

# West Wind

## The Newsletter of the NZ Zephyr Owners' Association

Volume 54 Issue 1

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

Sept 2009

### *Editorial*

Welcome to the first issue of West Wind for the coming season. The AGM was well attended with a fair degree of discussion on a range of issues. Alex Aitken handed over the reins to Murray Sargisson, but he retains the Treasurer's and Trading role for another year. Murray heads up an Executive that is looking to tackle a range of issues over the coming season. The rules issues received a fair airing at the AGM and a sub committee to further examine all the issues is under consideration.

Mast bend testing took place in Russell Turner's garage on the afternoon before the AGM. More detail appears later. It needs to be stressed that the ZOA is just exploring this issue in mitigation of a possible risk to our alloy mast supply. When we have done such things in the past, members tend to assume decisions on the issue are a forgone conclusion, but it is not the case with carbon masts. They are not part of the rules as yet, so due process would have to be followed.

### *National Championships*

Tauranga Zephyr sailors are working hard to ensure the success of the 2010 Nationals and are pleased with the support from the ANZ Private Bank. They do emphasise the need to book accommodation early as the area is a popular holiday spot.

### *Wellington News*

Our Patron, Jamie's target for the first full season of Zephyrs at Worsler Bay was 10 boats. This he achieved with the arrival of #501 for the last couple of races of the season. However, he is not resting and our target is to double this fleet next season. We feel that the Zephyr is the ideal craft for senior sailors not wanting to compete Internationally in Lasers or OKs and have had enough of trying to find crews for Sunburst or 420s and realise that sitting on the side of a keel boat is no longer fun.

For those around 50yrs, the Worsler Bay Zephyr fleet offers competitive racing, assistance from experienced yachtsman and a convivial social environment.

We were invited and encouraged by the executive of the ZOA to attend the Nationals in Lyttelton in Jan 09. 50% of our members accepted this offer and thoroughly enjoyed the experience. It is now the turn of the Executive to 'look at the picture', see where your growth is coming from and 'get in behind' a group that has shown it can grow the Zephyr fleet.

Our home at the Worsler Bay Boating Club has just completed the Opti nationals and will be involved in the World OK dinghy championships in early 2010. They have asked to host the Zephyrs in 2011 and are very keen on an early confirmation - to put in place an event to exceed your expectations.

We have appointed a measurer with experience in Sunburst measuring. Some assistance from an existing measurer to get things underway would be appreciated.

We have been kept abreast of the various aspects of Zephyr measuring and see this as an historical problem best dealt

### *President's Report*

*Murray Sargisson*

In 1956 Des Towson designed and built the first Zephyr. Little did he know that the beautiful little yacht he designed would be going so strong 53 years later. The initial strongholds of Auckland and Hamilton spread to Christchurch after Des stopped building hulls. The class now also has strong support from sailors in Worsler Bay and Tauranga, new hulls are being built to the original method of construction and never, in my opinion, has the class ever been so strong in its long history. Whilst the average age in the class has increased over time there is still appeal for teenagers to compete albeit mostly at regatta contests. I believe we should welcome this participation as it will remind us that the skill of the skipper is the most important factor in Zephyr's speed around the course, not those extra \$ and time spent bending the measurement rules beyond the "spirit of the class". Teenage or young skippers may leave the class for a while through other sailing commitments, tertiary education or family, but ultimately it is those skippers that may well prove to be the strength of the class in another 30 or 40 years. Just imagine the Zephyr a strong class not just after 53 years but 100 years ! I started racing a Zephyr in 1963 and although I will not be sailing in 2056 recent champions Sam Meech and Mathew Hix might be.

Alex Aitken, Rob Ebert and the previous executive of the ZOA have continued the tradition of a strong National Association. My task as your new President will be to continue this legacy and ensure that Zephyr remains an attractive, fun, and fair boat for all ages to sail, and race competitively.

with by those with some experience and more familiar with the consequences.

### *Canterbury Report*

The winter has seen the changing of the administrative guard in Canterbury, from years of loyal and dedicated service from Peter Stokell (#322) ex-president, and Russell Wenham (#323) ex-secretary, to whom we owe a very great debt, and thank them most sincerely. Richard Mackay (#192) and John Foster (#314) are the incoming President and Secretary, and I foresee a period of panicked calls to Peter and Russell to find out what we are supposed to do next! Matt Hannah has kindly agreed to stay on as one of the representatives to the national organisation.

CZOA was very pleased with the management of the national contest at Naval Point, Lyttelton in January. The conduct of the weather was exemplary, and racing organised by club officials was well planned and efficient, and we are most grateful to the club. The seas were characteristically quite challenging for some of us, especially in a short and relatively full sectioned boat with a lot of sail well out over the gunwale flat-off. Overall, Lyttelton will be retained as an eminently suitable (but by no means the only) national venue.

*(Continued on page 5)*

**Zephyr Owners' Association  
Annual General Meeting  
Point Chevalier Yacht Club  
1930 hrs, July 29<sup>th</sup>, 2009**

**Attendance:** A Aitken (Chair), R Ebert, R Smyth, A Geddes, R Wilson, J Foster, T Snedden, R Allen, M Sargisson, T Sadler, R Dew, R Turner, A Miller, A Knowles, R Martin, A McGlennon, D Foley, K Henderson, A Crew, T Ross, D Blair, G Gager, C Maddren, Noel May.

Alex Aitken opened the meeting, welcoming Tony Crew, Kevin Henderson from Wellington and John Foster from Christchurch.

**Apologies:** R McKay (Canterbury), Robert Brooke, Steve Pyatt, Greg Salthouse, Bruce Hopwood, Don Waterer. *Snedden/Geddes.*

**Minutes of the previous meeting:** Circulated in a recent West Wind and taken as read. Accepted as a true and correct record for the previous AGM. *Snedden/Foster*

**President's Report:** A Aitken's report had been circulated in a recent West Wind and was taken as read. Alex drew attention to his intention to relinquish the Presidency and Treasurer roles and moved his report be accepted. *Aitken/Ebert.*

**Treasurer's Report:** Financial Reports were circulated at the meeting. Discussion points included:

- **Margin on trading:** Bob Allen queried the margin on trading activities in view of the healthy surplus the ZOA had built up over the years, suggesting it could indicate members were paying too much. A Aitken indicated a 10% margin on average, but that this varied somewhat across the various items – hulls, sails and spars and also depended on the sailor's specification, freight equalisation, courier fees, and discounts available for bulk purchase of spars and sails. Alex noted that interest on the surplus enables subs to be kept moderate, although interest rates were dropping. The ZOA funds meant support could be given to assisting boats to National Championships, mast development and other initiatives. Alex did reiterate the time consuming nature of the trading activities and the need for meticulous record keeping.

At the conclusion of the discussion, the Treasurer's Report was accepted. *Aitken/Ebert*

- **Subscriptions:** Alex Aitken outlined the proposed budget for the coming year. He had included Honorariums for both President and Treasurer in recognition of the considerable work involved. Some items of expenditure from last year, such as travel and a donation for Des Townson's funeral, would not recur (hopefully). Tim Snedden queried the need for paper publication of a physical newsletter and suggested electronic dissemination.

Moved that subscriptions remain at \$20. *Aitken/Ebert.*

**Election of Officers;**

**Patron:** Noel May. *Aitken/Ebert*

**Secretary:** Rob Ebert. *Aitken/Ebert*

**Auditor:** Richard Ineson. *Aitken/Ebert*

**President:** A nomination was received for Murray Sargisson as President (*Wilson, Snedden*). Alex Aitken then withdrew his nomination, allowing Murray to be elected unopposed. Murray Sargisson then assumed the Chair. He thanked Alex for his work as President and indicated his own involvement with the Zephyr class started at age 15 on Hamilton Lake, and has continued steadily since then with minor diversions into other classes. His first involvement with the ZOA was in 1971- predating the formation of the CZOA and other regional associations – and ending in the 1980s. He commented on the pleasing strength in the class, and aimed to keep it that way.

**Treasurer:** Alex Aitken. *Allen/Foster.* Alex indicated that this would be his final year as Treasurer and that a new auditor would need to be appointed if the role moved from Christchurch. The

meeting applauded Alex's contribution to the ZOA over the last 12 years. In recognition of this it was moved "that the Executive Committee consider the nomination of Alex Aitken to Life Membership". *Geddes/Snedden*

**Executive Committee;** M Hannah, R MacKay (Chch) *Ebert/Wilson, R Smyth, Ebert/Wilson.* R Wilson, *Sargisson/Ebert, R Turner. Sargisson/Geddes.* Consideration to be given to amending the Constitution to expand the representation.

**General Business:**

1. **President's Honorarium:** That the Past President be allocated an honorarium of \$250 for services rendered. Carried. *Ebert/Sargisson*

2. **Measuring Issues**

- o R Ebert outlined the current issues in measuring Zephyrs.
    - Measurers supply details about boats and any peculiarities are noted on the measurement certificate. There is no time line for correction of any abnormalities, or enforcing compliance as a condition of entry for National Championships.
    - Canterbury built Zephyrs, and Townson Zephyrs completed in Canterbury, had strong back mounted mast steps that do not strictly comply with the class rules. These have been tolerated as there is no perceived advantage, and they were installed at a time when construction guidance was not readily available. However, there has been no formal position on them, and their existence does undermine the validity of the rules.
    - The current situation of Measuring, issuing of certificates and compliance with rules for national championships was recognised as being unsatisfactory. The custom of encouraging and allowing the participation of "illegal" or non – compliant boats in National Championships was increasingly being seen as self – defeating.
    - Measurement at National Championships was seen as overdue.
    - Greater involvement of Measurers in supervising the construction and finishing of Zephyrs was seen as desirable.
    - The Secretary, as issuer of Measuring Certificates on behalf of the ZOA, becomes the de-facto rules enforcer.
    - Publication of all Measuring Certificates on the web site was seen as a desirable option.
    - At the end of the discussion it was moved "that the incoming Committee take urgent steps to formalise the measurement of Zephyrs in accordance with the sentiments expressed at the AGM. *May/Allen*
  - o Andy Knowles drew attention to the silence of the rules on internal halyards and recommended greater clarity in the rules on the stiffening permitted in hulls. He suggested the practice of glassing hulls may not actually be permitted under the rules.
3. **Building Report:** A Aitken reported on Zephyr hulls, indicating that the Auckland Traditional Boatbuilding School was happy to continue production. #522 was planked up, awaiting an order. The mould is likely to require some refurbishment after a few more boats. Resorcinol glue had increased in price, this and other overhead costs had pushed the price of new hulls to \$4500. Alex indicated that commercial labour rates (\$65 per hr) in the general boat building industry would actually make Zephyr hulls much more expensive. Concern was expressed that Zephyr hulls were now being built too lightly and that minimum weights to various stages of construction were highly desirable. The incoming committee was directed to attend to hull construction issues.

*(Continued on page 3)*

(Continued from page 2)

4. **Sails:** Alex Aitken indicated a good relations existed with Doyles, who valued relationships with class associations as a steady source of business. The double Velcro sail ties seemed to have resolved batten retention issues.
5. **Yachting NZ:** Alex Aitken and Rob Ebert had visited YNZ earlier in the day in a "meet and greet" session, updating them on a range of class and club activities. YNZ remains appreciative of any efforts to improve retention in the sport and was aware of the difficulties of club and class administration.
6. **Spars:** Alex had worked extensively with Northern Spars on Zephyr masts, indicating an improved emphasis on quality was required for our continued business. There is considerable skill in the production of a tapered alloy mast. The introduction of a new mandrel and batch production was anticipated to improve the situation.
7. **Mast Bend Testing:** ZOA's reliance on a single mast supplier had prompted us to explore the use of a carbon fibre mast for the Zephyr. Some preliminary bend testing on some 20 masts had been conducted that day by R Ebert, D Currie and R Turner - and results are awaiting analysis.
8. **National Contest 2009-10:** Bob Smyth indicated arrangements were in hand. The \$90 entry fee included a dinner. Accommodation options were available through a link on the Tauranga YC web site. Moved "that the ZOA advance \$1000 to the organising committee for the 2010 National Championship" *Aitken/Ebert*. Also, that \$100 per entry be granted for boats from the Sth Island, to a maximum of \$1200. *Aitken/Sargisson*
9. **2010-11:** Worser Bay expressed interest in the next National Champs, at a time when it would normally rotate to Chch. Strong possibilities for the growth of a Zephyr fleet in the region existed as ex-Sunburst sailors looked to move in to monotypes. A Nationals would be a real boost and a 30 boat fleet could eventuate. Points of discussion were;
  - o There are risks in moving away from strong Zephyr bases and that perhaps the Tauranga Champs should be evaluated as a guide to a Worser Bay event.
  - o Would the Worser Bay Champs effectively be a "Sth Island" event, and return to the AKL region the following year? This would mean a two year break for Canterbury. The burden of alternating year Nationals in Canterbury on a small band of organisers was recognised. They may like a break!
  - o Canterbury to offer advice on its attitude to a Worser Bay National Champs at its September meeting.
10. **Web Site:** The need to invest in a web site upgrade was recognised. Suggestions as to how were offered and this was passed to the incoming Committee.
11. **Tightened participation in Zephyr Events:** Noel May proposed "that the ZOA looks at presenting a Notice of Motion for the next AGM along the lines of the following: Add a rule, or clause, as follows: Championship events under the auspices of the ZOA, both local and national, are restricted to bona fide Zephyr Owners who must be able to satisfy the controlling sailing committee that they predominately sail, or intend to sail, Zephyrs in the Yacht Club to which they belong." *May / Snedden*. Gus Gager spoke briefly on the difficulties of determining a bona fide Zephyr sailor, and this issue passed to the incoming Committee.
12. **Mistral Link:** Tony Miller alluded to the similarities between the Mistral and Zephyr encouraged looking for opportunities for collaboration between the classes in future.
13. **CZOA report:** John Foster spoke briefly to the CZOA report tabled at the meeting, it will be published in the next West Wind.

**Meeting closed 2215hrs.**

## ZEPHYR NATIONALS TAURANGA 2010 SPONSORED BY ANZ Private Bank.

We have everything in place to make this event an outstanding success. Peter Montgomery commented after the world Flying Dutchman champs held here a few years ago that our facilities are second to none in the world

Our Zephyr committee has arranged the date, January 21st so that our club members and world champions Sam Meech, Peter Burling and Pauline Eitches hopefully will be at other regattas!!!

Our concern is accommodation. The city is very busy at this time of the year. Don't wait until the last minute.

To you South Islanders, we will endeavour to arrange billets if required. If contemplating a shipping container, the yacht club is literally over the fence from the container port, which should help with the cost.

Tauranga harbour with Mount Maunganui in the background is a magnificent place to be. We will endeavour to arrange boats, so that partners, wives, girlfriends and hangers on, can get on the water and view the racing. So talk to your partner, promise a great holiday, make a decision to come, and organise accommodation.

**SEE YOU AT THE BAR, AND THEN ON THE WATER  
AT TAURANGA JANUARY 21<sup>ST</sup> 2010**

Bob Smyth and Jimmy Gilpin

Chairmen, Contest committee.

PS.

For notice of race and entry forms go to our club site

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

To help you find a house for a group of you try

[www.bookabach.co.nz](http://www.bookabach.co.nz)

### ***Zephyr/Mistral Weekend Lake Rotoroa, Hamilton.***

November 14th & 15th, 2009

Briefing 1000hrs, First Race 1030hrs.

Up to six races over two days.

### ***Zephyr North Islands?***

***Tauranga Regatta***

***February 20-21, 2010***

A repeat of last year's informal event may be worth considering, even though it follows close behind the Nationals.

### **SUBSCRIPTIONS 2009-20010**

Subscriptions for 2009-10 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

### **Ron Bull Boats ZEPHYR FOILS**

Construction is foam core, carbon reinforcement, E glass sheathing, 3 coats paint (finish white).

For further information contact

Ron Bull Boats, 19 Hobbs Rd

Whangaparaoa

Ph: 09 428-3950, Fax: 09 424-2551

Email: ronbullboats@clear.net.nz

<b>ZEPHYR OWNERS' ASSOCIATION INC</b>		
<b>FINANCIAL REPORT FOR YEAR TO 31 MAY 2009</b>		
<b>STATEMENT OF FINANCIAL PERFORMANCE</b>		
<b>TRADING ACCOUNT</b>		
	<b>2009</b>	<b>2008</b>
<b>Income</b>		
Sails	17,029	13,850
Spars & Rigging	7,829	18,443
Hulls	12,302	19,500
(less Royalty)	-600	-800
(less deposit #521)	-1500	nil
	35,060	50,493
<b>Less Expenditure</b>		
Opening Stock 1/06/08	9,706	7,783
Sails	16,094	15,619
Spars & Rigging	8,229	17,155
Hull - Labour & Materials	7536	14,454
Administration costs/Sundry	501	282
Contest Promotion	1,200	Nil
	42,066	55,393
<b>Less Closing Stock 31/05/09</b>	9,656	9,706
	33,610	45,687
<b>Net surplus from trading</b>	1,450	4,806
<b>ADMINISTRATION ACCOUNT</b>		
<b>Income</b>		
Donations	nil	50
Subscriptions	2,440	2460
Interest	558	838
	2,998	3,348
<b>Less Expenditure</b>		
Bank charges	23	3
Newsletter	316	404
Postage & Stationary	52	80
Tolls & General	514	120
Website		37
Meeting Expenses		75
Promotion & Development	37	226
Sundry and travel	1,756	1,411
Honorarium President	250	250
	2948	2,606
Administration Income	50	742
Net surplus from trading	1,450	4,806
<b>Total surplus for year</b>	<b>\$1,500</b>	<b>\$ 5,548</b>

<b>ZEPHYR OWNERS' ASSOCIATION</b>		
<b>Suggested budget for the year 31 May 2010</b>		
Based on 120 members at \$20.00 = \$2,400		
	2009/10	2008/9
Bank charges	3	23
Newsletters	450	316
Post and Stationary	60	52
Tolls and general	300	514
Promotion and development	200	37
Sundry and Travel	1,000	1,756
Honorarium President	250	250
Honorarium Treasurer	250	Refer sundry
	<b>2,513</b>	<b>2,948</b>

1. There were a number of items in the sundry and travel that were a one off. There are two events, AGM and National contest --in the Zephyr calendar year, that require representation from all the regions.
2. The treasurers job is time consuming and there are out of pocket expenses along with printing, computer, stationary and audit preparation that need to be covered.
3. The trading side is self supporting and helps to offset items like reimbursing admin for secretary. The surplus helps with costs of national contests and travel subsidies.
4. The temptation is to lift the annual subscription. The more you have the more you want. The Owners' Association has sufficient reserves to fall back on.
5. To keep the accounts in order and to avoid extra work for the annual financial report I propose that we present accounts four times per year to be published in the West Wind.
6. The incoming ZOA Executive needs to be aware that the trading side needs some business skills and striving to make a small margin from every transaction

#### *Treasurer's Report*

As your Immediate Past President (and now Treasurer!) I bring you greetings. Alison and I are leaving for a one and only world tour for almost seven weeks.

It has been a challenging twelve years as President of ZOA and I owe a debt of gratitude to Rob Ebert and all the Executive throughout New Zealand who have helped build the Zephyr class to the strength it is today. As with any yacht club or class it is the many voluntary hours put into administration and promotion by people who enjoy sport and recreation.

At the recent AGM in Auckland twenty four ZOA members from Auckland, Hamilton, Tauranga, Wellington and Canterbury gave some valuable and thought provoking comment. By the look of the minutes, the new president and executive will be busy dealing with a number of issues. I wish them well.

This West Wind has a full report on the AGM along with the audited accounts for the year ended 31 May 2009. Annual subscription remains at \$20.00 to keep the administration side balanced. The Trading Corner continues to help subsidise travel, national contests, R & D and promotion.

I remain as Treasurer and Co-ordinator of Trading until the 2010 AGM. That meeting will need to appoint a person(s) able to carry these roles. With our suppliers all in the North, an Auckland based person makes sense.

Please make a note that the new batch of sails from Doyle Sails will retail at \$845.00 and the retail price of a new hull to #1 one specification will be \$4500.00. These price increases have been passed on at cost.

Murray Sargisson is now in the chair to guide ZOA through the next coming year. See you all in Tauranga the Nationals.

**Alex Aitken**

**Robert Brooke**  
**Auckland Traditional Boatbuilding School**  
 Buckley Rd, Hobsonville Air Field, Auckland, NZ.  
 PO Box 84316, Westgate, Auckland, 0657.  
 021 164 0504 or 09 416 1023

*(Continued from page 1)*

No guarantees about the weather unfortunately. CZOA were naturally delighted with the performance of the new national champion, Matt Hix (#330), who has subsequently been awarded the Canterbury Dinghy Sailor of the Year award, a considerable honour and also a little recognition of the Zephyr class. Following the contest, local fleets have been smaller as we all have to re-focus on gardens, lawns and families.

We have had a fair attrition of dedicated Zephyr sailors this last season, with Glen McKenzie, John Kennett and Phil Jones (more or less) moving to Paper Tigers. Long time Zephyr sailor Bill Beere claims to have hung up his life jacket for the last time, but we have all heard that before. Matt Hannah's boat Titan was last seen on the website for sale, and Bevan Stevens has finally given up on his knees.

It has been a great pleasure to have two women in the fleet last season, Cathryn Bridges (#307) and Naomi O'Leary (#71). The Zephyr appeals as an exciting choice for both women and men, can be sailed well by young as well as not-so-young, and with the biggest senior dinghy fleet in Canterbury, the most competitive. It would be great to find ways to make them feel welcome, and to encourage this development further.

Up until now, the local class measurers (Austin Ebert, Bill Beere, Andy Holland and Peter Crofts this year) have done a superb job, but sooner or later they are going to get sick of it and we will have to seek new people to step up to the mark.

The first meeting of the new management committee is 9 Sept 2009 at the Mt Pleasant Yacht Club starting box.

#### **Tightened participation in Zephyr Events**

As indicated in the AGM minutes, Patron Noel May proposed "that the ZOA looks at presenting a Notice of Motion for the next AGM along the lines of the following: *Add a rule, or clause, as follows: Championship events under the auspices of the ZOA, both local and national, are restricted to bona fide Zephyr Owners who must be able to satisfy the controlling sailing committee that they predominately sail, or intend to sail, Zephyrs in the Yacht Club to which they belong.*" At the time, Gus Gager spoke briefly on the difficulties of determining a bona fide Zephyr sailor and the issue has been passed to the incoming Committee.

There has already been some reaction to Noel's proposal, with the comments (edited) from Andy Knowles typical.

*I am concerned about the suggested limitation to established class owners who predominantly sail in the class, as a pre requisite for entry in the nationals. I have thought about the consequences of such a rule, if it was in place for the next nationals in Tauranga. Not entirely academic, as I am the chairman of Tauranga Yacht Club's Protest committee. Any rule about ownership of a boat is very easy to circumvent. Therefore to be effective, any such rule would have to focus on sailing history of the skipper, in the Zephyr class, and the skipper's predominant class. Predominant class would be very hard to rule on, and would disqualify many skippers including most of the Tauranga fleet. For example, I also own & race a keelboat, and in terms of miles sailed, and races entered, sailing in that boat will probably exceed Zephyr sailing at any given time. The only other form of qualification that might work would be time in the class. That would stop genuine new owners from sailing in the Nationals, which would be highly counter productive.*

*The proposed rule would also stop family members taking on Dad in the Nationals. We should be very proud of the fact that the current crop of top NZ representatives includes members of*

*the Slater, Beck, Meech, Pyatt, Saunders, Smyth, and Malony families, and welcome the kids to the Nationals, rather than trying to disqualify them.*

*I suggest that the reason why a number of top sailors from other classes have bought or borrowed Zephyrs to sail in the Nationals is because they want to sail in an enjoyable series against strong competition, rather than "pot hunting". Indeed, the number of people wanting to do this is a sign of the success of the class, and something which is, in my submission, a trend which should be encouraged.*

Andy suggested an Owner/Skipper trophy, following the example of the Young 88 class. However, the issue will be raised again at the next AGM, so your thoughts are welcome.

#### **Carbon Masts**

As indicated in the last West Wind, the ZOA Executive is keeping a "watching brief" on carbon masts. John Clinton, from Southern Spars, recently provided the following comments.

*The likely price of a fitted out spar without rigging will be around \$2000-2500. (We think this might be a bit high- Ed) .A carbon tube will need to be designed for the Zephyr, based on the bend characteristics of the existing masts, which would need to be determined. The tube design will determine the options for weight, diameter and price. My guess is that a carbon Zephyr mast would be at the lower end of the price bracket mentioned above but we wouldn't know this for sure until we had bend numbers to work from.*

*Most classes we have converted were breaking a lot of their current alloy rigs. In those cases it made economic sense to pay double the alloy price for a mast that never breaks and is far more consistent.*

*It is going to be very hard to develop a rig which performs exactly the same as existing alloy masts. Carbon has different dynamic properties, so it will not perform the same even if the bend and weight is identical. It could get close in some conditions- but not all. The class has to realise that performances may change- just like changing from wood to alloy.*

*There is a development cost for a carbon mast, which, if we had a guaranteed minimum number of orders, could be built into the cost of the masts. The better option is to fund the development separately and then get the masts at the lowest cost possible. The test process involves 2-3 rigs being sailed by sailors of different weights over a period of time to ensure that the rig will not change the optimum body weight for the class. It is not a quick or simple process if you want to get it right- and is even harder when you want the old rigs to remain competitive.*

Carbon masts are thought to be more consistent, but past experience with hulls and sails makes me suspicious of such claims. I will be looking for proof!

#### **Mast Bend Testing**

The ZOA has done some mast bend testing. Russell Turner designed a comprehensive testing system with which to examine 16 alloy (12 Northland Spars, 4 Baverstock) and 6 wooden masts. After some practice it took around 15 minutes per mast, but that was after a fair bit of practice! The older Baverstock sections with their extruded tracks were slightly stiffer, but not by much. The was not as much variation as we thought there might be, reflected in the standard deviation of bend characteristics. Wooden masts were more variable, as we expected. We now have a set of mast bend characteristics that could inform carbon mast development, or at least be used to cost out a specification.

**THE 2010 ZEPHYR CLASS  
NATIONAL CHAMPIONSHIPS**

Wednesday 20<sup>th</sup> January 2010 to Sunday 24<sup>th</sup> January 2010

*Organising Authority:*

TAURANGA YACHT AND POWER BOAT CLUB (Inc)

PO Box 14352, Tauranga. NEW ZEALAND

Phone (64) 07 578 5512 Fax 07 578 5595

Email [zephyrs@yacht.org.nz](mailto:zephyrs@yacht.org.nz)

NOTICE OF RACE

**1 RULES**

- 1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.2 The Yachting New Zealand Safety Regulations Part 1 shall apply.
- 1.3 Racing rule A4.1 will be changed to 'a boat starting later than 10 minutes after starting signal will be scored DNS'. The changes will appear in full in the sailing instructions. The sailing instructions may also change other racing rules.
- 1.4 For protests where only a Rule of Part 2 is alleged to have been broken an arbitration hearing will be offered prior to any formal hearing

**2 ADVERTISING**

- 2.1 Advertising will be restricted to Category A.
- 2.2 Boats may be required to display advertising chosen and supplied by the organizing authority.

**3 ELIGIBILITY AND ENTRY**

- 3.1 The regatta is open to all boats of the Zephyr class.
- 3.2 Eligible boats may enter by completing the attached entry form and sending it, together with the required fee, of \$90 (which includes a meal ticket to the official contest dinner, extra tickets can be obtained at registration at a cost of \$30.00.) and mailing it to Zephyr Nationals, PO Box 14352, Tauranga, New Zealand. by the 10<sup>th</sup> January 2010 or by direct debit to our bank account ANZ Bank Tauranga 01-0434-0082955-00
- 3.3 Late entries will be accepted, accompanied by an additional late entry fee of \$30 until 0930 hours on 21<sup>st</sup> January 2010.
- 3.4 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.

4.1 Registration	Wednesday, 20 <sup>th</sup> Jan Thursday, 21 <sup>st</sup> Jan	1000-1800hrs 0830-0945 hrs
4.2 Briefing	Thursday, 21 <sup>st</sup> Jan	0945 hrs
4.3 Dates of Racing	Thursday, 21 <sup>st</sup> Jan Friday 22 <sup>nd</sup> Jan Saturday 23 <sup>rd</sup> Jan Sunday 24 <sup>th</sup> Jan	Invitation Race Race 1 & 2 Race 3,4&5 Race 6,7&8 Race 9

- 3.5 Each competitor shall be a member of the Zephyr Owners' Association

**4 SCHEDULE**

- 4.5 The scheduled time of the warning signal for the practice race and the first race each day is hrs.1100hrs. On 24<sup>th</sup>

January 2010 no warning signal will be made after 1200 hours.

**5 MEASUREMENTS**

Each boat shall produce a valid measurement certificate.

**6 SAILING INSTRUCTIONS**

The sailing instructions will be available at registration

**7 VENUE**

- 7.1 Is the Tauranga Yacht & Power Boat Club (inc). At the end of Sulphur Point Tauranga.

- 7.2 Racing Area, is the inner Tauranga Harbour.

**8 THE COURSES**

The courses to be sailed will be as follows triangle, windward/leeward or windward/leeward

**SCORING**

- 9.1 The Bonus Point System of Appendix A will apply.
- 9.2 Five races are required to be completed to constitute a series.

- 9.3 When fewer than 6 races have been completed, a boat's series score will be the total of her race scores. When from 6 to 9 races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

**10 SUPPORT BOATS**

Support boats shall be marked with the Burgee of the club they represent .

**11 LAUNCHING**

Unless otherwise directed by the Organising Authority, all competing boats and equipment shall be launched and retrieved from in front of the TYPBC club house.

**12 RADIO COMMUNICATION**

Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile tele-phones.

**13 PRIZES**

Prizes will be given as follows:

Zephyr Championship Trophy

Zephyr Championship Runner-Up

Zephyr Handicap Trophy

Zephyr Championship Female

Zephyr Master Championship 60 years and over at the start of Championships

Zephyr Master Age group Championship 50 to 59 years

Zephyr Master Age group Championship 40 to 49 years

Invitation Race Winner

**14 DISCLAIMER OF LIABILITY**

Competitors participate in the regatta entirely at their own risk. See rule 4 Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta,

**15 FURTHER INFORMATION**

For further information please contact;

Jimmy Gilpin ph 07 5753079.