

West Wind

The Newsletter of the NZ Zephyr Owners' Association

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May 2014

Zephyr National Championships Skippers; Forum

Naval Point YC, 6th February, 2014

Murray Sargisson welcomed sailors to the meeting.

Tim Sneddon spoke to a circulated financial report. He noted;

- Surplus funds have been moved to a higher interest bearing savings account
- Overall the balance sheet is strong
- Doyle Sails continue to provide an efficient service, we have continued to order batches of 10, re-ordering when down to 5.
- Masts; Quality is generally satisfactory, though supply times can vary at times. A recent breakage at the gooseneck is suspected to it having been from defective alloy. Sailors reminded that masts are manufactured over length and need to be trimmed.
- Hulls; No new hulls are available at present. Glue void issues are an ongoing problem, highlighting issues with hull quality and lamination between skins. Whilst Mark Robinson is still interested in building hulls, orders for future hulls have been placed on hold. New Zealand Traditional Boatbuilding School has lost its facilities and is recess. Zephyr jig and veneer stocks are in storage.

Rule Changes

Rob Ebert reminded the meeting of the rule change proposals out for discussion, with voting on them to come. Discussion on the boat weight proposal, with clarification that this was aimed at making the boat weighing process easier, not to change the weight of the boats.

2015 National Championships

Tauranga have offered to host next years event, from Feb 10th-14th.

Skipper's Forum Follow Up

This section follows up on issues raised in the Forum

Wind Limits Rules

Steve Pyatt proposed an O Flag system, which under Rule 42, allows for pumping, rocking and ooching over a certain wind limit. This would obviate the need for umpires in future events.

Wind Limits Rules Follow Up

I asked Steve Pyatt to elaborate on the above proposal and he responded as below;

ISAF Rule P5

The O/R flag procedure is now in the rule book, see Appx P section 5 (pasted here for convenience):

P5 FLAGS O AND R

(a) If the class rules permit pumping, rocking and ooching when the wind speed exceeds a specified limit, the race committee may signal that those actions are permitted, as specified in the class rules, by displaying flag O no later than the warning signal.

(b) If the wind speed exceeds the specified limit after the starting signal, the race committee may display flag O with repetitive sounds at a *mark* to signal to a boat that the actions are

permitted, as specified in the class rules, after she has passed the *mark*.

(c) If the wind speed becomes less than the specified limit after flag O was displayed, the race committee may display flag R with repetitive sounds at a *mark* to signal to a boat that rule 42, as changed by the class rules, applies after she has passed the *mark*.

This is being adopted by many classes for a variety of reasons but the ones that affect our class include:

1. It is difficult in windy conditions to determine who is using rule 42 to excess so those that do get away with it giving them an advantage over those that err on the minimalist side.
2. The amount gained by unlimited pumping is far less in strong winds than light or marginal conditions and anyone can do it once the rule is switched off rather than trying to work out what is acceptable and what isn't.
3. When rule 42 becomes a problem and has to be policed by judges then the cost of the regatta escalates significantly so having self policing in lighter winds when pumping/rocking is obvious and easy to detect but allowing it when it matters less and is hard to detect.
4. It makes breezy sailing more fun and saves all the arguments!

Two examples of class rules enacting P5 are;

Finn Class

The Finn Class recommends that race committees apply Rule C.1.1 (1) in winds of 10 knots and above, measured at deck level on a race committee boat at the windward mark.

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(a) The following RRS 2009-2012 rules shall apply as amended below:

(1) If the average wind speed is above 8 knots, measured at deck level, the race committee may permit pumping, rocking and ooching after the starting signal. (change of RRS 42.2(a), RRS 42.2(b), RRS 42.2(c)). The signals will be made according to RRS P5.

So is it now time to consider stating a wind limit for this common procedure in our class rules to give RCs the ability to invoke the provisions described? A suggested limit of Zephyrs is 10kts.

The 'Gale Force' 720°.

The other proposal is the Gale Force 720. Back when "alternative penalties" were introduced in lieu of DSQ/RTD, it was a % penalty. We had to display 'I-flag' (in the same way we used to use protest flag) and get (I think) 20% added to the score. Later, someone came up with the 'turns' penalty as they felt that 20% was so harsh people just never admitted fault. The 720° is great in normal conditions and just puts you behind the bunch that you infringed. If we are to race in conditions like Lyttelton (28kts recorded whilst I was attempting a penalty, not to mention the wind over tide waves) then a 720° becomes almost impossible and sends you to the back which was not the intention. In those conditions the Zephyr must be

amongst the worst boats to spin in a short space as the round hull, long boom and short V-d bow conspire against getting the gybes in.

The suggestion is that the guilty sailor choose to do either a 720° if they believe they are good enough to pull it off of sail on an accept a 20% penalty. The latter is harsh but in extreme conditions still better than failing to complete a 720°.

Hull Construction Issues

Tim Snedden alluded to difficulties in the supply and quality of Zephyr hulls. Subsequently, a small group (R Brooke, T Snedden, D Currie, M Sargisson) met to explore the issue.

The group felt the ZOA needed to recognize that it is becoming more difficult to source new hulls at the right quality and price. The ZOA cannot realistically expect a quality finished hull unless the builder had a personal interest in the class, and was therefore prepared to charge his labour at the current rate of \$30/hr - which is around half what a professional boat builder would currently charge.

The last two hulls (528 & 529) contained various inaccuracies an unacceptable number of glue voids, issues identified in previous hulls. Hull # 527, from a different builder, was of good lamination quality but many extra hours were spent on the hull by a very low cost assistant. Further, the supply of suitable veneer will be will continue to be challenging and resorcinol glue is likely to become harder to get.

If the future of the class is to be safeguarded, the ZOA would be wise to evaluate low labour cost solutions for new hulls (eg glass fibre). Retention of the wooden centre case, deck and side tanks were seen as essential part of the attraction and character of the class.

It was suggested that Don Currie take over the wooden hull construction. Don said he was happy to build wooden hulls and build a plug for any glass mould. However, he would not continue building veneer hulls indefinitely if a change to glass fibre (or similar) was not going to occur. The veneer stocks currently being held by Robert Brooke were assessed as been adequate for four hulls (one for a plug, 3 hulls and a little left over for repairs).

Initial discussions with Greg Salthouse suggest a glass hull – shell only and no timber work - would be approx \$2000. If the hulls were produced from a female mould there would be no further costs of fairing, sheathing and painting. Cost of a mould was estimated at less than \$10,000.

It was suggested that the ZOA Committee agree in principle to proceed with evaluation of alternative materials for building Zephyr hulls. This should include an understanding of future costs. It was suggested sub-committee of suitably qualified people prepare a proposal for the ZOA to present to all members for discussion.

The ZOA is currently considering this proposal.

Rob Ebert

2014 NATIONAL ZEPHYR YACHTING CONTEST

Aucklander Tim Snedden sailing 523 “Quandry” took out his fifth consecutive national title in Lyttelton over Waitangi weekend. With a 1-2-1-1-1-2-1-1 tally from 8 races, Snedden was a clear winner over second place-getter, Greg Wright (Wellington) with a 2-1-4-3-2-6-4-2 score (low points scoring system).

The event was sailed in conditions varying from over 22 knot north-easterly breezes with a vigorous chop early on, to 8 -10 knot south-westerly and ideal sailing conditions towards the end. The event attracted 60 competitors, 36 of whom travelled from the North Island and one even from Australia, making this one of the biggest senior sailing national contests in the country. The participation of five women competitors in the event, some of whom compete at the highest level, has greatly pleased the event organisers and reinforces the awareness that this is a class of boat entirely suited to mixed competition on even terms. Skippers of all ages from 19 to 81 took part, creating a pleasing intermingling of all age groups.

Races 1 and 2, Waitangi Day were sailed in about 14-16 knots northeast, increasing to 16-18 later. Starting 60 boats requires a very large starting line with a great deal of discipline, resulting in a general recall for the first race, and the race officer, Phil Folter, using the Z flag (20% penalty) for all subsequent starts, which restrained all but the most exuberant.

Race 3 the following morning, again in rough water (for Zephyrs) with a 15 knot northeasterly against the outgoing tide, was another busy day. However the breeze increased to 22 knot for race 4 in the afternoon, as the anticlockwise high off the South Island east coast reinforced the sea breeze, with the result that some sailors left the field before or during the race, and some others got into significant difficulties and needed extensive help. With the breeze increasing further gusting to 25 knots, the second race of the afternoon was abandoned by Phil before further problems could ensue.

With a south west change forecast for Saturday, South Islanders were naturally concerned as they know how bad that can be, however the 4 races Saturday and one Sunday were in ideal sailing conditions with 8-10 knot southwesterly early increasing to 14-16 knots later, good seas, some variation in wind direction and intensity, the only difficulty being the cold, especially earlier on.

With this variation in conditions the contest gave an opportunity for everyone to excel at their favourite condition, but as is so often the case, the best are always the best.

Richard Mackay

*Zephyr National Championships
Thursday Feb 10th - Sunday 14th 2015
Tauranga Yacht and Powerboat Club
Tauranga.*

Zephyr National Championship Winners, 2014

Zephyr Championship Trophy	Tim Snedden	Zephyr Masters Trophy over 60 years	Phil Williams
Zephyr Championship Runner-Up	Greg Wright	Zephyr Masters Trophy 50 - 59 years	Tim Snedden
Zephyr Handicap Trophy	Richard Dreverman	Zephyr Masters Trophy 40 - 49 years	Glen McKenzie
Zephyr Championship - Female	Carla Holgate	Under 30	Jess Proko

Zephyr National Championship Results (Christchurch) 2014

No.	Helm	R1	R2	R3	R4	R5	R6	R7	R8	R9	Total	Nett	Rank
523	T Snedden	1	2	-5	1	1	1	2	1	1	15	10	1st
190	G Wright	2	1	4	3	2	6	-8	4	2	32	24	2nd
502	P Williams	5	6	1	2	9	-12	4	9	5	53	41	3rd
527	M Thomas	3	7	-15	7	8	5	3	5.5	3	56.5	41.5	4th
59	K Gager	13	3	3	4	(15.0 ZFP)	7	5	15.0 ZFP	7	72	57	5th
520	A Knowles	8	8	12	12	4	2	9	-14	6	75	61	6th
512	S Pyatt	6	18	-37	11	10	3	1	16	4	106	69	7th
3	G Mckenzie	4	9	21	17	12	4	15	2	(60.0 DNC)	144	84	8th
82	M Sargisson	7	5	14	14	5	(25.0 ZFP)	13	21.5	11	115.5	90.5	9th
225	C Holgate	10	12	11	15	14	8.5	6	-18	17	111.5	93.5	10th
508	C Moss	9	4	16	5	35	-37	11	5.5	9	131.5	94.5	11th
522	T Holgate	12	21	10	9	-24	11	14	13	14	128	104	12th
4	J Prokopavicius	35	17	7	(60.0 DNF)	6	19	7	19.0 ZFP	13	183	123	13th
154	D Smith	22	11	17	21	15	-24	12	11	18	151	127	14th
47	P Pearson	17	14	23	10	19	-30.5	10	28	8	159.5	129	15th
88	B Smyth	11	13	2	27	40	(56.0 ZFP)	19	8	15	191	135	16th
145	M Berry	18	-28	20	25	19.0 ZFP	14	16	12	12	164	136	17th
304	R Ebert	16	10	19	(60.0 DNC)	13	33	17	10	19	197	137	18th
519	P Dawson	15	15	13	20	(30.0 ZFP)	15	26	23	10	167	137	19th
46	R Dreverman	20	16	6	28.0 ZFP	20	(38.0 ZFP)	35	19.5	32	214.5	176.5	20th
195	S Berry	-40	27	26	18	16	16	27	21.5	28	219.5	179.5	21st
524	D Lyford	32	20	24	6	28	17	29	29	(60.0 DNC)	245	185	22nd
506	R Bryant	34	23	18	24	22	21	-41	24	21	228	187	23rd
504	J Bacon	14	30	8	25.0 ZFP	-49	27	44	25	16	238	189	24th
177	B Jesson	21	19	9	8	(60.0 DNF)	25	30	19.5	60.0 DNC	251.5	191.5	25th
525	C Hargreaves	25	22	25	(60.0 DNF)	17	34	20	27	24	254	194	26th
188	P Busfield	28	26	22	(60.0 DNF)	30	22	23	39	23	273	213	27th
323	R Rooney	26	(60.0 DNS)	34	60.0 OCS	25	18	18	16	22	279	219	28th
301	C Maddren	38	39	27	26	23.0 ZFP	10	33	46	(60.0 DNC)	302	242	29th
254	R Ineson	35.0 ZFP	33	33	(60.0 DNC)	38	35	32	16	20	302	242	30th
308	S Novak	36	25	30	34.0 ZFP	33	28	-38	31	27	282	244	31st
514	J McDowell	31	38	29	(60.0 DNC)	27	32	24	38	33	312	252	32nd
318	T Park	(54.0 ZFP)	46	36	19	21	20	40	41	34	311	257	33rd
107	G Bird	24	32	45	(60.0 DNC)	29	36	31	35	26	318	258	34th
330	N O'Leary	45	42	48	(60.0 DNC)	23	8.5	25	40	35	326.5	266.5	35th
317	M Hay	27	24	(60.0 DNF)	60.0 DNF	34	43	28	26	25	327	267	36th
516	T Crew	30	36	38	(60.0 DNC)	42	23	42	34	36	341	281	37th
521	R McKay	41	29	43	(60.0 DNF)	26	39	34	33	37	342	282	38th
29	T Bird	29	35	(60.0 DNS)	60.0 DNF	36	42	21	32	30	345	285	39th
74	D Norris	43	46.0 ZFP	32	(60.0 DNC)	49.0 ZFP	29	37	30	29	355	295	40th
256	D LePage	19	31	28	(60.0 DNC)	41	38	60.0 DNF	48.0 ZFP	31	356	296	41st
155	A Paterson	46	45	47	(60.0 DNF)	32	53.0 ZFP	36	47	41	407	347	42nd
252	T Kite	50	44	(60.0 DNF)	60.0 DNC	43	30.5	39	42	40	408.5	348.5	43rd
176	J Boraston	49	43	41	23	53	-54	54	51	38	406	352	44th
322	P Stokell	47	49	35	(60.0 DNC)	31	46	43	45	60.0 DNC	416	356	45th
18	K Paine	33	(60.0 DNF)	46	60.0 DNC	47	48	22	44	60.0 DNC	420	360	46th
221	G Tassicker	37	(60.0 DNF)	44	60.0 DNC	50	45	48	48	39	431	371	47th
89	H Bennett	52	50	39.5	(60.0 DNC)	39	40	56	43	60.0 DNC	439.5	379.5	48th
134	T McGlennon	54	51	(60.0 DNF)	28	56	57	50	49	42	447	387	49th
75	C Bridges	39	40	31	(60.0 DNC)	44	59.0 ZFP	60.0 DNC	60.0 DNC	60.0 DNC	453	393	50th
85	P Crofts	44	37	(60.0 DNC)	60.0 DNC	60.0 ZFP	60.0 ZFP	45	37	60.0 DNC	463	403	51st
312	H Garside	57	53	49	(60.0 DNC)	54	58	52	53	43	479	419	52nd
170	R Prokopavicius	51	48	(60.0 DNC)	60.0 DNC	46	51	51	60.0 DNF	60.0 DNC	487	427	53rd
307	C Bridges	48	41	39.5	(60.0 DNC)	60.0 DNC	60.0 DNC	60.0 DNC	60.0 DNC	60.0 DNC	488.5	428.5	54th
305	B Beere	(60.0 DNF)	60.0 DNS	42	60.0 DNC	48	49	53	60.0 DNF	60.0 DNC	492	432	55th
39	R Mackie	56	52	(60.0 DNF)	60.0 DNC	51	53	47	54	60.0 DNC	493	433	56th
192	R Buddle	(60.0 DNF)	60.0 DNF	60.0 DNC	60.0 DNC	45	56	46	50	60.0 DNC	497	437	57th
141	D McKellar	(60.0 ZFP)	47	60.0 DNS	60.0 DNC	57	55	49	52	60.0 DNC	500	440	58th
147	A Aitken	55	(60.0 DNF)	60.0 DNS	60.0 DNC	52	50	55	60.0 DNS	60.0 DNC	512	452	59th

Murrays Bay Summer Evening Sprint Series

This season's Wednesday evening Zephyr sprint racing series at Murrays Bay was the most successful ever with 24 sailors taking part in total and more importantly 10-12 each evening. An indication of how far above getting the minimal 'critical mass' we were aiming for is that the series continued with five boats whilst many were away at the Nationals, when it would normally cease. This shows awesome growth and that it is attracting sailors from all over the region.

The aim of growing the fleet was to enable coaching to be viable and the aim of that coaching was to bring the fleet closer together. This has been achieved. We have seen huge increases in performance at the tail of the fleet with new sailors moving from being well behind the fleet, initially to being up with the fleet and mixing it with the bulk of the fleet. Some who were mid-fleet are now occasionally challenging for the top spots. Most of the fleet gained something from the sessions with even the old hands picking up some tips from the different perspective of the coaches from outside the class. This was significantly aided by the use of Pete Dawson's 'Head Coach' system which enables a coach to talk calmly to all sailors either together or in groups rather than shout over the engine and wind noise to one at a time.

The final evening proved to be a great climax to the series. The weather forecast was right (summery and enough wind), there were heaps of boats (17) and a tsunami heading our way! On the night the lighter sailors prevailed even though it was a good hiking breeze at times.

Grant provided excellent advice over the 'Headcoach' system which was certainly lively and entertaining. Brian Haybittle

(aka PolarKiwis on You Tube) shot a 'GoPro' sequence of the session which is now on You Tube at:

http://m.youtube.com/watch?v=prMfHe_FzU for those that want to view it.

The series for the entire season's 'Salthouse Sprint Series' trophy required 43 races to count. Success depended on a combination of ability, performance and attendance. Grant managed to do 47 this year and he won 25 of those to take the trophy without sailing the last session, counting 70 pts. The only 'podium' places that could change on the night were 2nd/3rd between Pete Dawson and Steve Pyatt, with Pete holding a 8pt advantage going out, being rewarded for sterling attendance in only counting firsts, seconds and thirds. Steve managed to get a 1st and 3rd to count catching up 4 pts of that so ended up on 88pts whereas Pete didn't get any counters so stayed on 84 pts but that was enough to take 2nd in the series. After racing we had the now traditional BBQ sausages and beers but also a small ceremony to thank the Turners for their support of the class at MBSC and for the assistance offered to Phil in running the busier races this season by Finn Drummond. The series is a victim of its own success in that what was an easy job for Phil is now a challenge in running the races and recording so many finishing closely and of course there are now OCS's to deal with too.

It was with mixed feelings that Steve handed the trophy over to Grant. As a competitive person there was natural disappointment in breaking the winning sequence of many years but it very satisfying to see the series livened up and not become a personal benefit for the organiser!

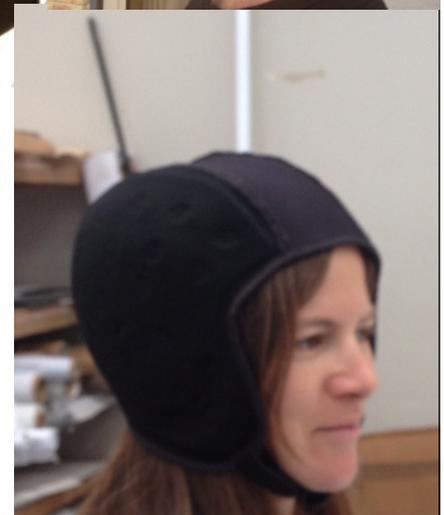
Steve Pyatt

HeadCoach

The above article refers to Headcoach, a coaching aid being refined by Pete Dawson. As depicted here, it consists of some Rugby style head gear containing small speakers. A UHF device broadcasts instructions or comments to all users. Its advantages in sailing are obvious. No more need to chase down your client and yell at them over the outboard motor. More than one sailor can be assisted at once.

It has been in regular use throughout the season, with the Murrays Bay Summer Evening Sprint Series sailors serving as the "crash test dummies". I am told that Zephyr sailors proved to be an ideal proving ground for the device being a group with a pretty short attention span and modest ability. HeadCoach enables instructions and tips to be given to the whole fleet, substantially increasing the chance that maybe one Zephyr sailor out there will cotton on!

The water proof nature of the head sets was tested by having Grant Beck coach the fleet! The YouTube clip above gives a pretty one a pretty good idea of the units in action.



Ron Bull Boats ZEPHYR FOILS

Winter 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, Whangaparoa
Ph: 09 428-3950, Fax: 09 424-2551
Email: ronbullboats@xtra.co.nz

Zephyr Class Rules Changes**2014**

The following rule changes are proposed to the Zephyr Class Rules. They were formulated by a sub-committee of the ZOA and circulated to members for comment and consultation. Under Class Rules, six signatures are required to initiate a vote on these rules, with voting on them after at least four weeks.

Rule 1.10 Registration and Measurement

New Rule 1.10.14, The ZOA Committee may grant a measurement certificate to a boat which has been altered or otherwise does not comply with these rules, if the committee is satisfied that the non complying features do not materially affect its potential speed or handling characteristics.

(At present, any variation from the rules is merely noted on the certificate. Under this provision, the committee would approve or otherwise, of variations)

Rule 2.1 Hulls

2.1.1 Hulls shall be supplied with deck beams, gunwales, carlins, deckposts, centrethwart, centrebase, bulkheads and mast step permanently fitted. A fore or aft deckpost is optional. No alteration to the hull as supplied shall be permitted except as provided for herein.

(Small change to allow bulkheads to be installed by the builder and permitting the retention of the deck posts)

Rule 2.1, Hulls

2.1.2 Minimum weight of the hull, including the following fittings, shall be 58kgs. Included fittings are; chain plates, fixed rudder fittings, cleats, hiking straps, buoyancy bags, blocks, mainsheet take off system, control lines for the vang, cunningham, traveller and forestay, compass, drink bottle holder. Excluded are mainsheet, centreboard, rudder and all items that rotate with the rudder, gear bags, loose bailers, sponges, drink bottles.

(This is a provision to simplify the weighing process only, not to change the weight of the boats. What has been happening is that a variable weight provision, between 0.75 - 1.0 kgs above 57kgs has been inserted in the SIs to simplify measuring at Nationals)

Rule 2.2 Deck

The deck shall be of marine ply, nominal thickness not less than 4mm and shall be glued down. Deck beams.....

The decking shall completely cover the area from the stem head to the main deck beam, the side decks and the aft deck. The following shall be allowed;

2.2.2.2 A mast hole, with dimensions specified in these rules

2.2.2.2 Apertures to accommodate the passage of control lines only

2.2.2.3 Round inspection ports.

(This rule is for clarification)

Rule 2.4 Coamings

2.4.1 Shall be set at 60degrees \pm 10 degrees and shall be permanently fixed. Measured at the centreline, the coaming shall be neither no more than 150mm forward of the front edge of the mast hole, nor more than 130mm aft of the rear edge of the mast hole.

2.4.2 Shall be a minimum height of 65mm from the deck at the centreline, and a minimum of 20mm, measured at 100mm from the nearest point on the gunwale.

(Clarification, especially of how to measure the outboard end

of the coamings)

Rule 2.5 Mast Hole Collar

2.5.1 A mast hole collar 28mm \pm 10mm high, shall be permanently fixed to the deck.

(This allows a mast collar to range from 18mm (a more commercially available thickness) to 38mm)

Rule 2.6 Mast Step

Maximum height 90mm from top of keelson to the top side of step. Any fitting.....etc.

(Clarification of how measuring is done)

Rule 2.7 Chainplates

Chainplates shall be fitted with the centre of the eye not more than 2371mm from the aft face of the transom. (Clarifies measuring from the eye)

Rule 3.1 Masts

3.1.2. Aluminium masts shall be supplied by a manufacturer to a specification approved by the ZOA Committee:

(Specification details moved to a separate section)

> Overall length from the upper bearing surface of the halyard sheave to the point of contact with the mast step mast shall be a maximum 5640mm minus any excess over the 90mm mast step installed by the builder.

> The sail track, for all masts built after 1st October 2012, shall be continuous for a minimum of 4480 \pm 10mm from the top of the mast.

(Clarification of the measurement point and sail track length)

Rule 3.1 Masts

3.1.3. Weight: minimum weight for wooden masts shall be 5.4kg when stripped of all shrouds, stays, halyards and fittings not permanently attached to the spar. Make weights shall be added to the mast tangs.

(The weight provision is removed for alloy masts but retained for wooden masts)

Rule 3.1.5 Rigging

> The forestay may be adjusted while sailing. The sidestays shall not be adjusted while sailing.

> Stays shall be attached to the mast between 1525mm and 1830mm from the upper bearing surface of the halyard sheave.

> Attachment points for a halyard cleat, boom vang, gooseneck, cunningham, clew outhaul, fore and side stays and halyard lock only are permitted.

> Mast hole sealing grommets are permitted.

(Measurement of the masts is changed to be from the top because of the slight variation in mast length from mast steps over 90mm.)

Rule 3.2.2 Booms

3.2.2. Aluminium booms shall be Baverstock BS5 or Standard McKechnie die 57.15 or NZ Rigging Die F6 57.50mm round section with track attached, supplied by a manufacturer to a specification approved by the ZOA Committee:

(Specification details moved to separate section.)

> Overall length 2690mm max (from aft face of mast)

> The sail track may be cut away not more than 200mm from the forward end of the boom.

(Sail track cut away increased to prevent the sail chafing that occurs with fixed goosenecks)

Rule 3.3.1 Mainsheet

3.3.1. The mainsheet shall be attached only to the centrethwart/

centrecase assembly.

3.3.2. Mainsail may not be sheeted from a point outboard of carlin.

(This clarifies the way the mainsheet may be attached to the centrethwart and removes any possibility of stern sheeting)

Rule 3.4 Centreboard

3.4.1. The centre board shall be fitted with a positive stop and shall fit within a rectangle 1370 x 292mm. Maximum thickness shall be 22mm. Shape is optional.

(Mandating of a positive stop)

Rule 3.4 Centrecase

3.4.2. Centrecases shall have a minimum depth of 300mm, measured from the external surface of the hull, to the top of any capping. Fairing flaps, capping strips or internal wedges are permitted.

(A new rule to establish a minimum centrecase depth – which was in the original Zephyr rules. 300mm is the most likely measurement, but will need verifying by measuring some boats.)

Rule 3.5 Rudder

3.5.1 The design and construction of the rudder, rudder blade and tiller are optional.

(There are disadvantages to having too small or too large a rudder, so the suggestion is that rudder restrictions should be removed)

Rule 3.9 Electronic Aids

Digital compasses and timing devices are permitted. All other electronic aids are prohibited.

(Clarification of existing rule)

Rule 4.1.5

Hulls shall be purchased from the builder only by the ZOA.

(Clarification)

Rule 4.5.5 Painting

Painting; Any protective coating may be used on the hull, centreboard, rudder, tiller, mast and boom. *(Self evident.)*

Rule 5 Additions and Alterations

5.1. The transom may have 2 cutouts to act as lifting handles, with the dimensions not exceeding 130 x 70mm. If the transom forms part of a buoyancy tank, the cut-outs shall be sealed to

prevent ingress of water.

(This permits transom handles.)

Rule 5 Additions and Alterations

5.2. A tie rod assembly, from the king plank to the keelson, or mast step, is permitted. *(This permits bracing for those using vang's attached to their boats)*

Rule 5 Additions and Alterations

5.3. Buoyancy tank inspection ports may be added.

Rule 6 Reinforcing Materials

Any wooden or plywood part of the hull may be reinforced by addition of any reinforcing material, including glass fibre or carbon fibre, attached with resin. Fairing filler of up to 5mm thickness may also be added, but shall be used only to fair in hollows in the surface.

(This is clearly the most controversial rule proposal. The rules sub-committee spent considerable time trying to come up with a rule allowing the limited use of certain reinforcing materials, but could not formulate anything satisfactory. It is therefore proposed that this rule be put to the class. Further effort on a rule allowing limited use of reinforcing materials would only be done if the rule was rejected.)

Rule 7 Championships

For all National, Island and provincial championships, and any other regatta held over a period of 6 days or less, the skipper shall use only one hull, one mast, one boom, one sail, one centreboard and one rudder. These items may be replaced or repaired in the case of genuine damage, following inspection of the damaged item by the measurer or race officer.

(Most classes have a provision of this sort in their rules.)

8 Mast and Boom Specification

This section is determined by the ZOA Committee and is not part of the Class Rules. Aluminium masts and booms shall be Baverstock BS5 or Standard McKechnie die 57.15 or NZ Rigging Die F6 57.50mm round section with track attached. The mast taper shall start between 1640mm and 2140mm from the upper bearing surface of the halyard sheave and be 24 ± 2 mm, 140mm from the top.

(This records the agreed mast and boom specification in the rules for convenience and transparency)

Voting Procedure

Class rules require a minimum of four weeks before a vote is taken. These rules have been widely circulated, so I propose to send out a Survey Monkey link to all members in four weeks time. As a trial I intend using some of the advance features of Survey Monkey, so that only ZOA members will receive the voting link, and subsequent reminders.

Rob Ebert
Secretary