

# West Wind

## The Newsletter of the NZ Zephyr Owners' Association

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### National Contest Report Akaroa 2011

Thirty-eight sailors contested this year's National Championships in Akaroa. Those that turned up a few days earlier probably had the best sailing conditions - good breezes and some sunshine, the latter particularly lacking for the event itself.

The lead up to the event had its share of drama. An elderly lady who lives on the hill above the club missed the turn at the bottom of her driveway and sailed over the cliff and into the end of Akaroa Sailing Club, narrowly missing a number of sailors, who extracted her from the vehicle and summoned Emergency Services. Had the timing been different, a number of people could have been badly injured. If this was not enough, Canterbury turned on a 5.1 earthquake, to give visitors a taste of what the locals have become accustomed to.

Race 1 got underway in a moderated southerly breeze, but a large right handed shift after the start saw the race re-started. A shift to the east on the first reach made it difficult for the leaders to lay the wing, with large changes in "fortunes". The breeze petered out into a drift to the finish and the end of racing for the day. The return to shore was complicated by a troublesome wave surge which restricted retrieving to the Akaroa Sailing Club ramp. The retrieval was orchestrated by Alex Aitken, who marshalled the shore crew and returning sailors into some sort of order. Alex took it upon himself to be the "link man" in the water, even though his vertically challenged and generally buoyant body saw him carried off by the waves from time to time. Unfortunately the ramp was somewhat narrower than could be seen from the water. It was Bob Smyth's total immersion with a premature "dismount" that gave the rest of us fair warning!

On day two, Race Officer Phil Folter had us in catch up mode with four races in moderate easterly conditions of around 10-15 knots. Conditions were shifty and choppy, benefitting those who could adapt to the conditions best. Similar, but lighter conditions prevailed on day three, with a large left hand shift on the first beat of race six, catching many out. With one race remaining, only a point separated Tim Snedden and Grant Beck, so the final race had the makings of a dramatic decider. However, the Akaroa weather refused to co-operate. The fleet waited until a light southerly breeze enabled a start, but it faded before the first boats reached the top mark within the target time limit. With no sign of breeze at the nominated time for the last warning signal, the event was over and all lined up for a tow home. Congratulations to Tim Snedden on a successful defence of his title. Racing was generally close, with three different winners in the eight races.

On the social front, a BBQ at the Akaroa Cruising Club and dinner at a local restaurant provided plenty of opportunities to mix and mingle with other sailors. Overall organisation of the event was excellent, thanks to the many volunteers, both from Mt Pleasant Yacht Club and Akaroa Sailing Club.



*A close shave. The car depicted came over the bank above, narrowly missing measurers and contestants.*

### Zephyr National Championships 2012

#### Worser Bay Boating Club Marine Parade Seatoun, Wellington.

The Sailing Area: The waters of Wellington Harbour in the very general vicinity of Worser Bay.

Dates: Centred around Waitangi weekend, 4th-6th February 2012 as was suggested at the Akaroa meeting.

Note: Waitangi weekend is the Rugby Sevens weekend and very big here in Wellington. Competitors will be advised to book early as accommodation is at a premium. Wellington is also happy to billet a number of competitors.

#### 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](mailto:ronbullboats@clear.net.nz)

**Zephyr Owners' Association National Championship Results  
Akaroa 2011**

	Sail No	Wt	Surname	R1	R2	R3	R4	R5	R6	R7	R8	Total	Nett
1	309	60	T Snedden	1	3	1	2	3	1	-9	1	21	12
2	511	58.4	G Beck	-3	1	2	1	2	2	3	2	16	13
3	502	59.8	P Williams	11	2	8	4	1	(39.0 OCS)	1	3	69	30
4	508	60.1	C Moss	4	-7	3	7	5	4	2	7	39	32
5	204	64.4	M Hannah	5	6	4	5	6	-10	5	4	45	35
6	512	60	S Pyatt	15	5	5	3	4	-18	7	5	62	44
7	82	61.5	M Sargisson	13	4	6	12	8	5	12	-23	83	60
8	256	62.5	D Le Page	6	11	15	8	11	8	4	-19	82	63
9	330	65.5	N O'Leary (F)	-21	13	9	9	9	11	13	6	91	70
10	304	64	R Ebert	16	8	7	6	10	23	6	-25	101	76
11	92	60.3	M Hay	10	-21	20	13	12	6	8	9	99	78
12	22	60.2	B Hopwood	-22	12	11	18	7	12	15	14	111	89
13	88	63.2	B Smyth	8	9	10	10	16	20	-25	18	116	91
14	325	65.3	M Agnew	2	10	24	22	17	7	17	-30	129	99
15	260	64.5	R Ineson	19	19	13	14	21	(39.0 RAF)	21	13	159	120
16	313	67.8	C Hargreaves	12	24	-29	28	14	28	10	15	160	131
17	323	66.5	R Wenham	24	-29	19	23	23	3	23	20	164	135
18	85	62.5	P Crofts	7	18	30	-34	25	13	18	24	169	135
19	29	62	T Bird	(39.0 DNF)	14	17	15	13	34	30	12	174	135
20	75	61.5	C Bridges	(39.0 DNF)	22	14	29	29	17	19	8	177	138
21	514	59.9	J McDowell	14	20	27	24	15	24	(39.0 DNC)	16	179	140
22	516	61.2	TCrew	25	17	23	11	28	9	-32	31	176	144
23	318	64	M Irwin	(39.0 DNF)	23	16	19	26	21	14	26	184	145
24	504	60.2	G Beckman	(39.0 DNF)	16	12	16	19	39.0 OCS	36	11	188	149
25	109	64.1	H Eichholz	(39.0 DNF)	26.5	18	20	22	27	20	17	189.5	150.5
26	107	61.4	G Bird	(39.0 DNF)	15	22	17	37	33	27	10	200	161
27	252	58.5	T Kite	17	33	25	31	31	15	16	-35	203	168
28	180	69.7	K McDonald	9	25	-36	27	30	30	29	21	207	171
29	217	66.4	T Park	26	31	32	26	-33	22	11	32	213	180
30	46	59.2	R Dreverman	(39.0 DNF)	32	28	21	18	25	22	34	219	180
31	521	58.4	R Mackay	20	30	31	32	20	14	-37	36	220	183
32	314	69.4	J Foster	(39.0 DNF)	28	21	36	35	16	26	29	230	191
33	6	65.9	N Lloyd	23	26.5	26	35	24	26	31	(39.0 OCS)	230.5	191.5
34	170	65	R Proko	18	-35	33	25	27	29	28	33	228	193
35	147	60.8	P Nelson	(39.0 DNF)	37	35	30	32	31	24	37	265	226
36	307	65.8	C Bridges (F)	(39.0 DNF)	36	34	33	38	32	33	22	267	228
37	39	62	R Mackie	(39.0 DNF)	34	39.0 DNF	39.0 DNC	36	19	34	28	268	229
38	322	64.9	P Stokell	(39.0 DNF)	38	37	37	34	35	35	27	282	243

**Zephyr National Championship Winners, 2011**

Zephyr Championship Trophy	Tim Snedden	Zephyr Masters Trophy 60 years and over	Phil Williams
Zephyr Championship Runner-Up Trophy	Grant Beck	Zephyr Masters Trophy 50 - 59 years	Tim Snedden
Zephyr Handicap Trophy	Tim Bird	Zephyr Masters Trophy 40 - 49 years	Craig Moss
Zephyr Championship Trophy - Female	Naomi O'Leary		

## *Zephyr Nationals. Akaroa 2011*

### *Personal Views*

#### **Team Worser Bay (Phil Williams)**

The wonderful sunny little fishing town snuggled in the heart of the extinct volcano of Banks Peninsula, complete with strong French influence from whaling days and plans of French colonisation, became the host venue for the 2011 Zephyr National championship. Sounds idyllic.

Overcast, rain and muggy conditions made for sometimes warm sailing and sometimes cold. We don't know how lucky we are at Worser Bay with clean, non silty launching areas, and club and fine beach so close to the racing area.

Team Worser Bay : James McDowell "*Kereru*" #514, Tony Crew "*Zimer*" #516, Richard Dreverman "*Sparkles*" #46, Nigel Lloyd "*Sixth Sense*"#6, Phil Williams "*Dances with Waves*" #502.

Well, Day 1 was in fact sunny with a lovely southerly breeze, perfect for test sailing against a few of the potential opposition. We found that boat for boat against some of the "rated" "Aucklanders" we had every chance of doing OK. Performing the processes and using the top 2 inches would be the deciding factor.

Very soon after Nigel and Phil had got changed in the tiny change-room, ready for the practice sail, an elderly lady lost control of her car and crashed it over the bank above the club, across the road, and into the change-room. Whew, that was close! Luckily no major injuries, the lady apparently was taken to hospital for a check.

Team Worser Bay stood up well at the registration and measuring. The measurers had a few moments of "ahhh what", trying to understand sparkling Ozzie logic with regard to hull weight minimum. Consultation with the rule book and all was sorted.

Really all the days merged into a bunch of races in sort of 8 to 15knot NE winds with what some might call random 30deg wind shifts coming from one side of the bay or the other in the murky misty and showery conditions.

Eventually, we worked out the similarity to a Worser Bay southerly, sailing to the patches of pressure and toward the dark side where rain was falling or cloud was darkest. Tim Snedden and Grant Beck sorted it quick being first or second in most races. Phil's performance improved throughout to catch a 3<sup>rd</sup> place overall despite the disappointment of a third place being recorded as OCS and becoming the drop.

Great performances came in race 4 and 6 from "*Zimer*", TC scoring a 11<sup>th</sup> and 9<sup>th</sup> but a slightly more consistent run from James put "*Kereru*" one place ahead of TC at 21<sup>st</sup> and just making the top half of the fleet.

Jamie certainly proved to be the fastest when at 6am one morning the earth shook. Earthquake! Know one knows where he was going. Down to the sea to rescue the boat from the possible tsunami, up the hill to escape from the tsunami, climbing a tree or make a cup of tea, or a rum. But he was the fastest, easily. TC laughed, the Ozzie moved his feet to escape the TV possibly falling on him and Phil rolled over and went back to sleep.

Back to the sailing, Chris Hargreaves Wellingtonian at heart at least, sailing "*Tamati*" also scored some goodies pulling in a 16<sup>th</sup> place overall. He might be back in Welly sometime later in the year.

"*Sparkles*" complete with sparkling Aussie stars (on the deck and on the helm, ambiguity intended) set a cracking pace especially in the pits. Day one saw the re-rigging of the mast and repositioning the gooseneck before the race, and after it some

poor old bugger holding his boat in the surging swell on the muddy silty beach while he went to get a large persuading instrument to remove the rudder so that "*Sparkles*" could be brought ashore. All bull aside "*Sparkles*" is a sight to behold and could be put in the furniture display beside Sixth Sense. Nice job Richard.

Now there is a sight to behold ! Beautiful she is "*Sixth Sense*". But really Nigel needs another boat for nationals. It is only now that we have seen the very gentlemanly British heritage that Nigel holds. So polite at the rounding marks and starts it was like he was holding the door open for the ladies. "You go first and DON'T touch my boat". Making way for 5 or so places at each rounding did not make for a high score overall, but he had fun sailing the most beautiful boat, ever. Imagine if he was sailing "Tui Rocket" things would be different, very different.

There are some great photos, follow the link on the Mount pleasant yacht club site. <http://www.mpyc.org.nz/>

So there it is. Akaroa, a story of fun and French frivolity and a two pub, two rum, pub crawl and great food. Meeting up with some old buggers who haven't seen for over forty years when we sailed P class in the 60's. Team Worser Bay standing out complete with team shirts. Some disbelief about Phil's age after receiving the Trophy for 60+ and hiking like a 30 year old. Earthquake drill. Having coffees under the French flag and staying on Rue Jolie. Jolly good time, mon ami.

#### ***Craig Moss and the Motley Crew!***

I will take you through our journey before it fades from my memory! Steve (Pyatt) and I decided to stack the boats on the trailer and drive down, leaving early Sunday morning and arriving Monday afternoon in time for an afternoon sail. Pretty much an uneventful trip with a stop in Picton overnight at the Villa. (Steve, did you ever get a speeding ticket from that camera at Newmarket?). We did stop in Christchurch for the traditional dozen curries (takeaway) to see us through.

The first couple of days were nice and warm and we managed to sail in all the areas we would not sail in at the regatta. But the dolphins were cool. Tuesday involved a walk for me and a mountain bike ride for Steve - we both agreed Akaroa does steep very well. Bob Smyth, Hansie Eckhoff, Bruce Hopwood and Rob Ebert arrived on Tuesday. Time for a quick curry and a sail.

Grant Beck and Geoff Beckman arrived Wednesday morning and after a rather hilarious phone conversation we grabbed the trailer to head over to Pigeon Bay to meet Grant and Geoff where the container they had shared with Sunbursts was waiting. The roof of the container had been dented and with a fair bit of fluffing around we managed to get Grant's boat out but broke the splash boards in the process. Geoff's was easy and soon we were back in Akaroa for measuring, a curry and a sail.

I'm sure it was this day that we caught up with Tim and Cecelia Snedden and Matt Hannah. Murray could probably fill in a bit here with how he luckily avoided having a car land on him and his boat, unfortunately an elderly lady lost control of her car and crashed it over a bank (clearing Bob's trailer) and into the front of the club where Murray had just been with his boat. (Luckily no major injuries, the lady scored a helicopter ride to Christchurch Hospital for a check).

Basically the weather was nice and warm - until the regatta started! The plan for the first day was a practice race then lunch and 2 more races, but we only had one race which started OK but turned into a drifter, a couple of 90+ deg shifts followed by a 180 and next to no wind. Tim snagged his own little bit of breeze on the last upwind which was now downwind to drift

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well clear for 1<sup>st</sup>. Quite a few had their drops on the first race for time related DNFs - which made the rest of the regatta a challenge.

Day two - this was a cold one and I think we all wore all the gear we had which included me buying a beanie. Four races, two then lunch and another two. Very cold while standing around for lunch and lots of cups of tea to warm up. The wind was quite a shifty easterly with anything from 8kts to 15kts. Everyone managed to get on the wrong side sometimes and also got out of trouble, thanks to the shifts. The fourth race was quite tough mentally because we were all cold and ready to head ashore after three.

Day 3 seemed quite similar, back to 3 races per day and those shifty easterly winds, a similar strength too. Quite a few hero to zero and zero to hero moments. As an example, on the 2<sup>nd</sup> race that day I was about tenth at the bottom mark before the final full length beat to finish (toasted I thought). Phil, Grant and Tim about 100m ahead of me and gone. I jagged a couple of good shifts up the middle (only because I had to go that way to get a bit of clear air rather than out right).  $\frac{3}{4}$  of the way up found myself in about 5<sup>th</sup>, on the right. This was good, so tried to consolidate, the leaders had moved to the left, down comes some pressure - it's a lift for me and big, end up 2<sup>nd</sup> only just behind Phil in 1<sup>st</sup>. This sort of thing was typical and I'm sure it helped and hindered us all on more than a few occasions.

Day 4 - Shaped up to be a beauty last race with lots riding on it, Tim leading by one over Grant, but Tim already had a 9<sup>th</sup> so needed at least a 3<sup>rd</sup> or Grant would win (or something like that) Grant had 2<sup>nd</sup> sewn up and had all very good consistent results. Five points separated 3,4 and 5<sup>th</sup> places so it was all on there, and so it went on through the field with everyone trying to make the most out of what was possible. As it turned out the wind won on the last day dropping right away as we drifted up to the top mark, only to run out of time about a minute from it. The results and photos can be found at <http://www.mpyc.org.nz/>

Steve had organised accommodation at the army leave centre - which boasted an incredibly steep, twisty drive - where we were joined by Geoff, Hansie and Bob Smyth.

There were lots of neat moments on and off the water - trying to negotiate the steep drive with a loaded trailer, Bob Smyth's stories of not quite making it in time! Never laughed so hard and glad it wasn't me. All the stories that were told, true or untrue. Curries, and their rather sad revenge on the last day. Ron Mackie, what an inspiration started sailing in his 60s and now into the late 70s! Grant's stories - and there were lots! And so it goes on. And one to be forgotten - Steve being held back on the line until most of the fleet had gone.

Overall though, a fun time in a tricky venue, with lots of great people.

Congratulations to Tim, Grant and Phil Williams, and also thanks to all the others that made the trip and to the Auckland Area that had some great results .

#### SUBSCRIPTIONS 2010-2011

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

#### Sailor's Forum Akaroa Sailing Club 22nd January 2011

**Present;** M Sargisson (Chair), R Ebert, T Snedden and approximately 20 members of the ZOA.

**Hull Weight Rule Change:** R Ebert indicated that a vote on the proposed hull weight rule change was proposed before the end of the season via [www.surveymonkey.com](http://www.surveymonkey.com). The arguments for and against the change had been published in a recent West Wind. Steve Pyatt commented that data from boats weighed in for the Nationals had an average weight of 62.5 kgs, (median 62.25kg) confirming that the existing fleet was heavier than the minimum weight. He pointed out that if we were establishing a new class, light boats would be an appropriate goal, but there is now a chance to even up an existing fleet.

**Internal Halyards:** Phil Williams (Wellington) argued that the recent rule change mandating external halyards was unfortunate and argued for the safety features of an internal halyard that allowed a sailor to lower the mainsail from the cockpit. He felt the type of halyard used was covered under the "certain freedom of finish and equipment" provision of the rules. Tim Snedden pointed out that an external halyard still allowed cockpit cleating and that internal halyards lowered wind resistance and increased cost and complexity. R Ebert undertook to liaise with Wellington members as to whether they wished to proceed with a rule change proposal restoring the "status quo".

**Financial Update:** Tim Snedden outlined the current financial position of the ZOA. Subscription income was down a little, with some income still to come from Canterbury. Trading activity was satisfactory, with 11 sails sold so far and another batch ordered. The recent GST increase will not be passed on, but absorbed by the ZOA. Cash on hand, after contest travel expenses, payment of a batch of new sails, was at a satisfactory level. Mast supply continues to be a problem, as there is now no stock. NZ Rigging, after initial enthusiasm, have not yet been able to provide stock and have proved difficult to engage with. A die to allow an extrusion with track incorporated, has apparently been created, but problems have been encountered with the tapering process. R MacKay indicated that relationships with suppliers need to be managed carefully. Chris Bridges suggested the testing process for a new section could further delay supplies, but there is an established process for doing this. Grant Beck suggested that the ZOA should own the die, rather than NZ Rigging. NZ Rigging did seem to be over committed following their recent purchase of Fosters, but a meeting with them would be sought.

**Contest Venues:** Craig Moss suggested a focus on rotating regions, perhaps three (Northern, Central, Southern) rather than towns. A town within the region would then be the venue. Don Le Page pointed to the cost of crossing Cook St, which would have to be borne twice as often by South Islanders travelling north. There was a general feeling that the informal NI/SI rotation needed review, as there was no set policy. There was also a feeling that Wellington's support for the class needed recognition with a National Championship. It was suggested that the next two Nationals being either there or Auckland, before a return to the South Island in 2014. A show of hands in the meeting supported Wellington as the venue for 2012. Grant Beck indicated that a mid-Jan to mid-Feb timing stood a better chance of avoiding the prevailing strong Northerly winds.

**Contest Timing:** There was a feeling that the timing of the last few Nationals has been too early after a return to work from the Christmas break and that a later timing should be investigated, perhaps more around Waitangi Weekend.

## Editorial

### Nationals 2011

Another successful National Champs in Akaroa, enjoyed by all those who attended. The weather was a bit more variable than I remember from past events there and it was certainly a bit colder - not much in the way of sun for the four days of the event. Whilst the wind was OK, the best breezes were before the event began. But that's sailing and we all understand the need to make the best of the conditions on and off the water.

I teamed up with Hansie Eichholz for the trip down., my untested new Ron Bull centreboard carefully stowed in the boat. Would it fit neatly? After a 0330hrs start from Hansie's place we were on our way to Wellington for a 1200hrs crossing. As always, there is usually someone else on the ferry, so it was no surprise that Bob Smyth and Murray Sargisson turned up in the queue too. After a nap on the ferry, it was a twilight drive to Chch via meal break in Kaikoura. Getting there is half the experience!

On to Akaroa the next day, it really is a stunning place! The familiar boats were outside Akaroa Sailing Club so it was not long before their owners appeared and Zephyr sails began to dot the harbour. Luckily the new Ron Bull foil fitted neatly and I had a couple of great sessions with Chris Hargreaves, Bruce Hopwood and Hansie E - in retrospect it was some of the best sailing to be had.

From my point of view, the "business end of the event" principally the Sailors' Forum, went well - it being a bit less contentious than in past years. Often the forum can be hard to insert into the sailing program, so once it was out of the way I could concentrate on sailing a bit more. The sailing end of the event went smoothly too. The measuring and weighing systems we have begun to introduce into the Nationals operated efficiently, the race management was of a high standard, with all the support crew and officials clearly enjoying themselves. Those responsible for organising the event did really well.

### Adding corrector weights to Zephyrs

We weighed Zephyrs at a Nationals for the first time so there was some ongoing discussion about the merits of the rule change proposal to be voted on in association with this edition of the West Wind. One of the rule changes proposes changes to where corrector weights are added to Zephyrs. Traditional sailing wisdom has been that corrector weights should be placed on the transom, but a couple of comments Grant Beck made at the Akaroa Nationals made me think that this may not be as much of a penalty in light boats as the rules intended. I asked him to elaborate a bit more, and this is what resulted;:

*In response to your question about compensation weights on Zephyrs to bring them up to weight, I guess what got me going was the sight of 3 kilos of lead screwed to the back of a brand new boat!! I wept at the sight of a brand new, beautiful Des Towson boat with great lumps of lead screwed onto the back of a clear finished transom ! Not a pretty sight!!*

*Philosophically, it really made me ask myself is it the right thing to be doing to actually attempt to penalize new boat that is built to the rules but has ended up light by a considerable amount. I'm not sure if we shouldn't be congratulating the builder rather than penalizing them.*

*Traditional thinking on corrector weights has been to place them around the middle of the centre case on the cockpit floor to minimize the effect on pitching upwind. However if it was my boat I would want to place the weights as far aft as I sensibly could and as close to the floor as possible for the following reasons.*

*The Zephyr is a short, fat, little boat weighing 57 kilos with a*

*typical crew weight of 85 kilos. The mast is 5 kilos and the sail is a similar weight. That gives an "all up" weight of just over 150 kgs. Straight away you can see that the crew weight, which is instantly (assuming a guy less than 55 years old!!) moveable fore and aft, is by far the largest component of the total wt of a sailing Zephyr.*

*Most dinghies actually rotate well aft of where we think they do and it's generally 2/3 to 3/4 back down the length of the boat. When you have an 85 kilo crew, over half the total sailing weight, about 2/3 the way down the boat, then it's pretty clear where the boat will be rotating.*

*Sailing upwind and downwind in light airs, it's not difficult for the sailor to move forward to sink the forward sections when required. The minute the crew is beginning to hike in the normal position just behind the traveller and the boat is beginning to sink into its own wave, the fore and aft trim of the boat pretty much takes care of itself.*

*Going downwind in waves and planning conditions is when things begin to change and it's where weight distribution in the boats begins to have an effect. The boat begins to run into waves - even when the crew moves aft the bow still digs in and the windier it gets the worse it gets, no matter what the crew does. As the crew can't move aft any more than their legs, cockpit and tiller will allow, having the bow light is critical in these conditions, so moving the compensation weights as far aft as possible makes sense. The speed loss here in my opinion could be well over 30m a reach and 30m a run.*

*There does not seem to be a lot of real data gathered on swing testing boats to determine the effect of weigh distribution performance up wind and down wind. It's nearly all anecdotal. However Mike Drummond can recall swing tests were done on the Flying Dutchman fleet during the Montreal Olympics. His recollection was that top boats varied wildly in their Centre of Gravity position and that how they performed suggested weight concentration had no impact on their performance. The Dutchman is a very long boat with a lot of overhang in the bow, and if any boat was going to gain from a massive concentration of weigh in the centre, this would be it!*

*Mike also kindly calculated a number of variations with corrector weights by moving both the weights and the crew around in the cockpit and it appears the Moment of Inertia only varies by less than 2% - which isn't much - but what was interesting was that moving the crew even 15mm has much more of an effect than the corrector weights.*

*The current class rule requires anyone building a light boat to place compensation weights on the transom. You will see from what I have said that I think that it does not really disadvantage them perhaps as intended by the rules. The class may be better served by having a corrector weight rule that enables the weights to be readily attached to a position less ugly and that is easier to quickly mount to.*

### Impact of a new corrector rule

I favour the rule change on corrector weights, so I will be voting for a change on this rule. From a class administration perspective, it also makes life a bit easier having corrector weights inside the boat. Underweight boats picked up at a Nationals can be easily remedied by the addition of weight to the centretwart or similar.

### Internal Halyard Rule Survey

As I indicate in the survey question, Wellington sailors would like to be able to retain the internal halyard that was outlawed in the last round of rule changes. This is a survey question only,

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**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 2.1.2 and 2.1.3 be amended to the following:**

**2.1.2 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).**

**2.1.3 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 Voting Paper or Online at <http://www.surveymonkey.com/s/PPS6M5N>

Lastname

Firstname

Boat Number(s)

Address

Rule	I agree	I disagree
21.2 Minimum Weight		
2.13 Corrector Weights		

**SURVEY (NOT A RULE CHANGE) - EXTERNAL HALYARDS REVISITED**

Wellington Zephyr Owners at the Akaroa Nationals questioned the wisdom of the last rule change “outlawing” internal halyards in favour of external halyards as the “class norm”. They argue that an internal halyard facilitates cockpit cleating of the mainsail and makes it easier (and thus safer) to lower the mainsail in windy (Wellington conditions). The counter argument is that external halyards can also be cockpit cleated, without the fuss of an internal arrangement.

Wellington owners ask that members allow the previous rule to stand and specifically allow halyards to internal or external and that a halyard lock may be fitted.

Would you support a rule change allowing either internal or external halyards with a halyard lock. Note this is survey, not a formal rule change.	Yes	No

**Return to Rob Ebert, 15 Gilbass Ave, Hamilton. Or email to: [ebertr@xtra.co.nz](mailto:ebertr@xtra.co.nz)  
Deadline is Friday, 1st April!**

Note; Brian Peet and Sue Townson, on behalf of DesTownson’s estate, asked their opposition to rule change 2.1.2 be noted in the event of any vote. Whilst under no obligation to do so, I have done this. **Rob Ebert**

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to see if there is sufficient support for a formal rule change.

**Noel May, Patron**

At the AGM, members asked for more information about our ZOA Patron, Noel May. Noel has kindly provided a “bio” of his involvement with Townson designs and Zephyr sailing. I will publish it next issue.

**Christchurch Earthquake**

As I finished this, news was coming through about the Chch quake. I hope all you Zephyr sailors down there are OK and our thoughts are with you.

## 2011 ZEPHYR NORTH ISLAND CHAMPIONSHIP

Saturday 19th & Sunday 20th March 2011  
Rotorua Yacht Club, Lake Rotorua

The Organising Authority is the Rotorua Yacht Club

**Entry Fee:** \$50 if received by Thursday, 17th otherwise \$55.

**Briefing:** 0900 hrs, Saturday.

**Racing:** Four races back to back on Saturday, three on Sunday.

**Warning Signal;** 1030 both days.

**See you there**