

West Wind

The Newsletter of the NZ Zephyr Owners' Association

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Editorial

Welcome to another season of Zephyr sailing. This year's AGM was held in Christchurch and draft minutes appear in this West Wind. Christchurch yachties subsequently developed a few other pre-occupations in the aftermath of the earthquake. Pleasant Point and Waimakariri Yacht Clubs suffered damage that will test the resilience of their memberships. Running a club is challenging enough these days without the added task of rebuilding and repairing buildings and complying with ever more stringent codes.

Sailing and Resilience

Earthquakes are a predictable but infrequent event, and as someone recently commented "When you play Russian Roulette with a 500 chamber revolver you can forget that the gun is loaded." It is a bit of a stretch from earthquakes to yacht racing, but one of the reasons I have encouraged my kids into the sport is to develop their personal resilience - to be able to bounce back after a set back, albeit a capsize, bad tack or clout from the boom - and to make decisions when cold, wet and discouraged. It's insurance against circumstances you hope never happen - when they can't "phone home"

AGM Issues

The AGM addressed the growing need to measure at National Championships and it is the ZOA's intention to steadily progress this area. We amended the Constitution to allow the appointment of a Chief Measurer and while this won't kick in formally until the next AGM, we will be looking at an interim solution. The Chief Measurer would ideally be someone with an interest in the class, but not an active sailor, so as to remove any possibility of bias. If that is not possible, it may need to be an active sailor who chairs

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ZOA President's Report 2009/2010

It is my pleasure to submit the Presidents report for the 2009/2010 year.

I cannot remember a time when the strength of the Zephyr was stronger than now. The competitive level is very high, new Zephyrs are being built and second hand boats are in short supply. The class continues to attract skippers who have performed well in other classes and are interested in improving the appearance and performance of their Zephyr. This has led to a testing of the class rules and the ZOA executive has found it difficult to administer valid measuring certificates.

A Technical Subcommittee was formed subsequent to last year's AGM comprising Don Currie, Steve Pyatt, Tony Miller, Russell Turner, Rob Ebert, and myself. In order to reduce the number of illegally modified boats the subcommittee recommended an adjustment to the minimum weight. This proposal has resulted in considerable (healthy) debate and a formal rule change request by six Tauranga members.

This year foils were measured at the National Contest in Tauranga and this will continue, together with hull weight at the 2011 National Contest in Akaroa. The class is fortunate to have several members with a high technical level of understanding of building methods and materials who are willing to contribute their time to ensure the Zephyr keeps its one design principle. It is the ZOA executive's responsibility to ensure any proposed rule changes are communicated to all members with sufficient information to enable members to vote, after hearing the pros and cons, in the best interest of the future of the class.

The financial position of the ZOA is very strong thanks to the income generated from the sale of equipment by the Trading Corner. Alex Aitken and his regional helpers have done an excellent job of providing a service to members and, through the small margin retained by the Association, improved the ZOA's accumulated funds from \$22157 in 2006 to \$37237 in 2010. Alex is retiring as Treasurer this year and leaves a strong legacy as a result of his leadership in both the President and Treasurer roles. Thank you Alex.

Rob Ebert has had another productive year as Secretary and Editor of West Wind. Rob's contribution to the Association is enormous and on behalf of all members I would like to thank Rob for the highly professional contribution he makes in all he does for the Association.

Thanks are also due to our Patron Noel May for his interest in the future of the Zephyr, Richard Ineson for his Auditing of the accounts, and Russell Turner for his assistance in measurement of masts and booms, and hulls.

Finally I look forward to assisting the class to continue to grow over the 2010/2011 season and wish all members a great 2010/2011 season

Murray Sargisson



Life Member Alex Aitken at the 2010 AGM

Hull Weight Rule Change Proposal

The following rule change has been received from six registered Zephyr owners in accordance with the class rules;

That rules 2.1 and 2.13 be amended to the following:

2.12 *Minimum weight of the hull including the following fittings shall be 61kg. Included fittings: chain plates, fixed rudder fittings, cleats, hiking straps, pussy pads, buoyancy bags, blocks, mainsheet takeoff system, control lines including vang, Cunningham, traveller and forestay control lines, compass, drink bottle holder(s).*

2.13 *Hulls weighing less than the minimum are to be brought up to weight with corrector weights, These may be attached anywhere in the boat, but must be readily visible. They shall not be located inside a buoyancy tank.*

Rule Change Proposal - Hull Weight Background

The competitors' forum at the 2010 Zephyr Nationals in Tauranga, attended by some 25 members, discussed the issue of Zephyr Hull weights. Notes from the discussion have been previously published, but here they are again.

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.

Steve Pyatt and Andy Knowles on Hull Weights

The following is a summary of the argument for an increase in weight and a few facts that need to be clarified before a vote.

1. The Zephyr hasn't had a weight limit for most of its existence (33 yrs of it).
2. A weight limit was introduced in 1989 but set at 0.5kg below the weight of the lightest boat then in existence.
3. Des Townson's boats all weighed over that weight and many significantly above.
4. Whilst Des liked to have light boats, his Zephyrs were never as light as they are now being built.
5. The suggestion of raising the weight initially came from the rules sub-committee establish following the 2009 AGM. It flowed out of the logical assessment of the growing problem of boats being illegally modified. The initial thought was to clamp down on the illegal boats but the problem is too widespread so the idea that allowing the modifications but having a more realistic and attainable weight, emerged. This would reduce or eliminate the need to make drastic modifications and keep the boats as there were intended to be.
6. New boats can now be built much lighter than the original ones, or even the recent ones that used the correct timbers as per the plans.

The scatter graph plot of Zephyr weights clearly shows that the base weight of the majority of boats is over 60kgs. The class should logically have taken a weight of about or more than average as a minimum, if the intent is to have fair, even racing. The fact that some (only a few at the moment) of the new boats are 57kgs or less, and some enthusiastic members have reduced their boat weights under 57kgs does not mean that the minimum weight limit should be kept low. We should not be look-

ing at the top end of the Auckland fleet, but at the class in general. In Tauranga, only 2 of the fleet of some 16 boats are under 60kgs.

The point is best illustrated by the potential for people to join the fleet. Some top Zephyr sailors have been working on other very good sailors to persuade them to get Zephyrs. When discussing with them about buying a competitive boat, they can be advised to wait for one of the lighter boats to come up for sale but that could be a long wait. They can put a new boat together which entails lot of work, and cost. Or they can buy a normal boat on Trademe, but to make it competitive, they will have to strip all the paint off, take the decks off, strip out the inside, replace the centreboard case & transom, replace the decks etc and in many cases, undertake modifications that are contrary to the current rules. This is an extreme amount of work to undertake to get a competitive boat. Surely a better path is to increase the minimum weight to something nearer to the class average. Therefore, the class should adopt the proposal that had majority support at the 2010 Nationals meeting, to include hiking straps & control lines, and increase the minimum weight to 61 kgs.

Some have been uncomfortable with the recent discussion on weight, noting the point that no other classes increase their weight. We are in a unique position. We now know that the weight was arbitrarily set wrongly in the first place (lighter than the entire fleet rather than the mean/median). The bulk of the fleet is clearly well over the current weight limit. The new ones that are under weight are way thinner as they are built with a very thin veneer (you can push the veneer 'bubbles' easily with your finger). Is that the way the class wants to go? That is having one fleet of older heavier boats racing ones that are

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just featherweight shells extensively soaked and coated in thick epoxy to gain the weight/strength required, thereby being custom improved? To be competitive with these boats is what is driving some owners to rip the guts out of their original boats to lighten them.

A couple of kg on the minimum weight isn't going to change the handling or fun of sailing boats as some suggest, or if it is, then we really do have two different classes in one and that is a real problem. The key is to be racing similar boats and whilst we can't do anything about the hull shape variations, we can even up the class weight distribution.

Members shouldn't think of this proposal as increasing the weight of Zephyrs. It is just putting the weight back to somewhere near where it was when Des Townson built them and is to save his boats becoming obsolete.

The amount of the increase isn't as great as some think as there are two changes being rolled into one in the discussions. 2kg comes from a separate submission to include all the not so removable bits like hiking straps and control lines in the weight to make checking easier. This doesn't increase the weight of the boat and may happen regardless (and is to be used as the system at the 2011 Nationals anyway).

The new 2kg increase is a small price to pay if it helps the class become one again and won't noticeably change the boat as those that have used heavier ones and now have lighter ones can verify. The boats still handle the same and are just as much fun. It is just that the heavier ones are demoralising for the sailors in that they know that they have a weight handicap over others.

It has been suggested that top sailors won't want to be in the class if we "start changing design aspects in a backward direction" but we now know that the top sailors that have considered Zephyrs aren't joining as the only boats on the market are above the current min weight and they know enough about sailing to know that there is little point in starting at a disadvantage. So the comment is in fact opposite in effect as the evidence gathered by Tauranga shows. Also there is no suggestion of changing the design or going backward; just to set the weight at where the designer had it. He built the boats using timbers to the design plans spec, unlike the new boats that are being built out of lighter and thinner timbers.

The illegal modifications that are rife in the class and have been undertaken in attempts to get down to the current weight include: hollowing out beams, replacing decks with thinner ones, replacing the centre case and/or transom with lighter ones. All illegal under the current class rules.

The suggestion that "old boats can be rebuilt with care to meet the weight" is not where any owner of an existing boat should have to go to stay competitive with those now getting super light boats. The suggestion that they can replace the case and transom is definitely an illegal act.

In rejecting the proposal some have suggested that "There is nothing detrimental about have a thinner veneer hull to keep the weight down and then to engineer extra strength into the right places". This is a very dangerous path to take unless we want two classes of Zephyr: those built correctly, as per Des's methods, and those improved in the way being suggested.

There has been talk on other classes reducing weight limits and what Des would have thought. One of the few classes to constantly reduce weight (now no limit?) is the Moth class. Des took a couple of actions to ensure that even though technically legal, he didn't want Zephyrs racing as Moths. The Moths have been getting lighter and lighter but everyone designs and builds new boats all the time and the older ones are quickly totally obsolete.

Our class is very different and surely we are trying to keep the class together and not have boats made obsolete by the new building methods that are producing boats lighter than Des's boats. So following the classes that reduce weight is not in our interests of keeping all Zephyrs racing and Des wouldn't have wanted his boats made obsolete.

The fears of the proposal damaging the class due to less new boats possibly being built is unfounded as it is the owners of existing boats that are being forced to get new ones or get out of the class (or do a major re-build). Whether they are in new boats or their existing ones, the totals will be similar and probably greater if we can keep the existing fleet sailing and competitive.

The talk of "adding 7kg to the transom" is indicative of the stance that older boats should be made obsolete as the change to the hull weight is only 2kg and the proposal is that it will be in the middle of the boat. By suggesting a 7kg difference, these people must be angling for a weight well below the current 57kg.

Some are arguing about the Class's one design principles but that is irrelevant to this debate. Whether the Class is one-design or not won't change whatever the weight limit is. Most open or development classes still have a fixed weight limit. What the proposal will do, however, is reduce the need for owners to make illegal deviations from the Class rules to meet the weight limit.

So in summary, it is clear that the Zephyr was built with methods that produced all boats at above the current weight limit and existed at that weight for 33 years. A weight limit was introduced in 1989 to cater for the fact that many different builders were then becoming involved. This limit, set below the weight of all Zephyrs, led to many of the existing boats being illegally modified (the rules don't allow any changes to the hull as provided) in attempts to meet the new weight, yet most failed to achieve it. Recently we have seen boats being built exceptionally lightly and then strengthened in desirable places to even meet the current, albeit low, weight. We now have the opportunity to correct that error and save the class from splitting or being rejected by those who can't get super-light boats.

Ron Bull Boats ZEPHYR FOILS

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

For further information contact
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Whangaparaoa

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

Email: ronbullboats@clear.net.nz

SUBSCRIPTIONS 2010-2011

Subscriptions for 2009-10 are \$20 for the NZZOA, and \$10 for local associations in Auckland, Hamilton, Wellington and Christchurch. If you are outside these areas, the \$20 NZZOA sub can be forwarded to Tim Snedden, or Rob Ebert

Why are we considering dumbing down the Zephyr class ?

Grant Beck, #511

I have some thoughts I would like expressed regarding the minimum weight. If we think the differential of hull weights is producing a difference of performance then what about the fact we have at least three significantly different designs which without question produce very different performances.

Zephyrs are not one design, other than the mast and boom section and sail they are all different and to be frank you couldn't now get the Zephyr class into a one design without excluding the bulk of the boats !!

A big part of the enjoyment in owning a Zephyr is working on it, tweaking and fiddling with the boat, centre board, rudder etc and work on keeping our boats in pristine condition including down to weight. If you really want to race a one design then there is the laser, except it requires new spars every season, new hull at least every couple of seasons and 2 new sail every season to be competitive. So if you want to be competitive in your yacht racing you have to accept it is an equipment sport and the Zephyr is one of the least expensive to be involved in thanks to the full battened sail and sensible rules.

57 kilos bare for a 11 foot boat is a very sensible minimum weight when you consider Des Townson's 9'6 " Starling is 41 kilos and the much larger 12' long Des Townson two man Mistral has a minimum weight of 64 kilos complete including a compass and anything else that is attached to the boat other than ropes. Light boats are fast, yes, which is why we sail them and not Sea Scout cutters. Our boats do get up and go down wind and it really is one of the reasons they are enjoyable. It seems crazy to reduce their ability to zip along when you consider every other class in the world is trying to go faster not slow down!!!

If we are trying to expand the class it is not by getting new people into old boats. That doesn't increase the numbers at all. The only way is to get new people into new boats. And why do people want to buy new boats, because they are fast to sail, competitive and possibly with an edge over an older heavier boat.

Rather than dumbing down the class let's further review the construction rules so old heavy boats can easily and cheaply be bought down to weight without compromising strength. The current changes to the rules allow for lighter timbers to now be used allowing heavy transoms and centre cases to be replaced with much lighter ones so up grading an older boat to a competitive weight is quite achievable and we only have to look at Bruce Hopwood to see how well this can be done to produce a very competitive boat.

For the new boats modern materials and technique mean the new boats are being built well under the 57 kilos (I know of one new 500 series boat that's around that's at least 4 kilos light) So for the new boats the future looks bright and this is the area we need to pushing hard as this is where the new owners will be looking.

Hull weight does affect the optimum crew weight and if sail boards are anything to go by then a small increase in the weight of the hull requires a much larger reduction in the weight of the crew in order to go the same speed when you not overpowered. A typical increase of say 1 kilo in the weight of a semi displacement windsurfer hull needs the weight of the person standing on it to be reduced by two kilos to get the same performance around the course when not heavily overpowered. Now I am sure this is not the same for a bigger volume boat like a Zephyr but the same principle does apply. Increasing the hull weight does decrease the optimum all round crew weight in order to get the same performance. Of course the reverse is true; making the boats even lighter would allow heavier crews to perform.

We currently have a strong and growing class with the rules that are in place now. If we are trying to make the class grow more then we need new boats on the water, not the recycling of old boats where the numbers remain static. New boats can be built easily down to the min of 57 kilos and this is attractive to new owners. Old boats in most cases can be restored down to or close to weight.

We have a great little boat and rather than dumb it down keep it as high performance as we can as in the long run it's the only way it will survive.

Brian Peet's thoughts on Hull Weights.

I have some thoughts regarding the weight revision proposal. As the owner Zephyrs #0 and #24, I have an obvious interest in the direction of this class. With a lifetime of experience sailing Townson boats, decades of Starling involvement and as Des's biographer, I believe I can offer a perspective on his philosophies and boats that may be relevant to this discussion.

I consider the Zephyr weight should remain unchanged at 57 kg for the hull. Robert Brooke informs me all his new 500 series boats have been easily built down to the existing minimum weight, most have corrector weights to comply, with some needing up to 4 kgs. I also understand old boats can be rebuilt with care to either make, or be close to the 57 kg figure. So for those focused on weight there are already viable options available.

During my many discussions over the last forty years and more recent formal interviews with Des prior to his death, the underlying ethos he continually stressed behind all his work was simplicity. His boats were quick in their day because, apart from great design, were lighter than contemporary boats. Des was not a believer in adding unnecessary structure or fittings to boats. His own Zephyr (#7) was minimally built and in accor-

dance with his original plan, 'empty' inside apart from one aft and one forward bulkhead. Early boats would have easily weighed less than 57 kg.

Yachting classes are invigorated by new boats and expanding participation. It would seem odd on one hand for some class supporters to see the class revitalised with new boats, yet demand accommodation of the lowest common denominator by increasing the class weight. Weight focused owners unable or unwilling to embark on either of the two remedies already available run the risk of jeopardising the longer-term future of the class. If this rule is passed, a significant disincentive to commission a new boat will arise if the reward is adding up to 7kgs (15lbs) of lead ballast to the transom.

The most successful Townson class, the Starling, continues to thrive because newly launched boats regularly invigorate the national fleet. The National championships repeatedly attain 100-150 boats. The fleet average weight is approximately 2 kgs above minimum and only 20% of the fleet race on the minimum weight. Despite this, there has never been a biased movement toward old boats at the expense of the new by upping the fleet weight. The youngsters are astute enough to recognise the

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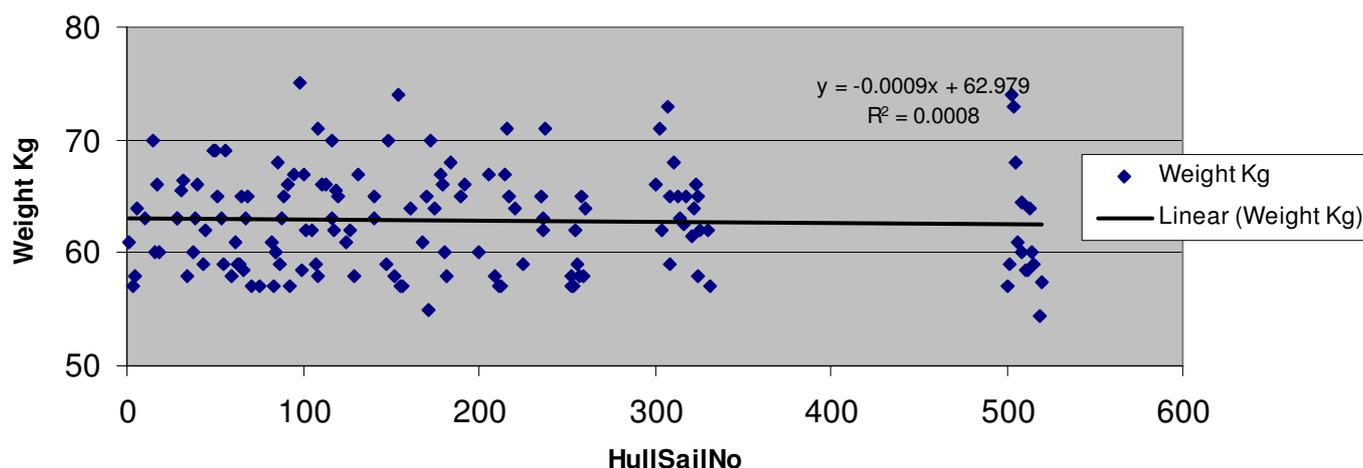
joy of racing light, lively boats. That's why the Townson Starling is thriving after 40 years. Zephyr class sailors would be wise to take note of this fact.

I have yet to hear any racing helmsman argue a boat's performance could be improved by making a boat heavier. Why penalise the entire class. No other centreboard class follows this line of thinking. Why would we want to make the Zephyr the new Idle Along? It cuts across the fundamental focus and ethos Des

Townson designed and built these boats to in the 1950s. Keep the boats simple, keep them light, encourage new boats and the class will have a chance to survive for a few more decades.

PS. Class Patron Noel May and the Townson Estate, via Sue Townson, have requested their support of the current 57 kg weight be note. Should this change proceed to ballot, they have requested their opposition be included in any ballot pre-amble.

Scatter plot of Weight and HullSailNo



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the Technical Committee, from which recommendations emerge, as an initial solution. We have also recognised the need for a standardised measuring system and hope to have a document detailing that underway shortly.

Alex Aitken, Life Member

The AGM marked the final "changing of the guard" with Alex Aitken stepping down from the ZOA Executive. The AGM recognised his pivotal contribution to the class over the last decade in awarding him a well deserved Life Membership.

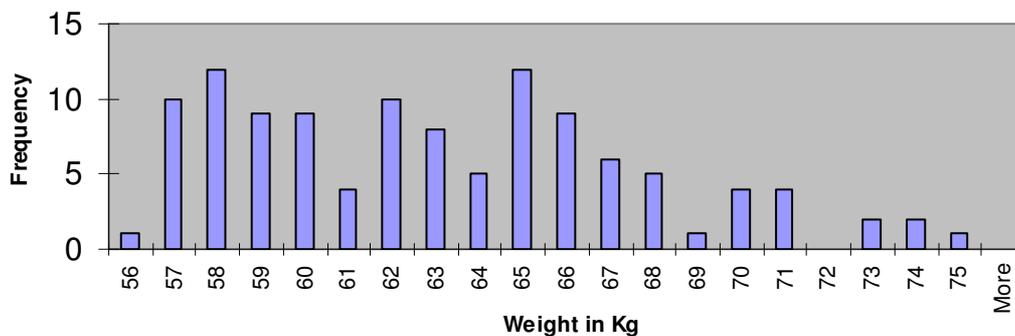
Expanded Executive

The AGM also changed the ZOA constitution to allow ex-officio representation of regional associations. This has made for a bigger group of decision makers, all spread around the country. The new Executive looked at having physical meeting, but the cost and logistics of getting everyone together soon defeated us. Murray Sargisson and myself have been looking at using Skype for conference call type meetings and whilst it will be something of a learning curve for us all, it seems the most pragmatic option.

Hull Weights Rule Change Proposal

In the aftermath of the Tauranga Nationals there was considerable discussion on the merits (or otherwise) of raising the minimum weight for Zephyr hulls, despite their being no formal rule change proposal. However just prior to the AGM a formal proposal for a rule change was received. Arguments for and against were received by the AGM, but not really heard by the meeting in any detail - under the rules it is not the arena in which the issue can be resolved anyhow. I have published all the background to this issue here in this West Wind, and updated the weight distribution graphs previously published. The ZOA Executive has yet to decide on how best to handle the timing of the vote on the rule change.

Histogram



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Zephyr Owners' Association

Minutes of the Annual General Meeting

Mt Pleasant Yacht Club, 1930hrs, 26th August, 2010

Attendance: M Sargisson, R Ebert, A Aitken, T Snedden, A Holland, A Ebert, P Crofts, L Ebert, J Foster, M Hannah, M Irwin, T Kite, M Hay, B Elliott, S Smith, T Miller, P Stokell, R Wenham.

Apologies: D Le Page, R Mackie, R MacKay.

Minutes of the Previous Meeting (Pt Chev);

Accepted as a true and correct record of the meeting. *Aitken/Ebert*

Matters arising from the previous meeting;

Patron Noel May's proposal to restrict ZOA events to bona fide Zephyr Owners was considered by the Executive. While the underlying issues were respected, it was felt to be impractical and undesirable to close the class off in this respect.

President's Report;

Murray Sargisson read out his Annual Report, adding comments about the cyclical nature of regional class growth – Hamilton, possibly Christchurch, having a quiet period, with growth in Auckland and Wellington. He commented on the evident cohesion in Alex Aitken having a dual role as President and Treasurer, with a high standard of communication with members and sail and mast suppliers. Report accepted *R Ebert/Snedden*

Secretary's Report;

- R Ebert outlined the past year's activities. The web site had been upgraded, thanks to Tim Sadler. Rehosting it – moving it to a cheaper site - was being looked at. West Wind was now distributed electronically, though some members prefer the paper copy.
- Letters received from Grant Beck and Brian Peet, opposing any increase in the minimum weight of a Zephyr. Item to be further discussed in general business.

Treasurer's Report;

- Alex Aitken tabled, then spoke to, accounts previously published in West Wind. Report accepted. *Aitken/A Ebert*. He recommended ZOA subscriptions remain at \$20. *Aitken/Crofts*.
- 2010 Budget was outlined, intending that the subscriptions should cover administration costs, with profits from trading used for class development, though the trading environment was often quite variable. M Sargisson commented that the \$1200 budget allocation had generally been under spent and represented an opportunity for ideas about how this might be spent.
- Issues around the auditing of ZOA accounts were canvassed. There is no constitutional requirement for an audit, but rather an independent assessment by a suitably qualified person.

Election of Officers;

The following Officers were elected, having previously agreed to nomination;

Patron; Noel May, Ebert/Snedden

President; Murray Sargisson. Aitken/Ebert

Secretary; Rob Ebert, Sargisson/Hay

Treasurer; Tim Snedden, Aitken/Ebert

Auditor; Matt Hannah, Ebert/Sargisson

Committee Members;

Steve Pyatt (Auckland)

Matt Hannah (Christchurch)

Andy Knowles or Bob Smyth (Tauranga)

Peter Stokell (Christchurch)

Russell Turner (Auckland)

Richard MacKay (CZOA President)

Phil Williams (Wgtn)

Tony Miller (AZO)

General Business;

Constitutional Amendments;

- The motion that Paragraph 6.2.5 "The Appointment of a Chief Measurer" be inserted in Section 6 of the Zephyr Owners' Association Rules. Ebert/Aitken, having been moved and seconded, was debated, and then passed. Issues in the discussion were;
- A standard methodology needs to be established for measuring boats to ensure uniformity in the measuring process. This would enable standard measuring of boats in regions without a measurer. A Chief Measurer who was independent of the class was desirable, if this could be achieved. Starling and Mistral Measurers were considered possibilities. The early establishment of a Technical Committee as seen as desirable, but overall responsibility for measuring of boats would rest with the Executive Committee. The Executive would delegate measuring functions to the Technical Committee's role and task it to investigate questions and queries posed by the Executive.
- The motion that Paragraph 7.1.5 "Chairpersons of regional Zephyr Owners' Associations shall be ex-officio members of the Executive." be inserted in Section 7 of the Zephyr Owners' Association Rules. Ebert/Aitken, having been moved and seconded, was passed.

Measuring Zephyrs

- John Foster, CZOA Secretary outlined measuring strategies for the 2010-11 nationals. Measuring would be available at Naval Point Yacht Club on Saturday 15th, January, for Canterbury boats, otherwise at Akaroa on January 19th, 1300-1800hrs.
- Shane Smith queried whether measuring of random items on some boats would be carried out, or the same items for all boats. It was felt that the measuring strategy could be explained in the Notice of Race, but owners could expect any item to be measured on any boat. At Akaroa, it was intended to measure foils and weigh boats.
- Publication of Measurement Certificates on the web site was seen as desirable.

Building Report

- No new hulls have been sold and #521 awaits a buyer. A defect in #514 had been remedied to the owner's satisfaction. Limited stocks of veneer for the boats remain so a new specification and a new supplier would have to be organised.

Masts

- Tim Snedden outlined discussions with NZ Rigging over their supplying Zephyr and most likely, Mistral, masts. NZ Rigging would organise a die for an extrusion which would ideally replicate the existing McKechnie section, but a prototype would be bend tested before final acceptance and appointment of NZ Rigging as a supplier. At this stage there was no cost or other commitment for the ZOA. Andy Holland expressed concern about the possibility of altered bend characteristics and its possible effect of sail shape.

- Carbon Fibre masts have been investigated by the ZOA but no further work in this area is currently planned.

Nationals 2011-12

The meeting noted a number of issues around the hosting of future contests. Issues canvassed were;

- Current timing of the Christmas holidays is not ideal; it has been later in the season in the past, typically Easter in the Nth Island.
- The yearly NI/SI rotation is a more recent thing, as historically there has been no set pattern.
- Worsler Bay's offer to host the Nationals noted and something the ZOA should accept.
- Canterbury sailors alluded to the cost and effort required to cost Cook Strait two years out of three, and would be reluctant to agree to a NI, NI, SI split as a policy.
- AKL preference was for 2011 event to be in Auckland, with 2012-13 in Worsler Bay, with the incoming Exec to make the final decision.

Life Membership

Rob Ebert noted Alex Aitken's retirement as Treasurer and as an Executive member. On behalf of the Executive, he moved "that Alex Aitken awarded Life Membership of the Zephyr Owners' Association". Carried unanimously. A certificate was then presented.

Rule Change, Minimum Hull Weight

A rule change proposal to increase the minimum hull weight of Zephyrs had been received from some Tauranga members just before the AGM. It was the culmination of considerable debate over the various merits of such a move, which had been suggested at the Tauranga Nationals. The meeting received letters from Brian Peet and Grant Beck, opposing the move. The rule change proposal would be dealt with according to the class rules, with the timing of the required vote and implementation of any rule change, to be decided by the incoming Executive. It was suggested that it should not be done so as to apply at the Akaroa Nationals and that members needed to be fully informed about the pros and cons of the proposal. It was reiterated that a standard process for weighing boats needed to be consistently applied.

Current Rule Changes

Phil Williams (Wgtn) alluded to rule changes currently being voted on by the class. The timing and wording of the rule change for set back goosenecks meant that certain owners could not fit one in the lead up to the Akaroa Nationals, placing them at a theoretical disadvantage. The meeting acknowledged that this was an unintended consequence that was able to be resolved. Phil also felt the rule change insisting on external halyards had not been adequately signalled to the class and that the Class Rules appeared to allow some leeway in the type of halyard used. He also pointed out the advantages of an internal halyard. The meeting acknowledged his point, and suggested the class might favourably entertain a further rule change specifically allowing internal halyards in future.

Cheque Signatories

In the wake of a change of Treasurer it was moved "that Zephyr Owners' Association cheque signatories M Sargisson (President), T Snedden (Treasurer), R Ebert (Secretary), replace A Aitken, R Wenham and R Mackie.

Meeting closed 2220

Rule Change Voting Results

A total of forty votes were received for the latest round of rule changes. The results are below. The requirement for a two-thirds majority was met in all cases, so these rule changes are now passed.

Rule Change	I agree	I Disagree
New Rule 3.1.6: Goosenecks	40	0
New Rule 3.2.5: Booms	40	0
Increased Centrecase Centrespacer Width: Rule 4.4.1	35	5
External Halyards: Rule 3.1.5	35	5
Fully Extruded Mast Section: Rule 3.1.2	39	1

(Continued from page 5)

2010 Rule Changes

Results for the rule changes voted on in the lead up to the AGM are also detailed in this West Wind. The response rate of some forty voters was an improvement on past voting rounds, with most voting via surveymonkey. Wellington members have subsequently raised some further arguments in favour of allowing internal halyards so this could foster a further "counter" rule proposal. The rule changes are currently with YNZ as part of our ratification process.

Alloy Masts

Steady progress, but nothing concrete to report yet. The next step will be assessing the prototype.

Carbon Masts

Some members have been under the impression that the ZOA is considering developing carbon masts for the class, but we are not. We did some preliminary investigation which has been reported on previously and we are maintaining a "watching brief". Our current view is that we should stick with alloy masts meanwhile and we are looking at improving their quality and supply.

Veneer for Zephyr Hulls

Don Currie tells us the supply of pinus radiata veneer used in our new hulls has seemingly dried up. We had been using 2.2mm radiata that was a stock item but our previous supplier, Gunns Veneers, an Australian based company, folded their Christchurch operation in 2009. Zephyrs take about 15 sq m of veneer (three skins of 5 sq m each). We have been using 100mm widths of quarter cut (important) veneer. In the event of a further order, consideration will need to be given to increasing the veneer thickness to somewhere between 2.2 and 2.5mm.

Akaroa Nationals

Bob Smyth from Tauranga has negotiated a concession for a group booking of Cook Strait. Details are on the web site. I will be looking to "partner up" with someone for the trip down.

Townson Centreboard Class Regatta
Saturday 20th – Sunday 21st November 2010
Hamilton Yacht Club Inc
 Six races over two days.
 Briefing 1000hrs Saturday, Warning Signal 1030hrs.

**2011 Zephyr National Championship
19th to 23rd January 2011**

The organizing authority is the Mt Pleasant Yacht Club in conjunction with the Akaroa Sailing Club

P O Box 19519 Woolston, Christchurch 8241

www.mpyc.org.nz

The venue is Akaroa Harbour.

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** Zephyr Class Rules will apply.
- 1.4** For protests where only a Rule of Part 2 or Rule 31 is alleged to have been broken an arbitration hearing will be offered prior to any formal hearing.

2 ADVERTISING

- 2.1** 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 form and sending it, together with the required fee, to R Wenham, 11 Muritai Terrace, Mt Pleasant, Christchurch 8081 by the 5th January 2011.
- 3.3** Late entries will be accepted under the following conditions: That the late fee and entry fee to be received 1800 on the 19th January 2011.
- 3.4** To be eligible to compete in this event each competitor shall be a financial member of a club recognised by Yachting New Zealand and a member of the Zephyr Owner's Association.

4 FEES

- 4.1** Required fees are as follows: Ordinary Entry Fee \$80.00. Late Entry fee: \$30.00

5.0 SCHEDULE

- 5.1** **Registration:** Wed 19th Jan from 1300-1800hrs
Thurs 20th Jan from 0800-0930 hrs
Briefing; Thurs 20th Jan, 0935
- 5.2** **Measurement and Inspection:** Saturday 15th Jan 0900-1200 Naval Point Yacht Club
Wed 19th Jan, 1300-1800 at Akaroa Sailing
- 5.3** Dates and Warning Signals for Racing
20th Jan 2011, 1055 Invitation Race
1355 Races 1&2 Back to back
21st Jan 2011, 1055 Race 3
1355 Races 4&5 Back to back
22nd Jan 2011, 1055 Race 6
1355 Races 7&8 Back to back 2
3rd Jan 2011, 1055 Race 9
1600 Prizegiving
- 5.4** On Sunday 23rd January no warning signal will be made after 1330 hrs

6 MEASUREMENTS

- 6.1** Each boat shall produce a valid measurement certificate.

- 6.2** All boats shall be measured and inspected at one of the above times. Measurement shall consist of weighing, foils will be measured on a jig, and the bulkheads inspected. Minimum weight for the purposes of this contest will be 57 kg plus an allowance for control lines and toe straps of 700gr (excluding the mainsheet), plus an allowance of 400 gm if there are any running blocks attached to such lines. Foils and bulkheads must comply with the Zephyr Class Rules.

- 6.3** The Class measurer is the measurement authority for RRS 64.3 (b)

7 SAILING INSTRUCTIONS

The sailing instructions will be available at completion of measurement and registration.

8 VENUE

- 8.1** Attachment A shows the location of the regatta venue.
- 8.2** Attachment A shows the location of the racing areas.

9 THE COURSES

The courses to be sailed will be as follows: Triangular / Windward/Leeward or Trapezoid.

10 PENALTY SYSTEM

11 SCORING

- 11.1** 5 races are required to be completed to constitute a series.
- 11.2** (a) When fewer than six races have been completed, a boat's series score will be the total of her race scores.
(b) When from six to nine races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

12 SUPPORT BOATS

Boats must register at race office and be marked with a burgee of the club it is supporting.

13 LAUNCHING

Unless otherwise directed by the Organising Authority, all competing boats and equipment shall be launched and retrieved from the Akaroa Sailing Club.

14 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 telephones.

15 PRIZES

Prizes will be given as follows:

The following prizes will be awarded.

- Zephyr Championship Trophy
- Zephyr Championship Runner-Up Trophy
- Zephyr Handicap Trophy
- Zephyr Championship Trophy - Female
- Zephyr Masters Championship Trophy - 60 years and over
- Zephyr Masters Championship Trophy - 50-59 years
- Zephyr Masters Championship Trophy - 40-49 years

16 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.

17 FURTHER INFORMATION

For further information please contact: Russell Wenham, 11 Muritai Terrace, Mt Pleasant, Christchurch 8081