

# WEST WIND

Newsletter of the Zephyr Owners Association

Volume 65 Issue 2

[www.zephyr.org.nz](http://www.zephyr.org.nz)

August 2022

## 2021 –2022 SEASON END

This is the last issue of West Wind for the 2021-22 sailing season and accordingly contains Financial and Annual Reports for tabling at the 2022 ZOA AGM — see pages 1-2. The meeting will once again be held via the Webinar format on Monday 19 September 2022. Login details and agenda will be emailed to members.

Regional Reports appear on pages 5-7 and paint the picture of a class in strong fettle with substantial nationwide participation and support.

The twice deferred, then weather-shortened Auckland Champs finally wrapped up in late April. See report on pages 7-8.

From a class administrative perspective, reliable supply of masts continued to be the problematic gift that just kept giving. See page 9.

Experienced yachtsman Mark Orams has contributed an informative paper on the legality and techniques for 'S-Curving' downwind sailing. For those practicing these techniques, it's a useful summary and for those wanting to learn, a most instructive tutorial. See pages 10-11.

New and refurbished boat reports appear on pages 11-13.

Editor

### PRESIDENT'S REPORT

**Matt Mitchell**

Winter 2022 has been a constructive period for the Exec, albeit with a few health challenges mixed in. The upside of which is the dose of perspective they bring and validates the importance of enjoying life and savouring the part our mighty Zephyr class plays in that.

Progress has continued in our mast manufacturing world due to the tireless efforts of Brian Peet and Tony Miller. With a reliable fabrication process now locked down we are working on solving considerable tube supply issues.

The 700 series Zephyr continues to be a roaring success with sales now into double figures and construction of another four boats just completed. News of several rebuilds around the country is also great to see.

We've welcomed Tim Willets to the committee after he replaced Helgard at the helm of the AZO. Thanks Helgard for everything you've contributed at Exec level and we look forward to working with Tim going forward.

I'd also like to thank Graeme Robinson who continues to work with us on rule interpretations and provide some good clarity in this area.

Take care of yourselves and go well!

### SECRETARY'S REPORT

**Brian Peet**

Once again, lockdowns and reduced racing opportunities have been the overriding theme of the 2021- 22 season. Counter intuitively, class participation continued to grow with 160 financial and honorary life

members, the highest number for many years. The purchase of existing and new boats by sailors not previously involved continues unabated. The recent completion of the 13th Mackay hull further re-enforces the Zephyr class popularity and bodes well for the future.

Running a class the size of ours with membership, sailing and trading arms is time-intensive and the availability of willing volunteers is the only way the ZOA continues. My personal thanks go to Matt Mitchell, Tony Miller and Graeme Robinson for their considerable time, skill and enthusiastic inputs. Closely behind are the regional Chairpersons and elected Exec members, who've all been a pleasure to work with over the season. Monthly Zoom meetings are always interesting, constructive, with the diverse range of personalities and views adding to the strength of our fellowship. Measurers have also devoted much time and experience to their tasks and provide yet another layer of class support.

If occasionally a member feels frustrated with the ZOA volunteers, it's useful to remember we do class admin so we can have great Zephyr sailing - it's not the other way around. We'd all rather be on the water enjoying our boats than dealing with admin issues ashore. Please be patient and polite. To those members who send out-of-the-blue messages of thanks, it's much appreciated.

Let's look forward to an exciting new season in our wonderful little boats.

## TREASURER'S REPORT

Tony Miller

### Financial

Another good year for the Zephyr class, with strong revenue from subs, sails, hulls and masts.

We sold 38 sails this financial year compared to around 40 last year. We have struggled to keep up with demand. We sold four hulls, with another batch of four under construction – only two of which are sold.

Please let me know if anyone is interested in a glass Zephyr – there is one available for immediate delivery.

### Spars & Rigging

We sold 10 masts up to 31/05/2022. Tapering issues have been resolved with a massive effort from Brian Peet. Supply of bare extrusions remain a concern which we plan to resolve.

### Website

We changed our website hosting during the year at a net cost of \$724, however there are annual hosting savings of \$400 pa and the ability to track subs via the website (eliminating the use of Debit Success) a further saving of \$350 pa.

### Subs

The regions wish to increase the regional sub by \$5 to \$20, making a total annual sub of \$55.

I recommend no change to the ZOA component.

## ZEPHYR OWNERS' ASSOCIATION

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### STATEMENT OF MOVEMENTS IN ACCUMULATED FUNDS FOR THE YEAR ENDED 31 MAY 2022

	Note	2022	2021
Net Surplus for the Period		6,378	6,337
<i>Total Recognised Revenue and Expenses</i>		6,378	6,337
<b>ACCUMULATED FUNDS AT START OF PERIOD</b>		78,652	72,316
		85,030	78,652
<b>ACCUMULATED FUNDS AT END OF PERIOD</b>		\$85,030	\$78,652

## ZEPHYR OWNERS' ASSOCIATION

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### STATEMENT OF FINANCIAL PERFORMANCE FOR THE YEAR ENDED 31 MAY 2022

	<i>Note</i>	<b>2022</b>	<b>2021</b>
<b>INCOME</b>			
Sails & Battens		35,031	39,124
Spars & Rigging		16,952	8,792
Hulls		48,521	45,734
Beach Trolleys		2,700	1,950
Subscriptions		6,382	6,924
		<u>109,586</u>	<u>102,524</u>
<b>COST OF SALES</b>			
Opening Stock		4,084	8,906
Purchases Sails & Battens		39,134	32,804
Purchases Spars & Rigging		16,527	7,836
Purchases Hulls		46,738	44,430
Purchases Beach Trolleys		2,600	1,950
Purchases - Miscellaneous		730	-
		<u>109,814</u>	<u>95,926</u>
Closing Stock		<u>14,551</u>	<u>4,084</u>
<b>Cost of Sales</b>		<u>95,262</u>	<u>91,843</u>
<b>GROSS MARGIN</b>		14,324	10,682
<b>INVESTMENT AND OTHER INCOME</b>			
Interest Received		-	5
<b>TOTAL INCOME</b>		<u>14,324</u>	<u>10,687</u>
<b>EXPENSES</b>			
Accountancy Fees		808	808
Advertising		780	565
Bank Charges		-	20
Insurance		815	763
Meeting Expenses		158	-
Subscriptions Regions		2,223	2,105
Sundry Expenses		3,162	89
<b>TOTAL EXPENSES</b>		<u>7,946</u>	<u>4,350</u>
<b>NET SURPLUS</b>		<u>\$6,378</u>	<u>\$6,337</u>

**STATEMENT OF FINANCIAL POSITION  
AS AT 31 MAY 2022**

	<i>Note</i>	<b>2022</b>	<b>2021</b>
<b>CURRENT ASSETS</b>			
ASB Cheque Account		40,561	44,570
ASB Fast Saver		13	13
Accounts Receivable		2,886	-
GST Refund Due		292	91
Inventories		<u>14,551</u>	<u>4,084</u>
		58,304	48,758
<b>NON CURRENT ASSETS</b>			
<b>Property, Plant and Equipment</b>			
As per Schedule (at Book Value)		36,138	36,138
		<u>36,138</u>	<u>36,138</u>
<b>TOTAL ASSETS</b>		<u>94,441</u>	<u>84,895</u>
<b>CURRENT LIABILITIES</b>			
Accounts Payable		<u>9,411</u>	<u>6,243</u>
<b>TOTAL LIABILITIES</b>		<u>9,411</u>	<u>6,243</u>
<b>NET ASSETS</b>		<u>\$85,030</u>	<u>\$78,652</u>
<b>ACCUMULATED FUNDS</b>			
Accumulated Surplus		82,430	76,052
Capital Reserve	2	<u>2,600</u>	<u>2,600</u>
		<u>\$85,030</u>	<u>\$78,652</u>

**ZEPHYR OWNERS ASSOCIATION**

**Taxation Depreciation Schedule  
For the Year Ended 31 May 2022**

	Private Use %	Date	Orig Cost	Open W.D.V	Add'ns (Sales)	Profit(Loss) on Sale	Dep Method	YTD Dep	Accum Depn	Close W.D.V
<b>Building Moulds &amp; Pattens</b>										
Boat Moulds & Pattens		01/04/2016	16138	16138			P			16138
Hull & Deck Moulds		30/09/2020	20000	20000			D			20000
			<u>36138</u>	<u>36138</u>						<u>36138</u>

## REGIONAL REPORTS

### AUCKLAND – Tim Willets

After a few difficult seasons it now appears we're coming back to more normal Zephyr sailing and can look forward to a great season ahead. Currently the AZO has around 54 paid up members which is about the same as the past few years. In our regular club events, we see around 40 members sailing on a regular or semi-regular basis.

Our last AZO Autumn Series attracted 35 competitors across 10 race weekends from February to May. This was an unusual series in that the Summer Series had been disrupted by Covid to the point it was abandoned. The remaining summer dates were added to make a bumper autumn program. Attendance was excellent with many keen to race after so many cancelled events.

Pt Chev Sailing Club hosted this years Auckland Champs which was well attended with 27 boats including four from Tauranga following a good group of nine Auckland boats sailing in the Tauranga Regatta. Moving forward, it's been decided to run both the Auckland Champs and Tauranga Regatta within a few weeks of each other to encourage participation by out-of-town boats in both regattas.

Auckland AZO President Helgard Dannhauser stepped down from the role a few months back and we wish to thank him for his efforts.

This season the Auckland fleet is looking to support the Rotorua Sprints Regatta, Napier North Island Champs, Wellington Nationals, Tauranga Regatta and the next Auckland Champs. We will continue to run our club races with overall winter, spring, summer and autumn series combining all club racing into a three month point series.

The AZO has introduced a new initiative into club racing, the Zephyr Propulsion Police (ZPP). The ZPP started with the idea of getting experienced yachties to view the Zephyr racing to see if any boats stood out or were conspicuous regarding rocking or other illegal forms of propulsion. The ZPP is aiming to raise awareness of the issue and encourage more discussion amongst the sailors about just what is and what is not acceptable. The idea is that sailors will step up their own self-policing to ensure it's both fairer and more fun for participants.

The ZPP have so far been at two AZO Zephyr events and taken videos and so far it's showing a high level of rule compliance with very few infractions. However, it has highlighted occasions where some competitors are pushing the boundaries. It's been encouraging to see others pull these guys up on their demeanours to try to help create a more level playing field.

The AZO are looking forward to a bumper Zephyr season in which we hope to see all 54 of our members race at least three events. We're also looking forward to really good numbers attending all out-of-town regattas.

### HAMILTON / TAURANGA

#### Rob Ebert

Things are pretty quiet here down on the lake. We definitely don't do cold, wet or windy but our support of Friday 'choir practice' is unwavering! A small number of Zephyrs remain, most having been stripped out to go to Auckland and Tauranga over the years.

There is some interest in the class, but the barriers to entry are significant now, it is much easier to get hold of a second-hand Laser. We are losing older sailors too as the Zephyr is not that kind to the aging sailor – difficult to right and get back in to. We also need access to new masts to replace a recent breakage.

We are in the process of resuscitating the local association, prompted in part by the need to move our bank account on line. We have a number of money laundering hoops to jump through. Apparently a number of Russian Oligarchs have been hinting they might funnelling sanction-busting money through our account!

#### Mark Thomas

The Tauranga winter series once again lacked numbers on the water each race day, unlike our summer series.

Generally, the usual five or six suspects turned up to battle it out, while the rest of us were a bit more cunning and checked out the forecast first. Wet and cold blowing its tits off !!! YEAH NAH.

I have it on good authority that Andy has led the fleet on most windy races and Hansie was at the front in not so windy races. The winter series is now complete and there were a few days with 15 kts+ and other days with light winds. Hansie managed to win the winter series overall. Unfortunately, the last race day was marred with a collision on the finish line between two Zephyrs which resulted in considerable and totally avoidable damage to one boat. I was not competing so only heard of the incident second hand. Apparently one sailor luffed another boat into the finish boat causing extensive damage to the other boat as it was sandwiched against the boarding platform. Remember, even if you think you're in the right, there's absolutely no need to go to this extent and cause senseless damage. There's always the option of the protest room once on the beach.

Repairs to Mark's boat, after an incidence at the Auckland Champs, is just about complete and hopefully he will be back on the water soon. When completed, Nic's boat is next in line for a new deck and other remedial work. Among the missing Zephyr sailors has been young Hamish Thurston who bought Richard Chamberlain's boat. Hamish is a paramedic and shift work hasn't been kind to him getting on the water. Another who turns up regularly at the club is Loren Poole but he always forgets to bring his Zephyr. Watch this space.

## **WELLINGTON – John Kliffen**

With the Covid cloud still lingering around, it seemed like a short season with only four season-race-days completed before Christmas due to a slightly later start to the season, plus some dodgy spring weather, but the 12 season race days after Christmas did help to complete the sailing season with some more reasonable results.

A total of 39 sailors competed through the Wellington Zephyr Championship Series, which was comfortably won again by Greg Wright (190), with Brett Linton (303) in 2<sup>nd</sup>, Glenn Tassicker (89) 3<sup>rd</sup>, Mike Hood (502) 4<sup>th</sup> and Guy Taylor-Smith (509) in 5<sup>th</sup> place. Other sailors also pulled in consistent top line placings in the 2<sup>nd</sup> half of the series, such as Polly Wright (31) who returned back to work in Wellington after completing her Uni studies, and also Keith Fraser (71) and Harvey Linton (87) after they relaunched their refurbished Zephyrs. Phil Williams was fantastic in coaching 15 Zephyr sailors, who were keen to sharpen their sailing skills leading up the national champs, while David Tildesley (329) must have been taking good notes as he made steady improvements through the season to win the Wellington Zephyr Handicap Championship. It was also great to see Isabella Cawthorn (183) who regularly travelled across from Plimmerton to join in with the coaching and some of the Zephyr races at WBBC.

Despite the earlier unfavourable weather, a huge focus for our awesome regatta organising committee was on the planning for the 2022 Zephyr National Championships scheduled for 3-6 February 2022, which was 'all but done and dusted'. It was therefore a major disappointment that just 2 weeks before the national regatta was scheduled to start, NZ moved into the Red Covid Alert Level on 22<sup>nd</sup> January, due to the escalating community spread of the omicron strain. We were then unfortunately forced to cancel the Regatta and plan to re-schedule for 2-6 February 2023.

Toward the end of the season, we welcomed John Fletcher sailing in 182 Ziggy. We also look forward to Dion Mead joining the Zephyr fleet next season in 181 and also to Todd Olson, who is currently busy on re-building 154 (as well as 181). So the next 22/23 season may be even bigger than last season, with possibly more Zephyrs on the water, as well as the 2023 Zephyr Nationals to look forward to, and hopefully Covid-19 will become a distant memory...

## **NELSON FLEET REPORT - Hannes Hille**

Nelson had a great end to our season finishing strong with four Zephyrs - including James Mead in the first glass Zephyr of the south. Congratulations to Tony Gable for taking out the lion's share of Zephyr certificates and trophies at the club's prize-giving.

We're all really excited to get back on the water soon, and especially looking forward to seeing a heap more at the South Island championships here in December.

Cheers from the Nelson Zephyr fleet!

## **CANTERBURY – John Boraston**

The 21-22 Season was another season of growth in boat owners in the Canterbury fleet and also further north in Nelson and Picton with six boats now based there. All up we are nearing 40 registered boats across our region.

The fleet growth and the introduction of the highly successful Traveller Series has seen a noticeably improving performance across the fleet with top placings being spread more widely as we all become more competitive. Needless to say, the regular top performers are still very strong but getting a hurry up from the rest of us.

Results from the championship series are as follows.

### **South Island Champs**

1<sup>st</sup> Mike Hood, 2<sup>nd</sup> James Macrae, 3<sup>rd</sup> Alistair Campbell (full report refer WW Dec 2021)

### **Canterbury Champs**

1<sup>st</sup> Daniel Smith, 2<sup>nd</sup> Paul Walker (new to our fleet having just moved down from Auckland)

3<sup>rd</sup> Steve Edwards.

### **Andy Holland Trophy.**

1<sup>st</sup> Daniel Smith, 2<sup>nd</sup> Paul Walker, 3<sup>rd</sup> Don Le Page.

Most Improved Sailor went to Cam Jones who only started in the Zephyr late 2021 and has shown great determination though all the time he is putting in on the water. Cam also lowers our average age considerably with him still being at high school.

We are all looking forward to getting out of what has been a pretty mean winter and into the new 2022-2023 season with a continuation of the highly successful Traveller Series and heading north to Nelson for the South Island Champs on 10-11<sup>th</sup> December 2022. (Yes, we will invite the Wellington fleet over despite them stealing all our silverware.)

Not Zephyr sailing, but the arrival of SailGP in NZ with the first series to be raced in Lyttleton Harbour mid-March 2023 is also a highlight for us all.

## **2022 AUCKLAND ZEPHYR CHAMPS**

### **Helgard Dannhauser**

This was the first Auckland regatta we had since the Manly Nationals in April 2021. For us in Auckland, the Covid disruption to our favourite weekend activity was far more than other regions.

We had a great turnout of 27 boats with four boats from Tauranga boosting the numbers. It was also great to see three new sailors to the class. A warm welcome to Robin Simpson (22), Bruce Craies (144) and Simon Fletcher (77).

The forecast for Saturday was spot on with 9-16 knots. The prospects for Sunday did not look that flash, 22-30 knots. We lived in hope that Auckland with its unpredictable weather would help us, but sadly it was not to be! At 11:00, the wind was a constant 22 knots gusting 28. At Manukau heads, it was gusting 38 knots. So it was not a difficult call to make. Most of the fleet needed no encouragement to pack their boats to head home. However, Brian Peet and Mike Drummond went for a sail and as luck would have it the weather eased and by the time I left (around 1:15) it was 8 to 13 knots. Hindsight is a wonderful thing, isn't it.

So we had a one-day regatta on Saturday. As per schedule, four races were completed. Mark Orams won three and Grant Beck one. Racing was close and competition fierce. Mark had his work cut out to stay in front but in the end, a well deserved winner. My mate, Murray Thom had his moments of glory and were never shy of words of encouragement to his fellow sailors. Grant Beck and Nik Burfoot were always in contention. The

next six placings were separated by a mere five points. The scene was set for great racing on Sunday!! The class lived up to its reputation for close, tight racing and Saturday did not disappoint. We had a few classic capsizes, a few boats kissing each other along the way. Nik Burfoot had his troubles keeping clear of contact, through no fault of his own. So all in all, a enjoyable, eventful regatta, enjoyed by everyone. I would like to thank Pt Chev for hosting the event. It took a few attempts, but we got there in the end. Thank you Ian Dobson and Peter Fletcher.

## 2022 AUCKLAND CHAMPIONSHIP

Sailed: 4, Discards: 1, To count: 3, Entries: 26, Scoring system: Appendix A

Rank	SailNo	HelmName	R1	R2	R3	R4	Total	Nett
1st	523	Mark Orams	1	(2)	1	1	5	3
2nd	328	Grant Beck	(4)	1	3	3	11	7
3rd	520	Nik Burfoot	3	3	4	(27 DNF)	37	10
4th	703	Murray Thom	(7)	4	5	4	20	13
5th	702	Steve Pyatt	6	6	(9)	5	26	17
6th	3	Paul Pearson	2	(13)	8	10	33	20
7th	606	Mike Drummond	17	(27 OCS)	2	2	48	21
8th	701	Brian Peet	5	(12)	10	6	33	21
9th	608	Llewellyn Viljoen	9	5	7	(27 RET)	48	21
10th	309	Tim Willetts	(14)	10	6	7	37	23
11th	704	Andy Knowles	8	8	(11)	11	38	27
12th	48	Helgard Dannhauser	(27 OCS)	11	12	8	58	31
13th	604	Murray Sargisson	(19)	7	16	9	51	32
14th	220	Dennis Conway	12	(15)	13	13	53	38
15th	172	Hansie Eichholz	(20)	9	19	12	60	40
16th	205	Peter Busfield	15	(17)	15	14	61	44
17th	22	Robin Simpson	13	16	(18)	17	64	46
18th	171	Dave Blair	18	14	(25)	15	72	47
19th	21	Dave Rivington	10	19	(26)	19	74	48
20th	144	Bruce Craies	11	21	17	(27 DNS)	76	49
21st	705	Mike Renner	16	20	14	(21)	71	50
22nd	1	Alan Retter	21	(22)	20	18	81	59
23rd	120	Tony Taine	23	(25)	21	16	85	60
24th	49	Adrian Hayman	24	18	22	(27 DNF)	91	64
25th	103	Ian Watson	22	(23)	23	20	88	65
26th	77	Simon Fletcher	25	24	24	(27 DNS)	100	73



In 2022 sailors often comment on five boat abreast mark rounding being busy. Spare a thought for this 1950's ten boat abreast, about to unravel shambles.... Photo: 1959 Zephyr Championship

## MAST MANUFACTURING UPDATE

Brian Peet

After supplying nine in-spec masts we thought most production issues were solved. Sadly, a series of unexpected tapering failures in March 2022 had the Forged Fabrication's staff stumped. It did look like we'd reached the end of the road for alloy mast production.

In a last chance throw of the dice, I contacted alloy-retired spar maker Barry Saunders. He'd learnt his trade at Bavestock Spars, the original makers of Zephyr metal masts. Since we'd last spoken a year earlier, Barry had relocated to Auckland, so kindly offered a hands-on taper-folding demonstration. After hearing our problems, he suggested the creation of a hardwood mandrel to better assist the taper rolling process.

From a discarded CNC taper cutout, I calculated the extrusion's necessary internal taper diameters. This became the basis of the 1.8m long concave-tapered, circular mandrel. The tricky bit was shaping the hardwood as perfectly round by hand as possible in a home workshop.

The other shortcoming Barry identified was the annealing process Forged had been recommended. Barry was familiar with a different method and was certain this would solve our recent issues.

On the allocated Saturday morning Barry set aside his two-decade absence from alloy spar making. He seamlessly heated, quenched, folded and hammered the taper in about 20 minutes. Dave from Forged then welded the joint. During the following week Dave cut the track, welded the mast head fitting and produced two similar masts based on Barry's tutorial. These three are the best masts to come from Forged.

From an observer's perspective it was incredible to see Barry step up to a particular model hydraulic press he'd never previously used and operate it as if this was still his daily activity. He refused payment for his time, but did accept the gift of a Townson book.

The guys at Forged are now confident a repeatable Zephyr mast manufacturing process is in place. Production will resume when more extrusions become available.



▲ From L-R

A four sided, tapered hardwood blank ready for shaping.

The finished 1.8m mandrel shaped to the alloy mast's internal diameters.

The last masts made by Forged Fabrications—the most uniform of the previous nine manufactured to date.

# DOWNWIND S-CURVING TECHNIQUE

By Mark Orams – Zephyr #523

In the Auckland Zephyr fleet there's been discussion around downwind sailing techniques and what is legal/illegal under the Rules of Sailing. This discussion has arisen due to the relatively recent arrival into the fleet of a number of sailors who've spent time competing in the Laser (now ILCA) class. These ex Laser sailors (myself included) are noticeably more dynamic in their approach to sailing the Zephyr downwind – and they have tended to be faster as well. This has raised questions regarding the legality of the 'Laser style' they've brought with them into the class. This article is intended to provide my perspective on this matter. I offer it understanding that others will have different views but I hope that in explaining my perspective, my interpretation of the rules and some insights into the technique might contribute constructively to our continued enjoyment of our sailing.

## What the Rules of Sailing 2020-2024 say

The rule that governs 'Propulsion' is Rule 42 and the specific aspect of this rule that pertains to the downwind technique used in Lasers and other sailing craft for over two decades is specified under Rule 42.3 Exceptions (a) states: - **A boat may be rolled to facilitate steering.** It is under this exception that sailors have developed a downwind technique which has been described as 'S – curving'. This approach when undertaken well, is both legal under this rule exception and very fast. Its speed is due to the ability of the sailor to generate additional apparent wind-speed due to the rolling of the hull and related ('facilitated') steering. In essence the sailor initiates steering up towards the wind direction by rolling (heeling) the boat to leeward and allowing the related tendency of the boat to 'round-up' to occur. In doing so, apparent wind flow is accelerated across the sail - luff to leech.

At an appropriate point – usually in time with a wave – the sailor reverses the heel and rolls the boat to windward arresting the round up into the wind and initiating a bear away from the wind. This roll to windward and associated bear away is accompanied by a movement of body weight inboard to prevent a capsize to windward. Eventually, when done well the boat moves from air flow across the sail luff to leech to the opposite (often called sailing 'by the lee'). It is this part of the manoeuvre that is most tricky because the boat turn needs to be arrested right at the point before a gybe occurs. When the timing is right the boat is transitioned from the windward heel sailing by the lee mode and rolled to leeward to facilitate steering up towards the wind again.

When this rolling/heeling facilitated steering is linked together the wake of the boat looks like an "S" shape – hence the moniker "S curving". For examples of this dynamic and legal form of downwind sailing [see this footage](#) of the GBR Laser Radial (ILCA 6) sailor Hannah Snellgrove. For those who are interested in the science of why this technique is faster, [see this summary](#) of a doctoral research project on this technique.

From a rules perspective it is worthwhile to note that the exception provided under Rule 42.3(a) does not restrict the frequency or amount of rolling of the boat. The key thing is that **the rolling must be to facilitate steering.**

Of course, one could argue that we are always 'steering' our boats, however, when I have attended seminars run by international judges the key issue they emphasise is that they interpret this as **steering to turn the boat.** Thus, what they look for when judging whether any rolling of the boat is legal technique under this rule exception is whether the boat is **turning** (i.e. that its heading is changing) as a consequence of the roll (or heeling). A roll without an associated turn is rocking and this is illegal under Rule 42.

What I think some Zephyr sailors are observing is the ex-Laser sailors rolling their Zephyr a lot downwind. I hear comments like, "...his mast was moving all over the place" and "...he was rocking like crazy". What they are not understanding (IMHO) is that the S – curving technique allows for mast movement and rolling of the boat – so long as it is associated with steering/turning of the boat.

From a personal point of view, I really enjoy sailing this way, it's dynamic and really fun when you get in the groove and in a rhythm with the waves. The boat really lights up and it is fast. What I have also learned is

that it is generally only faster downwind in over 10 knots of wind-speed, I think in lighter winds the movement of the boat tends to detach airflow from the sail and the boat stalls. S - curving also means you are sailing a greater distance than a simple straight line course to the mark and in under 10 knots of wind speed there is not enough boat speed gain to make it worth it. My advice is to give it a try. It takes a while to get the hang of it, but practice will see you improve and enjoy your downwind sailing even more.

See you out there S-curving!

## NEW BOAT UPDATE

### Marietta II #707

Forty three years after winning the last of his five national championships, it was great to see John Faire wet-suited up, supporting his daughter Julia's venture into our class. In reality, Julia never had a chance, with her dad still owning his 1963 *Marietta* and her husband John Clinton a director of Mackay Boats. Julia's *Marietta II* was launched at the end of April 2022 at Bucklands Beach with dad along for a sail in another Mackay Zephyr. Julia sailed centre-boarders in her youth - including 3.7s - and is the current Commodore of Wakatere Sailing Club, a fledgling centre for Auckland's North Shore Zephyring.



John Faire sailing five times national champ #202 *Marietta* at Mt Maunganui, 1968.



Julia and John Faire at Bucklands Beach prior to launching #707 *Marietta II*, April 2022.



### Wai #711

Yet another Mackay Zephyr hit the water in early August with an owner already inextricably linked to the birth of our class, even if it was before his own birth. Followers of Zephyr history will know the first class championship was held in 1959, and won by Neville Thom sailing his 1956 built #4 *Why*. His eldest son Barry also sailed Zephyrs in the 1970's. Now younger son Murray has become the latest family member to grace our fleet.

In his youth Murray was the youngest ever winner of the prestigious P class Tanner Cup. In 2005 he won the Laser class Masters World Champs in Brazil. His first foray into Zephyring was a club race win in #700 at Manly. The purchase of #205 quickly followed and a third at the Manly nationals stamped his presence on the class. Purchasing hull #711 from the most recent production run now means his Zephyr fate is sealed. Naming his new boat *Wai* was a fitting, affectionate gesture to dad Neville and his #4 *Why*.



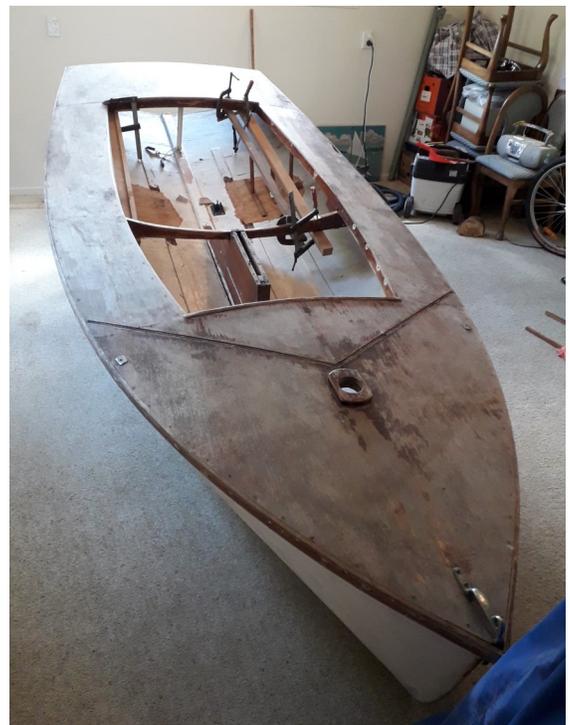
## RESTORATION UPDATE

### Runaway #121

Townson keelboat owner and Europe dinghy sailor Derek Brebner decided he didn't own enough 'Des' boats, so figured a restoration project was just the way to satisfy that particular itch. Fortunately a 1959 Townson-built hull surfaced in the front yard of an elderly, retired boat-builder who always had rebuild intentions of his own. Sadly, age over took him.

Stored for many years outside under corrugated iron and a tarpaulin, #121 was lucky to survive. Discounting the borer riddled transom, the hull is in remarkably good condition. Obviously in need of a full rebuild, but with the veneer skins seemingly sound, it should be reasonably straightforward project.

The cast bronze bow fitting is testament to how long ago this boat could've been competitively raced.



## Pal-O-Mine #27

Serial restorer Bruce Hopwood assembled quite a collection of Zephyr hulls in the 1990s. Many of his rescues formed the basis of the Auckland 'John Thompson Society'. This bunch of mates tongue-in-cheek named their group after a one-armed ship's cook aboard one of Captain James Cook's Pacific expeditions. Thompson's handicapped stature seemed an applicable, humorous, cap-tipping transfer to single-handed Zephyring. After reaching a point in life where it was time for Bruce to divest himself of Zephyrs, two project hulls became available.

Along came boatbuilder Mark Andresen, also a committed Townsonophile with a Townson 9m keeler, seeking fleet expansion. His appetite had been wetted during his re-decking of Bruce Craies' #144 *Gwene*. In the late 1980s Mark built his keeler from scratch - see page 242 of the Townson book. Tackling project Zephyrs in the state of these two hulls is probably child's-play to this skilled craftsman.



◀ Zephyr restoration 2022, #27  
*Pal-O-Mine*.

▼ Des Townson's Zephyr production  
line circa 1957.



### UPCOMING REGATTAS

North Island Champs, Napier Sailing Club - 26-27 Nov 2022  
South Island Champs, Nelson Sailing Club - 10-11 Dec 2022  
National Champs, Worsler Bay Boating Club - 2-6 Feb 2022

### Class Contacts

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# *DES TOWNSON*

## *- A Sailing Legacy -*

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**\$80**

Des Townson was a yacht designer and boatbuilder responsible for a unique body of work which filled a special niche in New Zealand's rich boating history. This book chronicles his life and design work through his own recollections and those of his family, close friends and associates. Within the 334 pages are 116,000 words interspersed with 400 photos and boat plans providing rich context to a remarkable story from a bygone era.

**Lawrence Schaffler, Editor, Boating NZ: -**

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