

# West Wind

## The Newsletter of the NZ Zephyr Owners' Association

Volume 55 Issue 4

www.zephyr.org.nz

July 2011

### Editorial

As expected, things have quietened down somewhat over the winter. The Aucklanders are still sailing and the Tauranga Winter Series is underway. Our household is now in winter sports mode, which means hockey and more hockey.

Below are the results of the latest round of rule changes, which most people will likely already know about. I have also suggested a couple of other follow up rule changes, for discussion at the AGM.

#### **Recent Rule Change results**

Voting on recent rule changes has been posted on the web site for some time. Here are the results again.

##### ***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).

***This rule attracted 39 votes out of a possible 69, some 56.5% of the possible vote. It falls short of the 66.7% required under the rules to effect a change.***

**2.13** Hull 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.

***This rule attracted 51 out of a possible 69 votes, some 74% of the vote. As this exceeds the 66.7% required under the rules, this rule is passed.***

##### ***Internal halyard proposal survey.***

Although not a rule change, 42 people, some 61%, supported an internal halyard. This is short of the number required for a rule change, but not by much. Clearly there is now some support for this, so we probably need to put it to the class formally.

#### **Future Rule Changes**

We are continuing to evolve the rules, so possible further changes include the following;

##### **That rule 2.12 be amended to the following;**

Minimum weight of the hull including the following fittings shall be **59kg**. Included fittings are 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, rudder, all items that rotate with the rudder, gear bags, bailers, sponges, drink bottles.

***Comment;*** *This just allows more items to be included in the official weight. 59kg may be a bit high, so we would need some further research on this aspect.*

##### **That rule 3.2.2 be amended to;**

Aluminium booms shall be Baverstock BS5 or Standard McKechnie die 57.15 or NZ Rigging Die F6 57.50mm round section with track attached, and built to the following specifica-

tions:

***Comment:*** *I forgot to include the boom in the spec for the NZ Rigging section*

##### **That rule 4.3.2 be amended to;**

Shells shall be constructed using either triple skin diagonal cold moulding or single skin strip plank, glassed both sides.

- Triple skin diagonal cold moulding; the shell shall be constructed of three skins **of at least 2mm** thick approved timber.
- Single skin strip plank, glassed both sides: the shell shall be one skin of 7mm Western red cedar or equivalent, planks edge glued with an approved marine glue. Each glass skin shall be a minimum weight of 6oz E-Glass combining to a total glass weight of 16oz laid in epoxy resin.

***Comment:*** *The initial veneer was one tenth, or 2.5mm. It got rounded down to 2mm in the conversion to metric. Our current veneer thickness of 2.2mm is thus not according to class rules.*

##### **That Rule 3.15 Rigging be amended to;**

A internal or external halyard complying with YNZ Safety Requirements shall be fitted. Halyard locks are permitted.

***Comment;*** *This should address the Wellington sailors concerns.*

#### **Mast Development**

NZ Rigging produced a prototype mast in late March. Russell Turner was unavailable, so Don Currie tested it using the same system Russell devised for the mast testing prior to the 2009 AGM. Don provided a detailed report which concluded that the bend characteristics were within the range of existing masts. However the mast was not sufficiently tapered, being 28.2x27.7 at the tip, over the max of 24mm allowed in the rules. The taper also started 10mm higher than the allowable upper limit in the rules. Don thought the over all quality was satisfactory. We went back to NZ rigging with these conclusions and they undertook to produce another prototype with the objective of resolving the dimensional issues raised. This second prototype was tested by Don. It proved slightly softer than the average masts in the bend tests, so we have opted to enlarge it slightly.

NZ Rigging also alluded to the difficulties of making a completely round mast, but the rules do allow some tolerance. They will therefore take advantage of the tolerances in the rules which allow a slightly elliptical mast, which is actually easier to fabricate.

#### **Sealed masts**

Now that the track is not riveted to the mast, it should be possible to produce a "watertight" mast. If the top cap is sealed, the hounds attachments riveted on and the gooseneck rivets sealed, water should enter the mast much more slowly, if at all. This may address the tendency of the boats to quickly go completely upside down when capsized. If this proves to be the case, it may be an argument against an internal halyard.

## Noel May, Class Patron

*At last year's AGM there was interest in Noel's background and involvement with the Zephyr class. This is his story.*

Rob Ebert asked me to write down for the information of members my involvement with the Townson Zephyrs, and my involvement with becoming a life long friend of Des and a builder of his delightful boats.

I thought I would start with how my interest in yachting evolved to give some background. I became a crew member of my father's 22foot *Mullet Boat* the "Cynara" in 1942 when I was 12 years old. Three years later I became for'd hand on my Brother Dennis' *Zeddie* the "Judy Dawn", Z8. All this happening on the Manukau Harbour. I built my first yacht "Celest" an "*Idle Along*" when I was 16 and my second "*Bouquet*" 4 years later, (winning the Manukau Yacht Club *Idle Along* Championship and coming 3<sup>rd</sup> in the Auckland Moffet Cup Trials in 1951.)

I met my wife, Glenice, while cruising at Cornwallis, a fabulous Manukau Harbour beach, (Pup-tent over the boom and a Lilo on the cockpit floor with a lifejacket for a pillow), which began a life time partnership with our joint love of the sea and sailing. We married in 1953 and made our home on my Parents' farm at Pukekohe where we started market gardening and raising a family (Brett, Kerry and Bevin). For those early married years yachting and the sea was out of the question. However when the eldest of our three children Brett was about 9 years, we bought a *Frostbite* "Mischief" to introduce them (one at a time) to sailing (not that I couldn't wait to get back into sailing or anything like that), and we travelled to Auckland every fortnight through the summer months to race at the French Bay Boating Club with a fleet of 8 *Frostbites*, winning the FBBC championship for the next 6 years.

As the boys Brett and Bevin grew, they progressed through to a *Flying Ant* "Heather" and a *Cherub* () with good fleets of both yacht types sailing at French Bay. Kerry our only daughter remained faithful to her father and continued as my for'd hand till the sale of *Mischief* heralded a new era in our lives where Glenice once again joined me on the sea.

We began looking for a keeler to build circa 1969 and immediately were impressed by Des Townson designed yachts. However we were informed that he only sold boats he had built himself (which made them beyond our means). Then at a chance meeting with Beau Birdsall (a yacht designer himself) he told us that Roy Dixon had persuaded Des to sell plans (selectively). We immediately made contact with Des and were delighted when he agreed to meet us at Westhaven Marina on the then famous "Moonlight" owned at the time by Peter Mulgrew and being raced in the One Ton Cup Regatta Trials. We took the whole family to meet Des and we were all gob-smacked, enchanted by the simple beauty of "Moonlight" and literally "Over the Moon" when Des accepted our order for a set of plans.

After 15 months in my spare time (late nights aplenty) with my family's help and Des' enthusiastic support (often staying at the farm overnight) to ensure her lines were fair, "Limerick" was launched in Dec 1971, at the time only the second Townson not built by Des himself. From that first meeting a friendship grew between Des and our family which had a profound affect on our future, starting with Des convincing me to become a professional boat builder in 1972. This resulted in my custom building or finishing a dozen G.O.D Boats. (Short for Good Old Des, coined by *Electron* owners many years later.) The twelve boats included "Aristos" the only launch designed by Des that was built, affectionately described by one Townson enthusiast as "a launch sired by a Townson yacht", and his last

full set of keeler plans for the 37ft *Aria*. Although my son Brett is the proud owner of the 40ft Yacht "Cabalero" built to Des's lines which were detailed by Roger Hill, this was Des's last involvement in keeler design. Cabalero is admired by all who see her and a large mounted "Cabalero" billowing on her enormous blue spinnaker is a sight to behold. See article in Boating World, Sept. 1999.

We raced Limerick as a family (probably one of the first to do so), successfully competing with all male crews, eventually finishing close enough to "Twilight" (Des' latest design) to read the name on her stern, and winning the BBYC's 25<sup>th</sup> Anniversary Regatta. If the reader hasn't sailed a Townson keeler, they are missing out on a delightful experience. Their upwind performance is phenomenal! We also cruised extensively in and beyond the Hauraki Gulf, often in company with Des in "Twilight" and later "Talent" and "Kudos", our new Townson 34.

After all of the time spent with Townson keelers, it was quite a change to become involved with the Townson Zephyr sailing dinghies - boats from Des's early designing days. This began when our daughter Kerry married Gary Adams (a Laingholm Westie) in 1976, setting up home in Green Bay. With Gary's indoctrination into a full on Des Townson yachting family he learnt to sail on the keelers "Limmerick" and "Kudos" and then when his own daughters (Jessica and then Sarah) arrived decided to learn to sail a Zephyr, joining a growing fleet sailing at French Bay at that time.

Gary, being a struggling family man back in the days of rampant inflation, could not afford the rare and pricey Zephyrs which occasionally were offered for sale and inevitably purchased a **bargain** No 16 (then called Mark II) he had found stored in an implement shed on a Waikato farm. She was in a pretty dilapidated state, having been stored resting on her tuck on an earthen floor for many years. Being made of Kahikatea was her saving grace, however even so her tuck was completely rotten, the keelson split aft of the centre case and the decks were beyond repair. Several "tonnes" of old paint was scrapped off, buoyancy tanks fitted and a 2.5oz glass cloth laid over the new decks and original hull laminate. With my "assistance" in the structurally difficult areas and Gary's tiger for getting stuck in to hard work Mark II was revived in a surprisingly short time, with a shining black hull and varnished decks she looked like new. Gary renamed her "Night Moves" and raced regularly at FBBC for several years.

French Bay became the catalyst for the revival of racing Zephyrs in Auckland with such names as Murray Sargisson, Bubbles and Bob Foster and Alan Retter (who still owns Zephyr #1, all sailing with Gary at French Bay. The majority of those on the Zephyr Owners' Association Committee sailed at or were involved with the French Bay Boating Club and in 1990s Gary Adams became involved in the ZOA and was elected as secretary. He put in a lot of effort into tracking down past ZOA members and known owners of Zephyrs who were not sailing them to source boats for those who wanted to join the Zephyr revival. No new boats were then available to meet the demand and many who owned the boats were reluctant to sell even if they no longer sailed them. His tireless efforts did not find enough Zephyrs to meet the demand.

Several years previously (prior to Gary's involvement with Zephyrs) members of the ZOA and a budding boat builder Ian Cook met Des to ask him to allow Ian to make and use a mould to meet the increasing demand. At the time I remember discussing this with Des as he was unsure whether to permit this when he had long ago destroyed his own mould. I urged him to allow the revival and he oversaw the construction of Ian

Cook's mould and then handed the control of the building of new boats completely over to the ZOA. Several boats were built by Ian Cook, however the process was not cost effective and the resulting boats were pricey and uneconomic to build. (Apparently there was a similar fate for the mould constructed purely from measurements of existing Zephyrs in Christchurch.) So the need for affordable Zephyrs remained a problem.

Gary did manage to find the mould that Ian Cook had built. It had deteriorated to a point where it was barely useable in its current state. By this stage I had retired from building keelers and still had the use of the boat shed which was not yet required by Barry Wade (The owner of the farm in Whitford where I had built most of my keelers after moving to Half Moon Bay (Pakuranga not Stewart Is) from the farm in Pukekohe).

After the ZOA rejected the possibility of fibreglass (Cost and replication of *Zephyrs* without altering the aesthetics in fibreglass was not possible) I suggested the possibility of Cedar Core Construction. After much research by Gary and myself, we presented a feasible concept to the Z.O.A and permission was given for an experimental boat to be built of Glass Cedar Core using the Ian Cook mould. However, understandably, the ZOA did not guarantee the boat would be accepted.

The mould itself had some extremely difficult to fix distortions and as it was a planked mould we had to cover it completely with plastic before using it. That first strip cedar boat was aptly called "Striptease" and was presented to the ZOA for measuring after racing on several occasions with the French Bay Zephyr Fleet where it performed similarly to Gary's previous boat "Night Moves". "Striptease" was accepted as a *Zephyr* and given the number 251.

From the experience of building "Striptease" it became obvious that a mould of stations only would be needed to considerably reduce building time and costs. Permission was given from the ZOA to proceed and a price well below the market rates was mutually agreed upon. The Canterbury mould was shipped to me for comparison and possible use.

As a result of my long-term friendship with Des Townson he gave me the original line drawings and I found that neither of the moulds were useable (due to mould distortions and variances to the line drawings). Both the Canterbury and Cook moulds were found to be obsolete and permission was given for them to be destroyed. While Des no longer had any involvement in the construction of *Zephyrs* I discussed the issues with him on several occasions and he approved of what we were doing and trusted me to faithfully follow his drawings. He remained, however, steadfast that he wanted no more involvement in the process. At that time Brett Bakewell-White a boat designer who owns a *Zephyr* and was on the ZOA became my consultant and he gave me a set of off sets for the mould stations (at 12 inch centres) from which I made two sets of patterns, one I used and the other I gave to Brett (which I presume he still has). I then made the mould and a cradle to support the hull when it was removed from the mould to prevent distortions. Brett could not find any variances between the cedar core mould and the original line drawings.

I then made patterns for the tuck, stem, traveller-athwart beam, centre case, mast step, fore or aft of mast step bulkheads, side and stern buoyancy tanks, and a pattern for the curve where the side tank meets the hull, and finally the essential first tapered gunwale plank (100mm in the middle to 5mm at the stem and stern).

The first boat off the new mould was No 252 purchased (in a finished state and ready for painting and rigging) by Denis

Murray, and his son Michael went on to win the following National Champs. I remember it was a very close competition ending with a match race between Michael and the reigning champ Russell Durrant. The conditions were very light (10 to 12 knots max) and this gave the much lighter Michael an advantage. The closeness of the competition with these top sailors proved that the new cedar construction produced a competitive boat that looked and sailed like the original *Zephyrs*.

I think I made 4 or 5 hulls before I began construction of my retirement project, which was to design and build a classic style displacement launch. 6000hrs later, "Summerwine" was launched and she is much admired. A common comment is that I have done a good job in doing the old girl up. "Summer Wine" naturally looks rather like a Townson design and it was very gratifying to have Des give his nod of approval on her lines. While she is classic looking below the water line, she, like "Aristos", has a modern shape like Des' keelers and does not broach as old launches are prone to do in a following sea.

After the completion of "Summer Wine" I had to vacate the shed (Barry Wade needed it for his Olive Press). The mould was then taken to and stored at the Boat Builders Shed at West Harbour. Together with Don Curry, a few years ago we located the mould and managed to find nearly all the patterns and the original set of mould stations I used. These patterns, as far as I know, Don took to his place for safe keeping. The mould itself was in good condition.

Naturally I would be delighted if these patterns and the mould were used to build some more *Zephyrs*. The mould and patterns (with method details) are suitable for amateur construction and could produce a cost effective, relatively maintenance free and competitive boat. Perhaps the Z.O.A could look at hiring out the mould and patterns (and I would be happy to supply the method details.) The *Zephyr* is one of Des Townson's great contributions to yachting and I feel privileged that I had a part to play in it's survival.

In my retirement I am still sailing an *Electron* (remote control yacht designed and built by Des) and I also get great satisfaction in occasionally building half model replicas of Des' designs of the boats I have built (mostly for past clients and family). It was a special privilege to be asked to make trophy models such as the ZOA Champions Trophy and the *Electron's* Des Townson Memorial Trophy. The latter Trophy is presented at the annual *Electron* Regatta to a participant who finished between 6<sup>th</sup> and 10<sup>th</sup> overall with the name drawn by Des' Wife Sue or his Daughter Clare (or their nominee). Having known Des as I did I know he would be very pleased about how this trophy is won, Des had many Creeds and philosophies that he held dear and one of them was "Every competitor in a race is as important as the winner because without them there would be no winner."

Being involved with the *Zephyrs* has and still is one of my great joys, highlighted by being asked to be the Patron, being honoured with a Life Membership of the ZOA in 2007 and being part of a once in a life time experience of attending the Golden Anniversary Regatta in Auckland, I saw the trophy I had made for the occasion presented to the winner by my revered friend Des Townson.

*Noel May*  
*January 2011*

#### **SUBSCRIPTIONS 2011-2012**

Subscriptions for 2011-12 are \$20 for the NZZOA, and \$20 for the association 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

**ZEPHYR OWNERS' ASSN  
ANNUAL GENERAL MEETING  
Pt Chevalier Yacht Club, AKL  
1930hrs, Thursday, August 18th, 2011  
Agenda**

1. Apologies
2. Minutes of the previous meeting
3. Matters arising from the previous meeting
4. President's Report
5. Treasurer's Report
6. Secretary's Report
7. Budget and Subscriptions
8. Election of Officers
  - *Patron:* Noel May has agreed to stand for another term.
  - *President:* M Sargisson has agreed to stand for a further term.
  - *Secretary:* R Ebert has agreed to stand for another term.
  - *Treasurer:* T Snedden has agreed to stand for another term.
  - *Auditor:* Matt Hannah (Matt is a ZOA member, but is not a signatory for ZOA accounts and has no financial input other than general accounting advice).
  - *Regional Representatives.* AZO, HAZO, CZOA.
9. General
  - Building Report
  - Mast/Sail Report  
Carbon Masts?
  - National Contest 2011-12
  - Further Rule Changes?

**TRADING ACCOUNT**

	2011	2010
<b>Revenue</b>		
Sails	12,782	17,260
Spars & Rigging	1,092	11,849
Hulls	4,300	3,950
Contest Promotion Refund	-	400
<b>Total Trading Revenue</b>	18,174	33,459
<b>Cost of Sales</b>		
Opening Stock	2,802	9,656
Purchases Sails	16,149	9,426
Purchases Spars & Rigging	-	7,472
Purchases Hulls	3,389	3,316
Administration Costs/Sundry	-	600
	22,340	30,470
Less Closing Stock	6,375	2,802
<b>Total Cost Of Sales</b>	15,965	27,668
<b>Gross Margin On Sales</b>	2,209	5,791
<b>Expenses</b>		
Contest Promotion	1,600	1,600
<b>Net Surplus From Trading</b>	609	4,191

**ADMINISTRATION ACCOUNT**

<b>Subscriptions Income</b>		
Subs Auckland	960	740
Subs Central	490	460
Subs Wellington	300	-
Subs Canterbury	660	720
Subs National ZOA	-	140
Subs Prior Year	40	-
<b>Total Subscriptions Revenue</b>	2,450	2,060
<b>Expenses</b>		
Bank Charges	-	3
Newsletter	100	238
Postage & Stationery	70	38
Website Expenses	249	-
Meeting Expenses	811	504
Promotion & Development	101	231
Sundry	205	10
Tolls & General	-	489
Honorarium President	250	250
Nationals Costs	1,048	-
<b>Total Admin Expenses</b>	2,834	1,763
<b>Administration Income</b>	384	297
<b>Other Income</b>		
Interest Income	1,275	522
<b>Net Surplus</b>	<b>\$1,500</b>	<b>\$5,010</b>

**ZEPHYR OWNERS ASSOCIATION (INC)  
STATEMENT OF FINANCIAL POSITION  
AS AT 31 MAY 2011**

ASSETS	2011	2010
<b>Current Assets</b>		
ASB Cheque Account	11,137	10,985
ASB Term Dep 0072 (maturing 23 August 2011)	10,983	10,450
ASB Term Dep 0073 (maturing 16 October 2011)	14,742	14,000
<b>Total Cash On Hand</b>	36,862	35,435
Debtors	-	-
Stock on hand	6,375	2,802
<b>Total Current Assets</b>	43,237	38,237
<b>Total Assets</b>	43,237	38,237
<b>LIABILITIES</b>		
<b>Current Liabilities</b>		
Deposits for hulls	3,000	-
Accrued expenses	300	-
<b>Total Current Liabilities</b>	3,300	-
<b>Total Liabilities</b>	3,300	-
	<b>39,937</b>	<b>38,237</b>
<b>MEMBERS FUNDS</b>		
Accumulated funds 1 June 2010	37,237	32,227
Royalty reserve	1,200	1,000
Current Year Surplus	1,500	5,010
<b>Total Members Funds</b>	<b>\$39,937</b>	<b>\$38,237</b>

**Zephyr Owners Association  
Treasurer's Report  
Year ended 31 May 2011**

**Trading:**

We sold 13 sails, 4 batten sets, 1 mast, 1 boom and 1 hull to stage 1 (#522). We are currently holding 8 sails in stock. Orders for 2 more hulls have been received and deposits taken. Both hulls will be completed and revenues recognized in the 2012 financial year. Our stock of pine veneer for hull construction will be exhausted following the construction of these two hulls. After a considerable amount of searching by Don Currie we have recently sourced a new supplier, and have committed to the purchase of sufficient quantity for another 6 hulls. The higher price we have had to pay for this veneer is likely to result in a small (as yet unquantified) increase in the price of new hulls.

After consultation with our auditor, Matt Hannah, and our previous auditor, Richard Ineson, the amount for building moulds and royalties, which had previously been treated as a negative asset (i.e. a liability) has been transferred to a new Royalty Reserve account under members funds which more accurately reflects the fact that the cost of the mould has now been written off from royalties received (\$200 per hull). Please note the 2010 comparatives were amended to treat the fixed assets consistently with 2011, and thus Members Funds for the 2010 year increased accordingly.

I am holding indicative orders for 6 masts pending the approval of the new spar supplied by NZ Rigging. It is my recommendation that the ZOA buys a batch 10 masts in total once they are approved for use, and to carry a minimum stock of 4 to ensure ready supply for members. At this stage pricing of the new spars has not been finalized but based on preliminary estimates from NZ Rigging the price should be no more than the current level of \$775 for masts (and possibly less).

The figure for contest promotion relates to the travel subsidy of \$100 for each of the 16 members from outside Canterbury who attended the nationals, consistent with the 2010 level.

**Administration:**

Subscriptions income of \$2450 was in line with 2009 levels following a decline to \$2060 in 2010. Auckland was contributed \$220 to this increase while it was great to see the new

Wellington Association with 15 members bringing in a further \$300. Total paid up ZOA membership stands at 117.

Major expense items were \$811 being the cost of airfares for out of town executive members attending the 2010 AGM in Christchurch, and a \$1000 contribution to the CZOA toward the costs of running the nationals at Akaroa. Newsletter costs were down \$138 due to high uptake of electronic copies.

**Investments:**

Funds in our cheque account currently stand at \$11,137 which includes deposits for the 2 new hulls totaling \$3000. The ASB term deposit of \$14,000 which matured on 16 April was reinvested together with the accrued interest of \$742 for a six month term at a rate of 4.65%. The other deposit of \$10,450 matured on 25 May and was reinvested together with accrued interest of \$532.95 for 90 days at a rate of 4%. The shorter terms are consistent with advice we have received that rates are likely to pick up from the current low levels later in the year. The spread of maturities (16 October and 23 August respectively) means that we split our exposure to interest rates on reinvestment. **Budget:**

This year I have for the first time attempted to produce a budget for the trading operation as well as the administrative side. It is difficult to forecast the level of trading revenue with any great degree of accuracy, but for what it's worth I have made the following assumptions of sales volumes:

*Sails:* 16 - 3 more than 2011 due to 3 new hulls sold

*Battens:* 4 sets - as per 2011

*Masts:* 10 - based on waiting list of known buyers for new mast plus 4 additional

*Booms:* 4 - 3 new boats plus 1 on waiting list

*Hulls:* 3 - deposits held for 2 plus 1 additional

*Subscriptions:* Same as 2011 levels. Expected growth in Wellington offset by decline in Canterbury in the wake of the earthquakes.

*Expenses:* An inflation factor of 4.5% was applied to all costs except president's honorarium and nationals costs.

*Interest income:* Locked in returns for term deposits maturing August and October plus reinvestment at 4.5%.

*Tim Snedden*

*Treasurer*

**Masters' Games  
Nelson, October 16th-18th**

If Zephyr sailors are interested in going, please contact Alex Aitken, [a-a.aitken.clear.net.nz](mailto:a-a.aitken.clear.net.nz)

**Ron Bull Boats  
ZEPHYR FOILS**

With winter coming up quickly (unfortunately) now is a good time to start thinking about maintenance of your boat and equipment. How are your foils looking – do you need to upgrade or improve, or do you just need some R & M? Whichever way we can help, give us a call, we look forward to hearing from you.

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 National Championships  
Thursday Feb 2nd - Sunday Feb 6th 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.

**Likely Programme**

**Wednesday 2nd:** Reg, Measurement and inspection

**Thursday 3rd:** Reg, Briefing, Invitation race.

**Friday 4th:** Race 3 races

**Saturday 5th:** Race 3 races

**Sunday 6th:** Race 3 races, Prizegiving.

**Monday** - travel home day.

Note: Waitangi weekend is the Rugby Sevens weekend and very big 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.

### ***Canterbury News***

The Canterbury season was dominated by earthquake damage which restricted sailing, especially in the Estuary. Consequently the hotly contested "Oborn's Estuary Pennants" were not completed and no cups were awarded. The high point was the Akaroa Nationals and members enjoyed the opportunity of four good days sailing. The large contingent from the North Island made it a great competition inspite of chilly weather.

CZOA AGM & Prize giving was held at Speight's Ale House 22<sup>nd</sup> of May. Shane Smith won the South Island Championship & the Canterbury Champs. Naomi O'Leary won the South Island Women's Champion and Tim Bird won the Canterbury Handicap, with Don LePage taking the over 60's cup.

We look forward hopefully to good sailing this spring. Unfortunately all Estuary clubs and Waimak have all suffered some clubhouse damage. Pleasant Point Yacht Club's site and buildings are irreparable! MPYC and CYC will be sailing this season, and hopefully the Estuary water will be free of contamination for their opening days. Waimak is running winter sailing days as usual, it has good water quality, however with subsidence over a large area, it now occasionally floods the launching area and the boat storage under the clubhouse.

CZOA has a full calender of events for the coming season and the new Nationals venue at Wellington will provide an added incentive to get on the water this spring



*North Island Championships Action or is that Inaction, Rotorua, 2011.*