

West Wind

The Newsletter of the NZ Zephyr Owners' Association

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August 2014

Editorial

Welcome to the "AGM" edition of West Wind. It has been a while since the last issue, but there has been a bit happening to update you all on.

Rule Changes

The results of the recent rules ballot appear elsewhere, but I was pleased with the overall response. The use of Survey Monkey's more advanced features meant it was possible to keep reminding people until they responded. This boosted the response rate to our best so far.

Hull Construction

There has been a fair bit of activity over hull construction, with the Glass Zephyr Sub-Committee having met a couple of times - see the report elsewhere. In addition, Wellington Zephyr owners identified a local boat builder who was interested in building Zephyrs. He has a solid reputation in classic boat construction and restoration. He has suggested the use of sandable staples, epoxy glue and making patterns for individual hull planks as a means of speeding up Zephyr construction, thus making it more economical. So far though - once again - we have been unable to identify a supplier of 2.4mm radiata (or similar) veneer with which to continue wooden hull construction.

West Wind Upgrade

This newsletter is produced using Microsoft Publisher, a product more suited to paper newsletters. I am looking for something that allows me to send a more open ended electronic newsletter like YNZ Briefings. Does anyone know how that gets done?

Secretarial Database Upgrade

There's been some delay in issuing measuring certificates. For some years I have been using a database product called Alpha 5 to maintain class membership and measurement certificates. I am in the process of having this transferred into a Microsoft Access database in anticipation of not being Secretary forever. It will make for a more orderly handover of procedures and processes.

Zephyr Refurbishment

If you were wondering what happened to Zephyrs #211 and #214, plucked off the shore at Chareris Bay during the National Champs this year, they have been plaguing my weekends ever since. #211 needs re-planking along the keel and #214 has a couple of sizeable holes to be patched. Both have lots of paint to be scraped off! With Robert Brooke's help, I hope to have one of them at the Nationals next year!

Rob Ebert

Building Report

The previous edition of West Wind referred to a suggestion that the ZOA form a sub-committee to explore alternative construction methods for Zephyr hulls. Subsequently, a sub-committee of the ZOA Executive met on 28th May and 6th August 2014 to examine the issues of wooden and glass Zephyr construction. Contributing were M Sargisson (Chair), R Ebert, B Peet, D Currie, G Salthouse, A Knowles, G Beck, T Snedden.

May Meeting

The "brief" for the sub-committee to consider was;

- *To explore and make recommendations for the construction of Zephyr hulls in glass fibre, (or suitable similar material), in order to overcome the cost and quality issues identified with our current wooden construction.*
- *To ensure, as far as possible, that any hull produced has the same characteristics as the current wooden hulls.*
- *To note any issues that could potentially affect the development of a fully fibreglass Zephyr, but this is not the main purpose of the exercise.*

The sub-committee initially reviewed the brief and the quality issues with wooden hulls.

- **Building Quality:** "Glue voids" between the timber layers have been a persistent problem since hull #519, having never been satisfactorily eliminated.
- **Veneer:** Not easily sourced each time we order more
- **Resorcinol glue:** Has to be purchased in larger volumes and is now relatively expensive
- **Build Supervision:** Monitoring quality and dealing with dissatisfied owners (who are pretty understanding) consumes considerable time.

- **Competent Builders:** Builders experienced in light weight dinghy construction and interested in building Zephyrs are hard to find.

The meeting was of the view that wooden hull construction is no longer a feasible option for Zephyr hull construction and turned its attention to alternatives.

Glass Construction

The meeting proposed that Zephyr hulls be of polyester and foam construction with either timber framing and decks, or a "fibreglass" deck. The overall boat would need to be as similar as possible to a competitive #500 series Zephyr - "as good as the best wooden boat". Issues identified were:

- Experience from the Starling class suggests a similarly specified Zephyr could be economically produced by a number of competent builders in the industry
- The lay up needs to ensure overall weight and weight distribution are as close as possible to the #500 series boats
- Panel stiffness must be comparable to existing boats. To ensure this, test panels of our existing wooden construction and intending composite construction should be made and compared.
- Weight distribution within the boats, or Centre of Gravity, needs to be comparable. Brett Bakewell White may be able to offer a potential comparison of wooden and composite Zephyr hulls via the CAD Zephyr file.
- The meeting spent some time on the merits of a glass hull, wooden finished Zephyr, or an all glass Zephyr, with opinion evenly split on which was more desirable.

Glass/Wood Zephyr

This refers to a glass hull, with wooden side tanks, bulkheads,

centrecase, as for the current wooden boats.

- Potentially a more acceptable option, in that it is closer to the current traditional Zephyr.
- Building costs likely to be similar to present, driven by the wooden joinery of the fit out – side tanks, centrecase etc, though savings may be made from not having to fair and paint the hull
- Attention will need to be paid to the hull/deck join so an wooden deck can be reliably attached by amateurs
- A stiff bottom specification could eliminate the need for reinforcing strakes, so it could have a smooth appearance.
- Standardized venturi location in the mould, with owners potentially able to vary that.
- A glass hull, with owner completion of the decks, as at present, would retain the current variability of finish and finished weight.

All Glass Zephyr

This refers to a glass hull, side tanks, bulkheads and deck. This would eliminate the traditional wooden finish of the boats. Issues are;

- Development of a deck mould with a cockpit section. The hull and decks would be bonded at the gunwale. This would enable lighter scantlings for the cockpit bottom area of the hull, as the cockpit mould provides additional strength.
- Alternatively, composite side tank and bulkhead panels could be inserted and fastened with a flange joint along the cockpit floor. This was felt to be the less desirable option.
- Building costs could be less than currently as the labour cost of joinery is eliminated.

Mould Construction

Attention turned to the practicalities of mould construction.

- It seemed best to construct a plug for a female mould by laying up a traditional three skin hull, glassing and fairing it on the jig. Any fittings required for the mould could be incorporated into its construction. The plug could theoretically be sold as a Zephyr – not a preferred option - depending on the degree to which it had been modified as a plug.
- Incorporating a waterline in the mould to retain the traditional look of the boats was suggested.

Construction Costs

Hard to be precise about the costs, as they will depend on the construction details. Estimates for a hull mould were \$10k, deck mould potentially \$20k.

Retail Costs

Also hard to estimate, as a component of these will reflect the capital cost of any moulds used.

Other Issues

The meeting was aware that glass Zephyrs do require a change to the Class Rules, so there was some discussion about how far to proceed in investigating the glass option if it might not be accepted by the class. The action items below were seen as reasonable first steps, but that commissioning a plug for a female hull mould would require a change to the Class Rules.

Recommendation

That the ZOA Executive support the following action items and any associated expense.

That the change to the Class Rules should precede mould construction

Action Items

- Don Currie: Prepare wooden hull laminates for cockpit and possible turn of bilge sections.
- Grant Beck/Greg Salthouse: Prepare composite hull laminates for cockpit and possible turn of bilge sections.

- Grant Beck: Contact Brett Bakewell White to see if his Zephyr CAD file may be able to offer a potential comparison of the weight distribution (C of G) of wooden and composite Zephyr hulls. If so, a quote for the cost to be obtained, with a view to authorising this work.

August Meeting

This meeting followed up on the actions identified in May.

Veneer Supply

No New Zealand supplier of quarter cut veneer has been identified, despite pretty exhaustive efforts. A detailed count of veneer stocks suggests there is sufficient timber for up to three hulls, but if we reserve timber to build a plug for a composite hull and for repairs to existing boats, then probably only one more hull can be built.

Test Panels

The meeting reviewed the test panels constructed by Don Currie (traditional 7.5 mm triple skin) and Grant Beck (4mm glass composite). Both had a density of 2.3kgs per half square metre. Stiffness was also very similar. Overall, the glass composite panel was slightly stiffer, with the wood panel slightly stiffer in the “athwartships” direction. The glass composite lay up was a very “traditional” one, having been used in a number of different classes over the years – Finn, 470 and Mistral dinghies. It was felt to be well suited to our purposes. A second glass composite panel of a thicker and stiffer lay up was felt to be unsuitable. The small difference in panel stiffness was unlikely to mean a stiffer hull overall, as this was a function of all the construction elements in the boat—bulkheads, sidetanks and deck etc.

Construction Options

The meeting spent some time on construction options. Three main options were identified;

- Glass/Composite shell with keelson, centrecase, sidetanks, bulkheads, centrethwart and mast step installed afterwards. Wooden deck. Felt to be very similar to the current construction approach in that it solved the veneer problem. More labour intensive.
- Glass/Composite shell with centrecase, sidetanks and bulkheads etc inserted as a one piece “tub”. The “tub” would provide further reinforcement to the cockpit floor. It would require a “tub” mould. Wooden deck. Perhaps less labour intensive, but completion of bulkheads and cockpit carlins would be required.
- Glass/Composite shell, “tub” and deck. This would require three moulds. Perhaps the most efficient.

Other Construction Issues

- Gunwale join needs to allow a wooden deck, or a potential composite deck in future.
- Wooden transom may be needed to balance up the Centre of Gravity.

Rule Change and Construction Process

The meeting again spent some time discussing the process for the required rule change and hull construction prototyping. It was felt that, given the expenditure required in building a mould, a rule change would be required. It was resolved that class members be kept informed of progress via an upcoming “AGM edition” of the West Wind, with a potential rule change notification to occur in the subsequent “pre contest” West Wind, followed by a rule change later in the season. Mould and prototype construction was estimated to take a minimum of six months.

Rob Ebert

August 2014

2014 Zephyr Class Rules Changes

Results

The following rule changes were circulated to members via SurveyMonkey in June 2014. Just under 80 responses were received — a good result. All but one of the rules passed, with the “carbon fibre” rule failing by a very narrow margin.

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. **Passed 73/80**

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. **Passed 79/80**

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. **Passed 72/80**

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;

2.2.2.1 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. **Passed 80/80**

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. **Passed 78/80**

Rule 2.5 Mast Hole Collar

2.5.1 A mast hole collar 28mm \pm 10mm high, shall be permanently fixed to the deck. **Passed 77/79**

Rule 2.6 Mast Step

Maximum height 90mm from top of keelson to the top side of step. Any fitting.....etc. **Passed 79/80**

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. **Passed 80/80**

Rule 3.1 Masts

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

> 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. **Passed 78/78**

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. **Passed 73/79**

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. **Passed 78/79**

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:

> 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. **Passed 77/78**

Rule 3.3.1 Mainsheet

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

3.3.2. Mainsail may not be sheeted from a point outboard of carlin. **Passed 74/78**

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. **Passed 78/79**

Rule 3.4 Centrebase

3.4.2. Centrebases 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. **Passed 77/78**

Rule 3.5 Rudder

3.5.1 The design and construction of the rudder, rudder blade and tiller are optional. **Passed 60/78**

Rule 3.9 Electronic Aids

Digital compasses and timing devices are permitted. All other electronic aids are prohibited. **Passed 79/79**

Rule 4.1.5

Hulls shall be purchased from the builder only by the ZOA. **Passed 77/79**

Rule 4.5.5 Painting

Painting; Any protective coating may be used on the hull, centreboard, rudder, tiller, mast and boom. **Passed 76/78**

Rule 5 Additions and Alterations

5.1. The transom may have 2 cut outs 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. **Passed 59/78**

Rule 5 Additions and Alterations

5.2. A tie rod assembly, from the king plank to the keelson, or mast step, is permitted. **Passed 76/79**

Rule 5 Additions and Alterations

5.3. Buoyancy tank inspection ports may be added. **Passed 77/77**

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. **Failed narrowly, 51 of 79 responses 65%, just short of the required 67% majority required.**

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. **Passed 78/79**

Rule 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. **Passed 77/78**

Canterbury Zephyr Owner's Association 2013/2014 Report

We had a season of winds cycling regularly between NE, NW and S-SW, usual enough before Christmas, but unusual for the rest of the season, and making for some difficult sailing conditions.

National contest over Waitangi weekend was awaited with considerable anxiety as mostly the weather had been poor or even atrocious, however in the event, although one race was very difficult indeed and another abandoned, the full schedule was completed and I think skippers were comfortable with the venue, conditions and most of the organisation. The event ran at a loss of \$300 which of course was carried by the ZOA. We were not clear whether the ZOA funding of \$1000 was intended to be a grant towards costs or a seeding fund, intended for return to the ZOA after the event, less any losses, and this occasioned some correspondence. It turns out to be the latter and it might be helpful if this was made clear with an appropriate contract when the funds are forwarded in the first place.

Sixty boats contested the Nationals, won comfortably by Tim Snedden again, and it was commented to us that one reason for such a good turnout was that North Island skippers had only to come to the South Island once in 3 years, not alternate years. This may be true, however the downside is that South Island skippers will now be looking at going north 2 years in three, and this will undoubtedly impact on South Island skipper attendance, as it has already.

Canterbury Championship was as usual held over 4 weekends at 4 separate clubs. Although less than popular with the provincial association, this arrangement has the major benefit of providing a variety of wind and sailing conditions, as well as having the fleet on exhibition at several clubs over the season, and personally the President's view is that it is by far the best arrangement. The cost of course is that not all skippers are able to be present at all 4 days. The winner was again Don LePage, and on studying the winner's trophy, Don has won it at least five times. Handicap winner was Tim Bird.

South Island Championship was the debut of Glen McKenzie back into Zephyrs again after a successful sojourn in Paper

Tiger country. After a race or two slightly disappointing by Glen's standards (but such as the writer would tell his grandchildren about) he cleaned us all out and won (again) with Daniel Smith winning on handicap. Glen has purchased John Foster's re-built boat #314 *Chortle*, and John has hung up his lifejacket sad to say, he has been a great contestant and companion. Dan has put a new deck on, and then sold #154 White Hot and will be sailing Shane's boat #331 BIL this season.

John Boraston also bought a Zephyr #176 *Faraway* this season with a view to some recreational sailing, but his old competitive past came back to bite him, and already is handling his boat in weather that sends the writer scurrying for cover. Bevan Jesson is back with a vengeance in a re-built hull #177 *Mirage* and will be formidable, Davy Norris has created a beautiful rebuilt hull #74 *Limit*. Murray Hay has or will be selling #92 *Destiny* in favour of his new rebuild #317. This shows the enthusiasm with which old hulls are being located and rebuilt.

After prolonged and often bitter electoral campaigning by the many candidates for the Officership of the association, Richard Mackay (President), Murray Hay (Secretary) and Alex Aitkin (Treasurer) were re-elected. Same as last year. Unopposed to be perfectly frank. The CZOA remains financially afloat, and meetings are usually well attended.

The two big issues of the day are the development of GRP hulls and the shift of building wooden hulls to Wellington. CZOA members have been made aware of this, the feedback seems to be that while continuing the construction in cold moulded wood is greatly preferred and should be pursued as long as is reasonable, GRP hulls will eventually become a necessity for any of several reasons, and ZOA should be prepared to commit funds to the development of GRP ahead of an unspecified time in the future. We have had some contact ourselves via Alex with the Wellington boat builder, and this sounds, along with all the ZOA and Wellington contact, like a promising option in the medium term. There has been some comment over the ether that it is very hard to build safely GRP hulls with wooden decks but our own very experienced boat builders tell us that is nonsense. Obviously a GRP hull with wooden decks maintains the "look" which we all value.

Richard Mackay

SUBSCRIPTIONS 2014-2015

Subscriptions for 2013-15 are \$20 for the NZZOA, plus \$10 for the Hamilton, Wellington and Canterbury Association and \$20 in Auckland. If you are outside these areas, the \$20 NZZOA sub can be forwarded to Tim Snedden, or Rob Ebert

Wellington Report

The Wellington squadron is in great heart with developing numbers. Boats are still being scooped up and brought into Worsler Bay whilst local boats are retained in the club with new owners. More recent acquisitions are undergoing renovations, one of them by a new member who has won many recent national titles and will certainly push the front runners. There are two more members waiting patiently for new timber hulls to become available. Our numbers have slowly grown to 32 registered.

There is always great close racing with a usual fleet of around 15 and occasionally up to 25 boats. It is common for the bulk of the fleet to be rounding the final mark in close single file. Improvements are obvious as the finishing time of the total fleet is getting shorter and shorter. The camerarderie in the fleet is special and plenty of talk reliving the excitement of the

close and “if only...” rounding off another great fun day racing Zephyrs.

Our team had a great time at the Nationals in Lyttleton with usual Canterbury hospitality. The five star accommodation in our “caravan park” kept the 16 strong team together and made the evening social interaction with the other squadrons in the yacht club, bars and eateries of Lyttleton, a highlight of the contest. On the racing side of the contest the Wellington boys showed we are on the pace managing two of us on the podium. Both Greg “Bubble” and Phil have battled most of the season and it is good to see our close racing at home yielding results on the national platform.

All in all the Wellington squadron is growing in strength of numbers, ability and enthusiasm. We look forward to another fun season at Worsler Bay and another strong contingent to the Nationals at Tauranga.

Tauranga Zephyr Fleet 2013-14

It has been a good season for this fleet. We have lost some of the boats that were not being used, but overall, we have had increased numbers of boats out sailing. This season, we have regularly had 9 or so boats on the starting line every week, good going when there are only about 13 boats in the area. There has been a good spread of winners in the club series, with Hansie Echolz, Errol Smith, Bob Smyth and Andy Knowles winning at club level, and Mark Thomas doing very well on the National circuit, coming a close 2nd in the North Island champs, and 4th in the Nationals. Bob Smyth & Andy Knowles also had some great races at national level, and con-

tinue to dominate the heavyweight division. In addition to the National level regattas, we had great fun travelling to the Rotorua sprints, and the Hamilton Zephyr weekend, and managed to win that, in a rare victory over the Hamilton pond veterans. We have also been joined by the over the hill division. Rob Ebert & Merv Ebbett, (no they are not related, there is an r between them) have been frequent & welcome visitors, and Keith Paine has joined us a couple of times. We are looking forward to welcoming everyone for the 2015 Nationals, and promise a great regatta, with a combination of serious competition, and relaxed hospitality. About half the fleet is currently in their respective sheds, hotting boats up, and lightening them, so watch out, everyone else.

National Championships Briefing

With much pleasure the Tauranga Yacht Club is hosting the 2015 Zephyr Nationals. Once again, competitors and family members can enjoy a prime setting, with expansive views from the yacht club overlooking the race course and iconic Mt. Maunganui. The local Zephyr fraternity are well advanced with the regatta and social format for the event, and a certain buzz in the air has seen a flurry of upgrading to the local fleet in anticipation.

Prudent Zephyr sailors would be well advised to pencil in accommodation sooner rather than later, as this region is a North Island resort over summer months.

- Registration and measuring will commence on Monday Feb 9th at 1600 hrs, and again Tuesday 10th Feb 0900-1200, first race 10 Feb 1400 hrs.
- NOR will cover the racing details more in-depth, but socially:
- Tuesday 10th Feb After race drinks downstairs and welcome BBQ
- Wednesday, 11th Feb Sailors invited to join Wed night keelboat racing, meal after race, upstairs bar.
- Thursday, 12th Feb 1800, 3 course contest dinner, pre-dinner drinks and speaker.
- Friday, 13th Feb 1800, regular club night, after race drinks, Club meal available.
- Saturday 14th Feb 1200, last race 9. After race prize giving, drinks, light food.

A fleet of approx 60 boats is expected and space is available every night for all boats to be parked on their beach trolleys in front of the club for the duration of the regatta. There is a grassed area between the Club and Burnsco Marine which is suitable for leaving trailers if desired, as well as an area on the NE side of the Club just beyond the patrol boat sheds. Whilst there is space for motor homes, there are restrictions on the total numbers permitted and a maximum of two nights stay.

Within the yacht club building a maximum of 8 sailors can stay in a clean, secure downstairs area (with a concrete floor). Showers and toilets and some kitchen facilities will be available, but anyone staying in the club must respect regatta kitchen staff and not impede their activities, and be mindful of Yacht club security. Contact geoffcoll@clear.net.nz if you're interested.

It's possible some sailors could stay on a couple of Zephyr sailors' keelers in the Marina, and any sailors bringing launches or keelers down themselves will need to contact either the Tauranga Marina, or Bridge Marina to book a berth.

For spouses, and/or family, the local region offers superb beaches, an enviable climate, relaxed shopping, scenic walks and hiking, an array of excellent restaurants, wineries, golf, pools, and bountiful fresh produce to sample from one of the most fertile areas in the country. We promise close exciting racing, warm temperatures, and the kind hospitality our region is renowned for. See you all here, February 2015 !

Geoff Collins

Zephyr Owners' Association
Minutes of the Annual General Meeting
Pt Chevalier Yacht Club, 1945hrs, 15th August 2013

Attendance: M Sargisson, R Ebert, T Snedden, A Aitken, C Moss, S Pyatt, R Dreverman, R Martin, G Gager, P Pearson, P Fletcher, R Turner, T Ross, D Blair, B Peet, A Copeland, S Curham, D Waterer, T Miller, A Retter.

Chairman M Sargisson welcomed members to the meeting, especially Alex Aitken (Canterbury) and Richard Dreverman (Wellington).

Apologies: A Knowles, C Maddren, H Bennett, P Dawson, G Beck. *Accepted Ebert/Snedden.*

Minutes of the Previous Meeting (Pt Chch); 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. *Snedden/Sargisson.*

Matters arising from the previous meeting; Nil

President's Report; Murray Sargisson asked the meeting to accept his President's Report as read, it having been circulated in the West Wind. *Sargisson/Moss*

Treasurer's Report; Tim Snedden spoke to his previously circulated report (West Wind, August 2013). Issues of note over the past year have been;

- 28 sails sold, probably the most ever, 16 masts, and 2 hulls
- Veneer for a further six boats left with two more "spec" boats under construction as it is more economical on glue to build two at a time. Price is now \$4900, reflecting an agreed increase in the time required to build them to the agreed quality standard.
- Insurance on stock remains, to cover the \$26000 of stock was potentially at risk at times.
- Subs, Auckland subs up substantially, the rest of the country reasonably stable.
- Investments staggered to take advantage of fluctuating, hopefully improving, interest rates.
- Budget for the coming year based pretty much on last year's expenditure, plus some amendments, principally a reduction in the number of masts likely to be sold.

After discussion, the Treasurer's report was received *Snedden/Moss*

- **Subscriptions;** Subscriptions recommended to stay at \$20 *Snedden/Sargisson*
- Secretary's Honorarium; A Aitken proposed noted the substantial administration surplus and moved "that the Secretary be awarded an honorarium of \$250, to be paid in recognition of work in the 2012 financial year, and then for future years". Seconded B Peet. This prompted a discussion on the amount of voluntary work undertaken by ZOA members in a variety of capacities and the informal expenses they incurred. It was noted that any honorarium rarely covered the time spent and informal expenses incurred. Motion passed unanimously.
- Promotional Activity; A Aitken queried the absence of any promotional expenditure. T Miller noted that the main promotional activity, the Hutchwilco Boat Show Zephyr stand organised by AZO was done at no cost with a loaned Zephyr and local volunteers. Wellington also has a club Zephyr that is used for prospective sailors. The importance of personal relationships in promoting Zephyr sailing was emphasised and any ideas for promotion were welcome.

Election of Officers;

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

Patron; Alex Aitken, *Sargisson/Peet*

President; Murray Sargisson. *Snedden/Ebert*

Secretary; Rob Ebert, *Snedden/Sargisson*

Treasurer; Tim Snedden, *Ebert/Sargisson*

Financial Scrutineer; Matt Hannah, *Snedden/Ebert*

Committee Members;

Steve Pyatt, *Sargisson/Ebert*

Peter Stokell, *Aitken/Ebert*

Andy Knowles, *Sargisson/Ebert*

Brian Peet, *Sargisson/Ebert*

Rob Bryant, *Dreverman/Ebert*

Regional Representatives (ex officio)

Richard MacKay (CZOA)

Richard Dreverman (Wgtn)

Tony Miller (AZO)

General Business;

National Contest Location Motion; Tony Miller spoke to his previously submitted motion that "the location of the National Championships will be decided each year by the National Executive of the ZOA". He felt the location of the Nationals should reflect fleet strength, rather than be on a strict Nth/Sth rotation. The ZOA should perhaps be more proactive in determining the location of the Nationals, potentially using non-Zephyr clubs such as Taupo or Napier. It was noted that a number of non-Zephyr clubs are experienced at running National Championships. Motion carried *Miller/Fletcher*

Location AGMs; It was noted that the same principle above could also apply to AGMs, rather than a strict Nth/Sth rotation.

Building Report

- Hull quality has improved with an increase in the time allowed for building and an end to "glue voids" was expected. Don Currie continues to take an interest in build quality standards.
- Masts; Some minor variation in taper quality and straightness, that latter easily corrected. Relationship with NZ Rigging effective, but inquiries and issues should be channelled through Tim Snedden.
- Boat builder – do we need to acknowledge their participation in our building programme. Letter to be sent.
- Brian Peet indicated a need for assistance with boat refurbishment. The existence of an informal market of skilled boat builders was acknowledged.

National Contest 2013-2014

- Arrangements are in hand for the National Championships in Canterbury on Lyttelton Harbour. A good attendance seems likely. Billets and boats for hire possible.

Draft Rule Change Proposals

- R Ebert drew the meeting's attention to the recently published draft rule revisions. He proposed putting these to the class after the National Championships in 2013, which would allow discussion at the Contest Forum. He indicated the rule on carbon fibre would be the most contentious. R Dreverman drew the meeting's attention to a proposed "carbon rule" and indicated Wellington Zephyr sailors general opposition to the use of carbon fibre.

Regional contacts

- A Aitken reminded the meeting of the importance of personal contacts in the class and suggested the President or an Exec member attend regional AGMs.

Meeting closed 2110

**Zephyr Owners' Association
Treasurer's Report
Year ended 31 May 2014**

Trading

Trading continued to be strong reflecting the buoyant state of the class and the influx of new owners. For the year we sold a total of 29 sails, 16 batten sets, 16 masts, 8 booms and 2 hulls to stage 1. At balance date the Association held 6 sails, no masts and veneer for an estimated 4 hulls in stock. A subsequent more thorough count of the veneer undertaken by Don Currie has established that there is in fact only sufficient veneer remaining for 3 hulls.

The issues facing the building of hulls are well covered in West Wind. The failure to locate a supplier for building veneer means that for the time being at least the Association should not commit the existing stock of veneer to the construction of more than one further hull so as to leave sufficient for the construction of the plug for a fibreglass mould, should that be approved, as well as for the restoration of older hulls which are steadily being unearthened by dedicated members.

Administration

Subscriptions income of \$2510 was \$170 higher than for 2013. The strong recovery in Wellington membership (up 18 to 31) and an increase of 3 in Canterbury to 29 was offset by declines in Auckland (down 6 to 49) and Central (down 3 to 17). Total paid up ZOA membership currently stands at 126, up from 115 last year. The major expense items were insurance for stock at \$713, meeting expenses (being the cost of regional delegates' travel to the AGM) of \$455 and the ZOA reimbursement of the CZOA deficit from running the nationals of \$359.

The figure of \$3,300 for contest promotion relates to the travel subsidy of \$100 for each of the 33 members from the North Island who attended the nationals.

Investments

Funds in the ASB cheque account at 31 May stood at \$3,268. One of the ASB term deposits stood at \$12,478 having been reinvested in May for six months at a rate of 4.40%, while the other deposit stood at \$30,511 having been reinvested in March for six months at 4.25%. The ASB "FastSaver" account which is an interest bearing on call account for any surplus short term funds stood at \$6,841 at balance date.

Interest rates have remained relatively steady despite the recent increases in the OCR by the Reserve Bank. I am continuing the strategy of spreading the maturities of the two deposits in order to split our exposure to interest rates on reinvestment.

Total cash and investments at balance date stood at a very healthy \$53,098 and members' funds at \$60,106.

Budget

Trading: As in previous years I have budgeted for the same levels of trading revenue for sails and spars as for the 2014 year. I have however budgeted for the sale of only 1 hull due to the aforementioned likely unavailability of further veneer supply. The cost of building that hull includes an additional \$373 representing the further write down in the value of veneer held as reported in the 2014 trading commentary.

Subscriptions: I have budgeted for membership numbers for Auckland to return to 2013 levels due to the high level of interest in the class in the region and for membership in the other regions to remain at 2014 levels. **No change in the level of subscriptions is recommended for the 2015 year.**

Expenses: Contest promotion comprises \$100 travel subsidies for an estimated 6 South Islanders attending the nationals in Tauranga. Meeting expenses comprise return airfares for delegates from Canterbury, Auckland and Central to attend the AGM. Budgeted sundry expenses are significantly higher due to the inclusion of the Yachting NZ annual affiliation fee of \$108, for which we did not receive an invoice in the 2013-14 year, and \$500 to purchase the Microsoft Access software for the membership database which Rob has referred to in West Wind.

Insurance based on actual known costs for budgeted period.

Interest income: Locked in returns for term deposits maturing September and November plus reinvestment at 4.4% plus estimated average balance in ASB FastSaver account \$7,500 @ 2.50%.

**Tim Snedden
Treasurer**

**ZOA President's Report
2013 to 2014**

It is my pleasure to submit the President's report for the 2013/2014 year.

The Zephyr Class has had another very strong year. Membership is now 126, 12% up on last year with Wellington the strongest growing region. A record number of North Island owners (36) participated at the well organised National Championship at Lyttelton which attracted 59 entries. Members funds, generated mostly from equipment sales, now stands at \$60,000.

Older boats are constantly being restored in the North and South Island to a very high standard and there is continuing demand for new timber hulls. However there is now uncertainty over the availability of a suitable cross cut veneer for new hulls and this presents the biggest challenge the class has faced for many years. This shortage has resulted in a sub-committee being formed to determine a suitable fibreglass specification that could be used for the hulls instead of wood veneer.

The West Wind, published by Rob Ebert, has continued to keep owners informed. Rob has implemented the very effective web-based "SurveyMonkey" voting form for voting on rule changes. A rule change allowing the use of glass and carbon fibre was narrowly defeated by one vote (79 voted). Acceptable rewording of this rule will now be needed to gain a two thirds majority.

Tim Snedden has again competently carried out his Treasurer/Trading role, his biggest issues being the supply of new hulls and masts. I would like to thank our Secretary Rob Ebert, Tim Snedden and the Executive Committee (Steve Pyatt, Tony Miller, Andy Knowles, Richard Dreverman, Richard MacKay, Rob Bryant and Peter Stokell) for their input and support during the year. Thanks are also due to our Honorary Auditor Matt Hannah and our Patron Alex Aitken.

Finally I look forward to assisting the class to continue to develop and grow over the 2014/2015 season and wish all members an enjoyable new season.

**Murray Sargisson
July 2014**

**ZEPHYR OWNERS' ASSN
ANNUAL GENERAL MEETING
Worser Bay Yacht Club, Wgtn
1900hrs, Thursday, August 27th 2014
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
 - Letter from Wgtn Owners Re Hull Construction*
 - Club Hub Implementation*
 - Database Revision*
7. Budget and Subscriptions
8. Election of Officers
 - *Patron:* Alex Aitken has agreed to 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 former ZOA member).
 - *Regional Representatives.* AZO, HAZO, CZOA, WAZO
9. General
 - Building Report
 - Mast/Sail Report
 - National Contest 2015-16
 - Rule Changes
 - Other

AZO Report 2013/14

It has been another good year for Zephyr sailing in Auckland. We are seeing even larger fleets on race days, and a number of new and younger sailors have joined the class. We have strong demand for boats especially anything down to weight. The change to every race day being a points day has seen strong fleets sailing at all venues.

There are a number of old boats undergoing rebuilds helping ensure our fleet is being upgraded as well as providing additional good sailing boats.

The recently completed 2014 Summer Series saw 34 Entries across 26 races with Grant Beck winning followed by Rob Martin, Paul Pearson, Steve Pyatt, Craig Moss.

The Wednesday night series at Murrays Bay proved to be very popular. 17+ boats have attended some evenings. The addition of coaching headsets has improved the technique of many sailors. Grant has perfected a new style of coaching to make the lessons memorable however most of it is unprintable.

The Hutchwilco Boat Show was again well supported. Brain Peet kindly lent us his immaculate boat #8 *Radiant* for exhibiting at the Hutchwilco Boat show in the Dinghy Hall. All who passed had to stop, admire and touch. We often had to explain that *Radiant* does race, she is not just a show boat. Our stand was manned by a bunch of Zephyr sailor volunteers. Thanks to all. We had a good response with a number (8) of new sailors keen to buy a Zephyr and get on the water.

Key events coming up are the Nth Island Champs at Taupo over Nov 22-23, then the Auckland Champs in March 2015, at Manly, combined with the Jollyboats.

Tony Miller

BUDGET 2014

BUDGET 2014	
TRADING ACCOUNT	
Revenue	
Sails	28,576
Spars & Rigging	20,659
Hulls	4,700
Total Trading Revenue	53,935
Cost of Sales	
Purchases Sails	24,691
Purchases Spars & Rigging	16,881
Purchases Hulls	5,093
Freight	486
Total Cost of Sales	47,151
Gross Margin on Sales	6,784
Expenses	
Insurance	721
Contest promotion	600
Net Surplus from trading	5,463
ADMINISTRATION ACCOUNT	
Subs Auckland	1,100
Subs Central	340
Subs Wellington	620
Subs Canterbury	580
Subs National ZOA	-
Total Subscriptions Revenue	2,640
Expenses	
Website expenses	211
Meeting expenses	600
Sundry	660
Honorarium Secretary	250
Total Admin Expenses	1,721
Net Administration Surplus	919
Other Income	
Interest Income	2,088
Net Surplus	\$8,470

**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
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