

# West Wind

## The Newsletter of the NZ Zephyr Owners' Association

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### *Editorial*

The National Championship is something of a milestone in every season. It is a busy time for me as Secretary and I am not really able to concentrate fully on sailing. There is the Conference Forum to insert into the programme as an opportunity arises, boats to measure, plus any other measuring to be done - it was foils this time, a first. As Secretary, I am the person contacted for comments and queries on aspects of class administration, and the "go between" for the Race Officer wanting opinions from sailors. In addition, it is often a family holiday, with family members to fit in.

The most enjoyable part for me is often the few days before the event begins. I try to get down beforehand for a few hours on the water - we have some picturesque sailing locations here in NZ and sometimes just being out on them is a privilege. This year I was out with Steve Pyatt and the Tauranga locals. Steve was determining the tide strength at the fixed channel markers at various states of the tide by timing the rate of drift of markers placed in the water. He duly provided all those interested with a harbour map and approximate tidal flows. It was a level of preparation and thoroughness that I have not seen before. His systematic approach probably means he has as good an understanding now as any Tauranga local! Don Currie tells me that historically oranges were used to calculate current, hence the term navel oranges!

#### **2011 National Championships, Jan 20-23rd, 2011**

Canterbury have indicated their willingness to host the 2011 Championship at Akaroa. They indicated that Picton, Nelson and Timaru had been considered. These options have been canvassed before, but the absence of a local Zephyr fleet at these venues makes for a more complicated logistics. Charteris Bay, on Lyttelton Harbour, was also considered, but would be much the same as Naval Point last time.

#### **AGM 2010, Thursday August 26th.**

It is Canterbury's turn to host the AGM. Current indications are that it will be in late August. Alex Aitken has indicated he would like to relinquish the Treasurer's role at this AGM. Tim Snedden is willing to accept nomination as Treasurer. Informal indications are that there will be no other nominations for this position, so Tim has begun familiarizing himself with its obligations in expectation that he will be elected.

#### **Rule Changes?**

I circulated some draft rule changes, based on the discussion held in Tauranga on aspects of the rules. The only one there was any interest in proceeding with shortly was restricting the set back goosenecks - and perhaps a decision on internal hall-yards that have begun to appear on boats. They have yet to attract six signatures, so are very much in the formative stages.

#### **Web Site**

I am still not up to speed on adding content at present, but hope to improve this over the winter. Tim Sadler is an able webmaster, so I have been relaxed about learning the ropes.

### *National Championships, Tauranga*

This year's Nationals were a memorable event. Tauranga really turned it on. Fine sunny weather, flawless organisation, lovely new facilities with excellent showers. Local Race Officer Bill Whitiskie and local Zephyr sailors proved to be great hosts.

There were 37 entries with 3 from Chch and 3 from Wellington. The Wellington contingent made themselves at home by setting up their tent in the club house.

Weather conditions over the event were fine and sunny. The breeze was generally fresh, 10 - 25knots from a westerly direction prompting Race Officer Bill to ask if there was an upper wind limit for starting races. A quick consultation around the beach produced a consensus of 22knots, to be confirmed at a later date.

Courses were a mixture of windward leeward and triangles, the latter producing some great rides on the reaches. The tide did not prove to be that tricky, its effect being partially negated by the fresh winds, although a few races became a little one sided as it became clear there was only one side to go upwind.

The sandbanks we were sailing over produced a short irregular steep sea which you could sometimes surf but mostly had to punch through. It was a bit disconcerting being able to see the bottom a lot of the time!

Race 1 showed that while we have some great sailors some can't count the right number of laps. The leading bunch decided on an extra beat but turned back when Craig Moss correctly sailed through the finish line in Race 1 for the gun.

In Race 2 service returned to normal with Tim beginning his dominant run for the regatta. Races 3 and 4 were about 15 to 20 knots SW. Race 5 started in over 20 knots SW and increased to over 25/28 knots in savage gusts at times providing hairy but exhilarating reaches and spectacular wipe-outs. After the race a bunch of absolutely stuffed sailors came ashore to inspect the damage. Several wise sailors decided not to sail this race. Steve Pyatt broke a Ron Bull centre board, Bob Smyth a tiller, Laura rolled many times and couldn't right the boat against the tide. After battling to survive the trying conditions Hansie sailed between the top mark and the finish boat instead of between the two finish boats so became DNF (although he was probably outside the time limit anyway), Richard Wilson managed to peel open the bottom of his mast, borrowed a replacement mast from Tim but then a sidestay came loose and, the final straw, he broke his vang.

Congratulations to Tim Snedden, the man who vowed not to come to Tauranga ("It's a river!"), but who showed his dominance, recording 6 wins to win the regatta convincingly. Grant Beck, having not sailed for 6 months and having little fitness after a major knee operation managed an outstanding 2nd. Craig Moss managed a strong 3rd. Steve Pyatt 4th, and Phil (wrong way) Williams from Wellington was consistently at the front of the fleet to finish 5th. Andy Knowles came 6th. Phil and Andy were at their first Zephyr Regatta, so watch this space. The link below has some great photos of the sailing.

<http://picasaweb.google.com/typbc.photoman/2010ZephyrNationals#>

**Championship Results**

	SailNo	HelmName	R1	R2	R3	R4	R5	R6	R7	R8	R9	Total	Nett
1	309	T Snedden	-32	1	8	1	1	1	2	1	1	48	16
2	511	G Beck	-21	11	1	4	5	2	1	6	4	55	34
3	508	C Moss	1	-12	5	6	6	5	6	7	5	53	41
4	512	S Pyatt	22	2	3	2	(28.0 DNF)	3	9	3	2	74	46
5	514	P Williams	-33	4	2	17	2	9	4	9	3	83	50
6	520	A Knowles	-34	3	17	10	4	7	3	2	12	92	58
7	82	M Sargisson	-30	10	4	8	8	17	12	4	6	99	69
8	157	T Miller	9	-24	16	11	12	4	5	11	8	100	76
9	88	B Smyth	13	6	6	5	(28.0 DNF)	14	17	14	7	110	82
10	519	P Dawson	35.0 DNF	13	15	9	3	25	7	5	9	121	86
11	253	C Maddren	-19	18	11	15	11	6	8	10	10	108	89
12	304	R Ebert	-26	9	10	7	9	21	10	8	15	115	89
13	182	A Neyle	11	19	7	18	7	-32	14	13	13	134	102
14	257	B Baker	7	8	9	12	15	12	16	-24	23	126	102
15	171	D Blair	-27	14	12	14	13	15	21	12	14	142	115
16	109	H Eichholz	8	15	21	23	(28.0 DNF)	11	11	20	19	156	128
17	75	C Bridges	18	17	18	16	10	16	-29	16	18	158	129
18	32	G Collins	-29	7	27	13	20	10	15	25	16	162	133
19	34	P Stacey	17	20	13	-30	14	18	19	23	11	165	135
20	124	B Faulkner	5	16	22	19	(28.0 DNS)	20	18	17	21	166	138
21	65	L Hemingway	3	22	19	(31.0 DNF)	28.0 DNF	19	13	22	17	174	143
22	313	C Hargreaves	14	21	23	-26	19	8	20	18	24	173	147
23	516	R Dreverman	2	26	14	25	(28.0 DNF)	13	22	28	22	180	152
24	83	P Hutchinson	10	35.0 DNF	20	20	18	22	24	19	27	195	160
25	50	A Kennedy	15	-27	24	21	17	26	23	26	20	199	172
26	307	C Bridges	4	-31	25	24	28.0 DNF	30	27	21	25	215	184
27	504	G Beckham	16	23	(36.0 DNF)	22	16	24	26	27	30	220	184
28	502	R Wilson	23	5	36.0 DNF	3	28.0 DNF	34	36.0 DNF	34.0 DNS	(38.0 DNC)	237	199
29	168	P Dallimore	6	35.0 DNF	36.0 DNF	(38.0 DNC)	38.0 DNC	23	25	15	26	242	204
30	100	P Humphries	24	29	(36.0 DNF)	27	28.0 DNF	28	28	30	28	258	222
31	167	S Smyth	28	28	26	29	28.0 DNS	-33	33	31	31	267	234
32	255	R Turner	12	32	36.0 DNF	(38.0 DNC)	38.0 DNC	27	30	29	34.0 DNF	276	238
33	49	A Geddes	20	25	36.0 DNF	(38.0 DNC)	38.0 DNC	31	31.5	32	38.0 DNC	289.5	251.5
34	185	T McGlennon	31	35.0 DNF	(36.0 DNF)	28	28.0 DNS	36	31.5	34	32	291.5	255.5
35	147	A Aitken	25	30	36.0 DNF	(38.0 DNC)	38.0 DNC	29	36.0 DNF	34.0 DNS	29	295	257
36	119	S Butler	35.0 DNS	35.0 DNS	36.0 DNF	(38.0 DNC)	38.0 DNC	35	36.0 DNF	33	34.0 DNF	320	282
37	221	M Smith	35.0 DNS	35.0 DNS	(38.0 DNC)	38.0 DNC	38.0 DNC	38.0 DNC	38.0 DNC	38.0 DNC	38.0 DNC	336	298

**Zephyr National Championships, 2010**

Zephyr Championship Trophy	Tim Snedden	Zephyr Masters Trophy 60 years and over	Murray Sargisson
Zephyr Championship Runner-Up Trophy	Grant Beck	Zephyr Masters Trophy 50 - 59 years	Tim Snedden
Zephyr Handicap Trophy	Peter Stacey	Zephyr Masters Trophy 40 - 49 years	Craig Moss
Zephyr Championship Trophy - Female	Laura Hemingway		

## ZOA Conference Forum Tauranga, January 2010

The customary competitors forum was convened after racing on Day 2 at 1700hrs in the Tauranga Yacht and Power Boat Club.

**Chairperson;** M Sargisson, Secretary Rob Ebert and some 25 members of the ZOA.

### Financial Performance;

Alex Aitken tabled and spoke to his financial report for the period since the AGM. He stressed the need to find a replacement for him as Treasurer.

### Rules Rationalization

Rob Ebert spoke to the issues paper recently published in West Wind.

### Hull Weight;

As previously noted, the minimum weight for the hulls was set at 57 kgs, the minimum of a series of boats weighed. In retrospect, the median, or mean, should have been used and this would have been around the 60-62kg mark.

Points raised in discussion were;

- 57kgs is attainable, but only with a great deal of effort that may include modifications that do not strictly comply with the class rules – lighter centrecases, decking timbers etc. Raising the weight would reduce the incentive to push the class rules.
- Boats accumulate weight with time, usually increased moisture content and coats of paint. These changes can often be reversed with useful weight reduction.
- Some boats seem to be naturally lighter than others.
- Other classes have faced similar problems with hull weights. The 727 class undertook a successful exercise of increasing its minimum weight, with make weights in the after quarters. One outcome was better quality boats being built and stabilised boat values.
- The minimum weight should include more items – hiking straps, control lines etc, removing the need to strip the boats for weighing. Rudders and centreboards can also be a substantial source of weight saving and could also be included.
- Implementation of a possible weight increase was also canvassed. This could include being able to add weight to the centre area of the boat rather than the outer transom as a present.

Recommendation: that the ZOA explore;

- establishing a minimum hull weight of 60kgs, plus a 1kg allowance for straps and control lines
- the options for the positioning of corrector weights
- the process of a weight increase implementation.

Approximately two thirds of the meeting were in favour of this recommendation.

### Set Back Goosenecks

Goosenecks with a pivot point well back from the aft face of the mast made their appearance in the class some two years ago. They were initially permitted, but it is clear that the rotational forces on the masts and mast bases are considerable. A competitor had ripped the bottom of an alloy mast associated with an 80mm set back goose neck earlier in the day. In addition, the boom needs shortening and can't easily be lengthened if the gooseneck is removed.

There was considerable discussion, but the meeting was of the view that these goose necks should be phased out.

Resolved that;

- A review of commercially available goosenecks be undertaken to establish what the allowable set back should be. It was estimated at 35mm.
- A rule change limiting set back goosenecks be formulated with a two year phase out provision – Nationals in 2012 was suggested.
- Skippers removing set back goosenecks will need a means of extending the boom to restore its length.

### Centreboard and Centrecases

Class rules allow a 22mm centreboard, but they also set the centrespacer for the centrecase at 22mm. It is something of a trap if a new board is ordered and does not fit. Measuring at the Nationals revealed few boards at 22mm – not surprisingly. It was suggested that the maximum width of the centrecase be increased to 24mm or not specified at all and that measuring concentrate on the board. This would mean Zephyr foil suppliers could confidently supply a 22mm board knowing it would fit the boats. Cases on existing boats would need to be widened.

Time was running short on this item, so the status quo was preferred.

### Contest Measuring

We formally measured boats at a Nationals for the first time, with all foils being checked. It was agreed that this format should continue. The meeting recognised that if sailors wanted a simple contest, they needed to accept responsibility for having their boats rules compliant. Greater demands for measuring means more time spent doing it and class officials willing to undertake the task.

### Internal Halyards

The presence of an internal halyard was noted on a Wellington boat. This is the first in the class and is contrary to the class norm. External halyards to be mandated in the class rules.

### Upper Wind Limit for Zephyr Sailing

The Race Officer at Tauranga asked me on behalf of the sailors, what the upper wind limit for starting races would be. A quick poll on the beach suggested an average wind speed of 22knots would be the upper limit of Zephyr sailing. Races would not start above this, but if the wind increased during a race, it would not be abandoned.

This limit provoked considerable discussion, with suggestions of a lower limit of 20knots. The reliability of the measurements was also mentioned. For further discussion within the class.

### Rob Ebert

February 2010



*Base of mast damage in a boat with a set back gooseneck. The rotational forces are considerable, even if the vang attachment is moved aft too. It just takes a moments inattention!*