

West Wind

The Newsletter of the NZ Zephyr Owners' Association

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Editorial

Another year of Zephyr sailing draws to a close. It has been a difficult year for Zephyr sailing in the South Island and the "Christmas" earthquakes will be an added distraction. The south side of the Chch Estuary has lifted in the "quakes", affecting water flows and sailing depth. Occasional sewerage spills have also curtailed sailing activity. The rest of the country has been relatively unaffected, with good winter fleets in Auckland especially.

Administratively it has been a routine year and the minutes of the AGM are included here for those that have not been to the web site in a while. As indicated at the AGM, we do have some rules issues to tidy up. The intention will be to seek some feedback on these at the National Championships, with a view to putting them to the vote after that.

Rules Issues

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 specifications:

Comment: This amendment was inadvertently omitted from the rule change 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.

Mast Development

NZ Rigging has supplied several masts with Steve Pyatt and Colin Maddren being early adopters. The overall appearance and performance of the masts seem fine. Steve Pyatt has already commented on the advantages of being able to completely seal the new sections. The boats do not "turn turtle" as quickly and are easier to right as a consequence. The new masts seem to hold the promise that capsizes are easier to recover from and not as exhausting to achieve!

Building Report

Over twenty "500 series" wooden hulls have now been completed, with the most recent batch of four in various stages of heading to the water. The most recent is #526, a "stock" hull for the ZOA.

The supply of 2.2mm veneer initially obtained from Gunns in

CHRISTMAS GREETINGS

Greetings to all Zephyr owners from the President and the ZOA Executive.

It has been a difficult year for our Canterbury members who have had their lives and sailing affected by the earthquakes. Northern sailors have fared much better but recently been restricted by adverse La Nina

North Easterlies. Hopefully this weather pattern will result in settled weather and lighter than normal winds (for Wellington) for the Nationals at Worsler Bay in February 2012. The Nationals are a chance for all Zephyr sailors to learn from each other, improve their skills, and make new friends. Fellowship and good cheer is always prevalent at these events making them well worth the effort in attending.

Best wishes to all Zephyr owners and their families for a very merry Christmas and an enjoyable and prosperous New Year.

Murray Sargisson



Christchurch has now been used up, with #523 the last boat to be built completely from it. #524 has two skins of Gunns 2.2mm veneer and one of the newer 2.3mm veneer.

We are gaining a greater appreciation of the advisability of glassing the wooden boats - which most owners are doing anyhow. The addition of an outer layer of fibreglass stabilizes the timber beneath with the advantage of bringing the boats up closer to weight. Without the fiberglass layer, some continued movement of the outer veneer layer can be expected after finishing as it adjusts to the ambient moisture level of the sailing environment. The drier the build veneer, the more likely movement after finishing become - traditionally, bare timber hulls were washed down with warm water to bring up the water content, before drying and painting. Movement in the outer timber layer probably never really ceases completely either. If you look carefully at the older Zephyrs, occasional small raised patches can be seen.

2011 North Island Champs Report

The NI champs for the Zephyr Class 2011 were hosted by Taupo Sailing Club. We had 24 boats in all, 12 from Auckland, 4 from Tauranga, 2 from Hamilton, 1 from Rotorua, 5 from Wellington. There were several new sailors to a North Island Regatta - Craig Smith from Auckland, Gail Moynagh from Wellington and Nick Oxborrow from Hamilton.

The Taupo Sailing Club has a wonderful lake front location with a large grassy area for rigging and leaving boats and trailers. Launching is almost effortless. A push of the beach trailer into the waist deep water then it is a simple matter to push the beach trailer up the sand to sit waiting our return. Everyone had their own place on the Lakefront. Returning to shore was equally simple.

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Zephyr Owners' Association
Minutes of the Annual General Meeting
Pt Chevalier Yacht Club, 1930hrs, 18th August, 2011

Attendance: M Sargisson, R Ebert, T Snedden, A Miller, P Williams, C Hargreaves, R Martin, B Peet, R Turner, S Smith, D Currie, G Salthouse, S Pyatt, T Ross, D Blair, C Maddren, B Baker.

Apologies: N May, A Knowles, B Hopwood, C Smith, A McGlennon, P Humphries, *Accepted Ebert/Snedden.*

Minutes of the Previous Meeting (Mt Pleasant); These had been previously circulated in the West Wind and were taken as read. Accepted as a true and correct record of the previous AGM. *Williams/Snedden.*

Matters arising from the previous meeting; Nil

President's Report; Murray Sargisson read out his Annual Report. He alluded to the many people that had contributed to the ZOA over the last year, especially Don Currie, Russell Turner and Tim Snedden with their collaboration over the NZ Rigging masts. The ZOA looked forward to the first Nationals in Wgtn next year. The full report will be in the next West Wind. Report accepted *Sargisson/Pyatt*

Treasurer's Report;

Tim Snedden spoke to his previously circulated report (West Wind, July 2011).

- Orders for new boats have been received, a new stock of veneer for them sourced and their pricing reviewed and adjusted. Veneer for a further 10 boats was now on hand and the ZOA would review the need to hold more if supply was likely to be a problem.
- Work had continued on the masts and the latest mast was presented at the meeting. It has measured close to the median in our mast database and was therefore acceptable for "production". An initial run of three masts to be ordered with further orders subject to satisfactory testing. A stock of four masts was intended. Price to be decided, but it was likely to be similar to the previous Northland Spars price. Three pricing options were likely;
 - Bare mast
 - Kit set of fittings for owner finishing
 - Fully finished.
- **2011 Budget:** Tim outlined the generally healthy state of ZOA accounts, a legacy of Alex Aitken's time as Treasurer, and recommended no change to the current subscription of \$20. He also outlined an indicative budget for the coming year. He anticipated mast and boom trading volumes would increase, but it was unclear by how much. *Moved "that the ZOA subscription be maintained at \$20." Snedden/Ebert*
- Audited Accounts: Matt Hannah's contribution in the auditing of ZOA accounts was acknowledged.

Election of Officers;

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

Patron; Noel May, *Ebert/Peet*

President; Murray Sargisson. *Ebert/Williams*

Secretary; Rob Ebert, *Sargisson/Snedden*

Treasurer; Tim Snedden, *Sargisson/S Smith*

Auditor; Matt Hannah, *Snedden/Sargisson*

Committee Members;

Steve Pyatt (Auckland)

Shane Smith (Christchurch)

Andy Knowles (Tauranga)

Chris Hargreaves (Wgtn)

Russell Turner (Auckland)

Richard MacKay (CZOA President)

Phil Williams (Wgtn)

Tony Miller (AZO)

General Business;

Building Report

Covered under the Treasurer's Report

Masts

Now at the "production" stage as outlined in the Treasurer's report.

Sails

No new production issues. Six currently in stock. Dave Blair queried whether the cloth had changed, as he felt the sails were not lasting as long. This prompted a discussion on the quality and longevity of the current sails. In general though, the meeting indicated general satisfaction with the sail quality and supply. It was understood that the sails were now made off shore and folded for shipping to NZ. This resulted in a crease in the after part of the sail that disappeared with use. A general discussion around sail construction and supply would be had with Doyle Sails if the opportunity presented. The specified cloth should also be a matter of record.

Carbon Masts

Tony Miller outlined AZO's continued interest in carbon masts for the Zephyr class, suggesting that the move was inevitable ultimately and that the class would take about three years to investigate and develop the carbon option, so we should start the investigation now. This prompted a wide ranging discussion covering the following points;

- *The ZOA had made itself aware of the issues in carbon mast development, but had focussed its efforts in securing the continued supply of alloy masts with NZ Rigging as a more pragmatic option.*
- *Whilst the ZOA was vulnerable with one mast supplier, there was no short to long term risk to the supply of alloy masts providing NZ Rigging remained a viable company. Even so, a number of alloy fabricators could conceivably manufacture the masts if needs be. The risk could be further mitigated by the ZOA holding greater inventory of masts.*
- *Experience with carbon masts in other classes was available; Key points were;*
 - *A one design sail is an advantage – it means only one mast need be developed.*
 - *Alloy masts that were failing provided an incentive to move to a more reliable carbon mast*
 - *The mast measurement database was able to provide a basic static bend specification for a carbon mast*
 - *Producing prototype masts was relatively straightforward, but subsequent testing by the class to determine their sailing characteristics needed to be accurate and was time consuming. Starling experience suggested that depending on mast stiffness, carbon masts could lower the ideal class weight as lighter sailors became adept at depowering their rig. The Zephyr class would need to be careful in managing this risk.*
 - *Development of a sailing carbon mast prototype would likely undermine developing supplier relationship with NZ rigging and stimulate interest in the masts.*
 - *Carbon masts should be more properly termed composite masts.*

- *Class rules do not currently permit composite masts*

It was resolved that “the ZOA investigate the development process for a composite mast” Moved Miller/Pyatt, carried with three dissenters.

Brian Peet was asked to contribute his experience with composite mast development based on the Starling experience.

Nationals 2011-12

Phil Williams outlined arrangements for the National Championships at Worsler Bay. (See below)

Contest Measuring

Phil sought advice on the measuring required for the Nationals. This prompted a discussion on what could and should be measured, and how, the general feeling being that this was still an area that needed tightening up. It was agreed that the ZOA needs to supply templates for the foil plan and thickness, with Don Currie and Russell Turner undertaking to do this. The ZOA also undertook to provide guidance to the host club on what should be measured and what wind limits the event should be governed by.

National Contest 2012-13

At an Auckland venue, time and date to be decided.

Boat Weight and Modifications.

Steve Pyatt drew the meeting’s attention to recent discussion in the Auckland Zephyr Owner’ AGM seeking clarification on what can legitimately be done to get boats down to the minimum weight allowed in the Class Rules. It was suggested that many may have already been lightened in apparent contravention of the class rules. The meeting accepted the view that owners need to be allowed to ‘rebuild’ boat to get near the 57kg limit as it keeps the old boats sailing. It was recognised that the rules need to focus on enforcing “performance factors” such as hull shape and mast length rather than enforcing aspects that don’t affect performance. Clarification on the measurement of rudder size was also suggested – is it below the rudder cheeks or below the hull extension.

It was suggested the rules be scrutinised with a view to having them incorporate the principles expressed. Don Currie, Steve Pyatt and Shane Smith undertook to look into this.

Boat Weight

A proposed rule change suggesting an allowance for additional items usually on the boats when weighed, was mooted. It was

suggested it be referred to the group looking at boat modifications and weight. In principle, it was suggested that as many of the performance enhancing factors as practicable be included – such as foil weight and other routine such as cleats, control lines, hiking straps and compasses.

Rule Changes

Rob Ebert proposed some “tidy up” rule changes that had arisen in the mast and hull supply. He proposed dealing with these over the next year or so. The internal halyard rule change was no longer being sought by Wellington sailors.

Publicity

Greg Salthouse spoke to the ever present need to publicise the class, and the meeting did identify the possible risk to class growth from the Laser Radial. The meeting agreed that the ZOA should look positively at any publicity proposals.

Meeting closed 2215

National Championships, Worsler Bay Draft Programme.

<i>Date</i>	<i>Event</i>	<i>Social</i>
<i>Wed Feb 1st,</i>	<i>Registration, Measuring</i>	
<i>Thurs, Feb 2nd,</i>	<i>Registration, Measuring Invitation Race, Race 1</i>	<i>BBQ</i>
<i>Frid, Feb 3rd,</i>	<i>Races 2,3,4</i>	<i>Dinner at the Roxy</i>
<i>Sat, Feb 4th,</i>	<i>Races 5,6, 7</i>	<i>Wgtn Sevens Fi- nal</i>
<i>Sun Feb 5th,</i>	<i>Races 8&9,</i>	<i>Prizegiving</i>
<i>Mon, Feb 6th,</i>	<i>Travel Home</i>	

Secure overnight storage for boats would be available. The Wellington Sevens were on at the same time, so sailors were advised to book accommodation early.

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Taupo turned on a mostly overcast weekend, with 5 to 15 knot ‘offshore’ winds which were very shifty in true lake style, and relatively flat water. Courses were mostly triangles, with a couple of windward leewards. The small team of race organisers set up an exacting test of sailing skills. Most of the time it paid to go to the corners – the middle did not often pay! In true Zephyr fashion, the starts and racing were civil, with no protests, and no aggravation despite the very tight racing. The fleet was littered in talent, and to miss a wind shift, was to cost a couple of places at least. Only two boats capsized in the whole regatta, both near gybe marks, and Andy Knowles remained consistent in this elitist group.

Racing was particularly tight, any of the top four boats could have won going into the last race. Steve Pyatt looked good after 5 races on day one, but he could feel the others breathing down his neck. Overall winner was Tim Sneddon who chipped away

with a very nice brand new boat. In second place by one point was Steve Pyatt. Grant Beck (NZ Yachtsman of the Year) made up 3rd place followed by the talented, unassuming and ever-humorous, Phil Williams, again, one point further back. In “flight 2’, legendary yachtsman Murray Sargisson, complete with wooden rig, established a solid 5th place. Equally stunning was Colin Maddren at 70 years old with some significant results, at 6th. Tauranga local was Andy Knowles at 7th with consistent results. Rock steady Tony Miller came in at 8th, and Geoff Collins improved on day 2 to come in at 9th.

Taupo Yacht Club put on a very convivial BBQ on Saturday night. The weather obliging cleared in the late afternoon, providing some much appreciated sunshine and an improved view down the lake, a welcome addition to the very laid back venue and hospitality.

2012 Zephyr National Championship

1st February to 5th February 2012

The organising Authority is the
Worser Bay Boating Club (Inc)
Marine Parade Seatoun, Wellington.
P O Box 15030 Miramar.

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 organising 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 fees, to Mr Bob Shaw, treasurer, Worser Bay Boating Club, P O Box 51030 Miramar, Wellington 6022 by 5th January 2012
- 3.3 Late entries will be accepted under the following conditions: That the Entry form with Entry and Late Entry fees if applicable, be received no later than 1200hrs on 2nd February 2012.
- 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 current member of the Zephyr Owners' Association. Proof of these and a copy of the competing boat's Measurement Certificate shall be submitted at the latest, at Registration.

4 FEES

- 4.1 Required fees are as follows: Standard Entry \$80.00
- 4.2 Other fees: Late Entry Fee \$20.00

5 SCHEDULE

- 5.1 Registration:
Wednesday 1st February from 1600hrs to 1800hrs and Thursday 2nd February from 0800hrs to 1200hrs
- 5.2 Measurement and inspection: Wednesday 1st February from 1600hrs to 1800hrs and Thursday 2nd February from 0800hrs to 1200hrs
- 5.3* Dates of racing:
2nd, 3rd 4th and 5th February, 2012
- 5.4 Number of races:
9 races (excluding the practice race), up to 4 per day.
- 5.5 The scheduled time of the warning signal for the practice race is 1300hrs and Race 1, 1430hrs on Thursday 2nd February, 2012.
- 5.6 The scheduled time of the warning signal for the first race each subsequent day is 0930hrs. On 5th February no warning signal will be made after 1500hrs.

6 MEASUREMENTS

- 6.1 Each boat shall produce a valid measurement certificate.

- 6.2 In addition all boats shall be measured and inspected at one of the above times. Minimum weight for the purposes of this contest will be 57kg plus an allowance for control lines and to straps of 700g (excluding the mainsheet) plus an allowance of 400g if there are any running blocks attached to such lines.

- 6.3 The Class Measurer is the measurement authority for RRS 64.3

7 SAILING INSTRUCTIONS

The sailing instructions will be available after the 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:
Combinations of Triangular / Windward / leeward.

10 SCORING

- 10.1 5 races are required to be completed to constitute a series.
- 10.2 (a) When fewer than 6 races have been completed, a boat's series score will be the total of her race scores.
(b) When from 6 to 9 races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

11 SUPPORT BOATS

Support boats must register at the race office and fly the burgee of the club it is supporting.

12 LAUNCHING

Unless otherwise directed by the Organising Authority, all competing boats and equipment shall be launched and retrieved from Worser Bay Beach.

13 RADIO COMMUNICATION

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

14 PRIZES

Prizes will be given as follows:

- Zephyr Championship Trophy
- Zephyr Championship Runner-up
- 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.

15 DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to Race. The organising 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.

16 FURTHER INFORMATION

For further information please contact Phil Williams. Filly-willy50@hotmail.com or look on www.zephyr.org.nz

SUBSCRIPTIONS 2011-2012

Subscriptions for 2011-12 are \$20 for the NZZOA, and \$20 for the association in Auckland, \$10 for Hamilton, Wellington and Christchurch. If you are outside these areas, the \$20 NZZOA sub can be forwarded to Tim Snedden.

Zephyr North Island Championships Taupo Yacht Club December 2011											
Sail	Name	Club	R 1	R 2	R 3	R 4	R 5	R 6	R 7	Total	Nett
523	T Snedden	RNZYS	3	3	4	2	1	3	2	18	14
512	S Pyatt	Murrays Bay Yacht Club	4	1	2	1	3	7	4	22	15
511	G Beck	Wakatere	2	5	1	4	5	1	3	21	16
502	P Williams	WBBC	8	4	3	3	2	4	1	25	17
82	M Sargisson	Point Chevalier Sailing Club	6	2	5	5	6	5	12	41	29
301	C Maddren	Point Chevalier Sailing Club	1	8	6	9	11	2	5	42	31
520	A Knowles	TYPBC	14	7	8	6	8	6	6	55	41
157	T Miller		12	6	7	18	4	19	13	79	60
32	G Collins	TYPBC	10	11	12	14	10	10	8	75	61
155	R Bryant	WBBC	7	9	17	12	22	9	10	86	64
188	Bob Allen	Point Chevalier Sailing Club	11	12	10	17	15	11	7	83	66
113	R Martin		20	13	13	7	13	12	9	87	67
304	R Ebert	Hamilton Yacht Club	5	16	16	11	9	16	11	84	68
171	D Blair	Murrays Bay Yacht Club	18	15	9	8	7	13	16	86	68
145	Gail Moynagh	WBBC	15	10	14	13	17	15	15	99	82
34	P Stacey	TYPBC	13	19	11	16	12	17	17	105	86
313	C Hargreaves	WBBC	19	14	15	10	18	18	18	112	93
54	N Oxborrow	Hamilton Yacht Club	9	21	20	19	19	14	14	116	95
46	R Dreverman	Wellington	16	17	21	20	16	8	19	117	96
120	P Truscott		17	18	19	15	21	21	21	132	111
109	H Eichholz	TYPBC	21	20	18	21	14	20	20	134	113
69	Craig Smith	Wakatere	23	22	22	22	20	22	22	153	130
119	Steve Butler	Rotorua Yacht Club	22	24	24	23	23	23	23	162	138
185	T McClennon	Point Chevalier Sailing Club	24	23	23	24	24	24	24	166	142