bulletin. Very enjoyable contest, well organised, both on and off the water.

A decision has been made in favour of the Naval Point Yacht Club, Lyttelton, for the 2009 contest. The club has hosted a number of national contests - later this month 200 Optimist sailors are expected for their national championships. Naval Point is the largest yacht club in the South Island, and has excellent facilities and race management. The proposed dates (22-25 January) accommodate school holidays and the Waitangi Weekend Master games.

For the lower North Island Zephyr fleet the Masters Games 2009 will be in Wanganui. Six entries are required to make up a fleet and there is the opportunity to compete in other sports. Give it some thought.

All regions have dedicated Zephyr fleets who turn out regularly on club racing days. The spirit of the class remains strong. Rob Ebert and I are always receptive to new ideas of promoting the Zephyr. Word of mouth and numbers of ten or more sailing at one venue have proved to be the best advertising. There is a lot of enthusiasm for building new hulls and this ensures the long term survival of the class.

Administration. There are a few gaps in the membership list. For owners who receive copies of the West Wind, it is assumed that you will be a financial member of ZOA.

The end of the trading year is 31 May. New sails and new hulls have been to the fore front of orders for the season. Thanks to all the dedicated team in Auckland who have made it happen. Numbers of good second hand Zephyrs are becoming rare. In the market place a Zephyr, down to weight, with up to date rig and foils is around the \$6000 mark. More owners are turning to the professional boat builders and rigging suppliers for renovation work.

The plea is - if you are not active in sailing then seriously consider selling your Zephyr. The demand is there. Worsler Bay in Wellington are building up their fleet and are on the look out for good hulls and rigs. I have an inquiry from a Marlborough keeler owner that would like to get back into dinghy sailing and is willing to rebuild one.

AGMs will feature in the next few months. The class is looking for new people to step forward and take a role in administration. I am aware that Peter and Russell who head the Canterbury ZOA have given an extra year to the roles of president and secretary. Thank you both for your dedication.

**2008 Zephyr Class National Championships
Manly Sailing Club, Whangaparoa
2-5 February**

The 2008 Zephyr Nationals took place at Manly Sailing Club from Saturday 2nd through to Tuesday 5th February with an excellent fleet of 49 competitors.

The fleet experienced generally light east to nor' east conditions on Saturday, with the sea breeze that had been so prevalent earlier in the week failing to assert itself. Following a practice race on Saturday morning, 2 races were sailed in the afternoon with Olympic boardsailers' coach Grant Beck in his newly launched boat winning race 1 and top Starling and Tauranga youth sailor Sam Meech crossing first in race 2, only to find that he was OCS, as was second to finish Jeff Hopper. This elevated Steve Pyatt to first place in the race and the regatta.

The moderate northerly which greeted competitors early Sunday rapidly died away mid morning as a frontal system produced sporadic rain squalls which played havoc with the breeze. The morning race turned into a farce as the leading boats became becalmed 200 metres short of the finish and could only sit and watch as around a dozen boats picked up a



Zephyr Nationals Winner, Sam Meech, with Des Townson

Going into the 9th and final race on Tuesday morning Sam Meech had a comfortable lead with 14 points from a close bunch lead by Steve Pyatt (27) Kelcey Gager (30) and Jim Moloney (33).

The final race sailed, in a 20 – 25 knot south easterly resulting from a tropical depression to the east of the country, was in stark contrast to the rest of the regatta. While Sam Meech showed his versatility by taking another win and with it the series, it was National Laser Champion Rod Dawson who came into his own in the fresher conditions to finish 2nd, his best placing in the regatta. With Steve Pyatt back in the fleet in 10th place it was Kelcey Gager who edged into the runner up spot with a run of consistent results following on from his 3rd place in 2007. Steve Pyatt was 1 point further back in 3rd and Jim Moloney a further point back in 4th.

The weather may not have co-operated fully, but everything else worked pretty well. Manly Beach proved an ideal venue and could easily have accommodated a much larger fleet. A good range of nearby shops and restaurants provided ample diversion for those families that made it a holiday occasion.



Runner Up, Kelcey Gager



Grant Beck and an attentive audience!

new breeze from well behind and sailed past most of them to the finish. Only Sam Meech managed to maintain his position at the front of the fleet to sneak in ahead of the fast approaching bunch.

The afternoon races were sailed in a very unstable north easterly of 8-10 knots. By now Sam Meech was asserting his supremacy over the fleet with two wins and a 4th for the day, with all the other top competitors having at least one average race. Jim Moloney, fresh from his win in the Laser Masters the previous week, won race 5 from Hamilton's light air specialist Brian Smith sailing his recently restored Zephyr #12 Cindy, which he has owned for over 40 years.

Racing on Monday morning was postponed with no sign of the sea breeze filling in following a couple of unsuccessful attempts by PRO Ian Clouston to get a start away. After lunch a 5 – 8 knot sea breeze had developed for race 6, which was won by the legendary Jimmy Gilpin who relished the testing conditions, while other top competitors like Steve Pyatt, Grant Beck and Tim Snedden all struggled to end up with double digit placings. The breeze built to around 10 knots during the afternoon allowing 2 more races to be sailed, with Pyatt and Meech alternating first and second placings.

Zephyr National Championships 2008
January 22nd — 25th
Naval Point Yacht Club
Lyttelton.

2008 Zephyr National Championships, Manly, Whangaparoa

#	Helm	R1	R2	R3	R4	R5	R6	R7	R8	R9	Nett	Place
236	Sam Meech	2	(50 ocs)	1	1	4	3	1	2	1	15	1
59	Kelcey Gager	(13)	4	6	4	3	2	4	7	6	36	2
512	Steve Pyatt	4	1	2	7	10	(11)	2	1	10	37	3
111	Jim Moloney	3	3	8	(15)	1	4	5	9	5	38	4
511	Grant Beck	1	8	3	3	8	(13)	9	13	3	48	5
259	Tim Snedden	5	2	10	2	14	(17)	6	5	4	48	6
509	Rod Dawson	(14)	7	4	5	13	9	11	12	2	63	7
4	Jesse Proko	8	6	14	6	16	5	(18)	6	7	68	8
506	Jeff Hopper	6	(50 ocs)	13	8	6	12	3	8	18	74	9
65	Jimmy Gilpin	7	10	(29)	17	18	1	12	3	9	77	10
82	Murray Sargisson	16	14	(38)	10	5	8	8	16	12	89	11
502	Richard Wilson	10	16	5	12	11	16	(19)	14	8	92	12
256	Don Le Page	12	5	9	16	20	15	15	(28)	23	115	13
188	Bob Allen	19	19	(33)	9	7	18	14	10	26	122	14
12	Brian Smith	15	12	23	22	2	6	16	(29)	27	123	15
18	Keith Paine	18	29	(35)	26	12	10	10	4	25	134	16
253	Colin Maddren	41	9	18	11	19	(43)	7	19	22	146	17
330	Matthew Hix	21	30	11	14	(38)	33	13	20	13	155	18
98	Charles Eason	17	25	7	21	30	19	20	21	(50 DNF)	160	19
22	Bruce Hopwood	23	(36)	12	18	26	30	26	24	11	170	20
182	Don Currie	29	15	15	23	15	(37)	32	22	19	170	21
88	Bob Smyth	24	(33)	24	24	17	22	28	17	16	172	22
513	Ian Malcolm	33	(50 ocs)	28	29	9	7	21	18	28	173	23
32	Andy Neyle	(34)	18	17	30	23	14	24	15	33	174	24
184	Dennis Craig	(45)	28	19	19	25	20	29	11	30	181	25
508	Craig Moss	30	11	30	27	21	(34)	22	30	15	186	26
152	Graham Bridges	31	31	16	28	24	24	(36)	32	14	200	27
257	Rob Ebert	20	13	37	20	34	(42)	33	27	20	204	28
34	Peter Stacey	11	20	21	31	40	21	38	35	(43)	217	29
171	Dave Blair	(40)	26	20	33	22	39	27	25	29	221	30
157	Tony Miller	25	21	(40)	40	32	25	23	34	24	224	31
313	Chris Hargreaves	35	27	32	13	37	32	17	38	(43)	231	32
47	Gus Gager	26	24	(50 ocs)	42	31	31	31	26	34	245	33
504	Peter Dawson	27	37	(43)	41	43	40	25	23	17	253	34
215	Simon Meech	(50 ocs)	23	41	32	39	23	44	37	21	260	35
514	Jamie McDowell	28	34	26	36	35	38	(39)	33	31	261	36
309	Rex Maddren	9	(50 ocs)	50 ocs	25	33	35	37	(50 DNF)	43	282	37
120	Peter Truscott	(43)	32	34	37	36	28	40	43	35	285	38
113	Rob Martin	22	17	(50 ocs)	34	29	48	48	46	43	287	39
255	Russell Turner	46	40	22	44	47	27	30	31	(50 DNS)	287	40
49	Andrew Geddes	32	44	(50 DNF)	39	27	29	34	36	(50 DNF)	291	41
170	Richard Proko	37	35	39	35	41	36	(43)	39	36	298	42
161	Don Foley	44	42	36	(50 DNS)	45	26	42	40	32	307	43
124	Bill Faulkner	38	22	27	38	(50 DNS)	48	48	46	43	310	44
39	Ron Mackie	39	38	(50 ocs)	43	28	41	35	46	43	313	45
503	Robert Capon	36	41	25	45	44	(48)	48	46	43	328	46
147	Alex Aitken	(47)	45	31	47	42	45	41	41	38	330	47
64	Paul Fisher	42	39	42	(48)	46	44	45	42	37	337	48
84	Debra Meech	(48)	43	44	46	48	48	48	46	43	366	49

Zephyr National Championship, 2008 Prize Winners

Zephyr Championship Trophy	Sam Meech	Zephyr Masters Champion Trophy 60 years and over	Jimmy Gilpin
Zephyr Championship Runner-Up Trophy	Steve Pyatt	Zephyr Masters Champion Trophy 50 - 59 years	Tim Snedden
Zephyr Handicap Trophy	Dennis Craig	Zephyr Masters Champion Trophy 40 - 49 years	Steve Pyatt
Zephyr Championship Trophy - Female	Debra Meech		

Gooseneck Rule Interpretation

The ZOA recently received a request to clarify the pivot point position of the Zephyr gooseneck. The request was in response to the launching of a new boat with a custom made gooseneck which had its gooseneck pivot point further aft than most others in the class, plus interest from other sailors in the initiative. There was concern that "elongated" goosenecks conferred an unfair speed advantage, by allowing the boom to project further out downwind. It was felt that such elongated goosenecks should be restricted under the "spirit of the class rules" provision.

The request prompted considerable discussion amongst the Executive, with the following issues canvassed.

- The class rules do not describe the gooseneck, so it is not part of the class measurement form. The class norm is therefore unknown, making it difficult to rule confidently on any departure.
- There are differing opinions on whether moving the gooseneck pivot point aft is an advantage. The boom length is measured from the aft face of the mast. Any increase in the distance from the aft face of the mast to the pivot point must be taken off the remaining length of the boom. Thus, if the pivot point is further back, the remaining boom must be shorter.
- At least two boats, #'s 85 and 129, have had elongated goosenecks in the past, without attracting comment.

As a result, the ZOA Executive felt it was unable to restrict elongated goosenecks under the "spirit of the class rules" provision since there was a history of their use in the class. A rule change would be required. This decision was not unanimous, there being one dissenter.

While not specifically addressed, there was a feeling in the Executive that the use of "elongated" goosenecks was undesirable. "Elongated" goosenecks must be strongly constructed as they transmit considerable rotational forces to the lower mast. They are also not freely available to class members in marine chandleries.

Any proposed rule change restricting elongated goosenecks would require the permitted limit for the gooseneck pivot point to be established. An appropriately worded rule must then be sponsored by six members and introduced via the usual processes for changing class rules.

The ZOA therefore needs to establish members' interest in this issue by bringing it to their attention via regional associations, class web site and the next newsletter. The National Championship regatta will provide an opportunity to establish the class norm for the gooseneck pivot point.

Conclusions (not unanimous)

- Elongated goosenecks have been in use for some time and therefore cannot be restricted by "spirit of the class rules".
- ZOA Executive will canvas interest from the membership about an elongated gooseneck rule

Rob Ebert

Ron Bull Boats ZEPHYR FOILS

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SUBSCRIPTIONS 2007-2008

Subscriptions for 2007-8 are \$20 for the NZZOA, and \$10 for local associations in Auckland, Hamilton and Christchurch. If you are outside these areas, the \$20 NZZOA sub can be forwarded to Alex Aitken, or Rob Ebert

ZEPHYR COMPONENTS PRICE LIST

Effective 1st Dec 2007

Confidential to ZOA and its members

Prices include freight and GST.

Mast; anodised with riveted track and halyard cap	\$775
Mast; assembled complete with halyard lock, sliding goose neck, T cleat, kicker hanger, halyard strop and tail, 2 1/2 " 2 pin plug	\$1263
Boom; 2.69m x mast section (angled one end)	\$317
Boom; assembled complete with boom plug, block hangers (main and vang), internal adjustable out-haul complete	\$805
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)	\$113*
Sails complete with window, number, insignia (black, blue, red or green) wind indicators and tube bag. <i>Note; We no longer recommend coloured sails as the cloth is different.</i>	\$758
Draft Stripes, (optional) set of two	\$20
Sail Tube bag with Zephyr Logo sold separately	\$45
Battens; Blue Streak per set	\$223
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. 	
Enquiries and Orders:	
Alex Aitken	03 358 4600
Russell Turner	09 534 7747

NEW HULLS

More details on the web site.

Stage 1 - Shell Triple skin shell with deck frames, bulkheads, centre case, mast step. ZOA royalty, admin costs, freight paid to all New Zealand	\$4150
Stage 2 - Decked Seal inside bulkheads, fit deck. Labour content only, with timber to owner's specifications - specialty plywoods can be up to \$500	\$250
Stage 3 - Trimmed To add all finishing trimming. Labour content only, as specialty trims can be expensive.	\$300

Terms

- A payment to ZOA of \$1500 is required with order.
- All finishing work can be completed by the owner or negotiated with the builder.
- The minimum weight of a completed hull, painted, with permanent fittings, is 57kg.
- Hull number is supplied through ZOA boat registration.
- ZOA would issue building consent in writing to conform with Zephyr rules and any additional work required.
- It is agreed that all communication will be between ZOA and the prospective owner.
- Delivery details to owner's address is the responsibility of ZOA. Hull to be sealed and wrapped where delivery is undertaken by a cartage contractor.