

West Wind

The Newsletter of the NZ Zephyr Owners' Association

Volume 6 Issue 4

Internet address: www.zoa.cjb.net

December 1999

EDITORIAL

The last season of the Millennium is now well underway, with the focus shifting to the National Championship in Tauranga. As mentioned in past newsletters, holding events at "non Zephyr" venues is a good way of promoting the class. However, the absence of a host fleet does make it all a bit harder to organize a contest. Tauranga Yacht and Powerboat Club have ample race management experience, but without local knowledge it has been a bit harder to put together a social programme, normally a feature of the contests. I feel sure that the idyllic nature of the TYPBC club house and the well developed abilities of Zephyr skippers to interact, will more than make up for the lack of a formal structure.

In the last West Wind, I alluded to a number of issues with the organisation of National Championships. If we choose venues where we have to pay to have our contests hosted then it makes sense to combine with other classes to offset the fixed daily costs. We have held joint contests with other classes in the past (Phoenix's at Pigeon Bay) with varied success. We may need to seek a liaison with another suitable class over several contests. Does anyone have any ideas?

Those of you who subscribe to Sailing New Zealand may have noted some comments in the November "In My View" column by Richard Gladwell. It featured an interview with Paul Henderson, President of ISAF, who commented on a European trend back to dinghies. They don't have Zephyrs, so he was talking about Finns and Lasers mostly, saying*"it is really interesting how many old sailors who have gotten into Soling and Stars and offshore boats are now coming and sailing on little ponds after the age of forty and are sailing Lasers and Finns."* and *"the older sailors go off to all this big boat stuff and it's like burning dollars. Then they come back here and have a hell of a lot more fun on Saturday and Sunday afternoon. Sailing with a bunch of good friends — what could be cheaper"*. We are seeing a similar trend within the Zephyr class, with the interest coming from retired P Class and Starling dads or sailors returning to the sport from other interests. If anything, the perception that the Zephyr is an "old man's boat" is working in the class's favour. Off the beach dinghy sailing undoubtedly has the best "cost/enjoyment" ratio.

The other problem that affects fleet racing is that Zephyr skippers often end up involved in local club and class administration, not to mention involvement at national and international levels by the likes of Brian Smith and Jim Park.

This issue includes a flyer from Doyle Sails NZ, who have recently combined with Boyd and McMaster. We do not usually include flyers with West Wind, and it will not be a regular feature. Doyle NZ have donated a set of sail battens as a prize for the Nationals, so we are acknowledging their generosity and long standing relationship with the Zephyr class.

Despite the Nationals being so handy, I will not be competing at this season's contest, but I have a good excuse - our second child is due around that period. The best I can hope for is a visit for a day, so I may elect to enter so I can sail three races.

(Continued on page 4)

FROM THE PEN OF ALEX AITKEN National President



We are now well into the sailing season albeit with some indifferent weather and anti-social tides. Some have not ventured out due to weather and early tides but have promised to dust off the cob-webs, probably late December.

"Zephyr Class the classic yacht design" - is what I am hearing from a number of yachties that look at the fleet and say, *Where can I buy a Zephyr?* This year there seems to be a resurgence of interest in buying and renovating boats. Judging from the "Trading Corner" the interest in maintaining a high standard is evident, typified by a recent comment from Dennis Craig in Auckland: *My dear old wooden mast's finally broken. Bugger! Please find enclosed a cheque for a new alloy mast.*

Brian Smith, President of Yachting New Zealand was seen on the Hamilton Lake sailing his faithful #12 *Cindy*. Rob Ebert has a report on the Freshwater Championship in which Brian showed he has form on and off the water.

I believe Auckland is ticking along with a few new members and boats changing ownership. Bob Allen has now taken over from Rhys Burton as secretary/treasurer for AZO. Could I, through this publication, say thanks to Rhys for looking after the affairs of Auckland Zephyr Owners for a number of years. Rhys sold his Zephyr some time ago and feels that the job would be better handled by an active member.

The new coloured brochure depicting the Zephyr Class with laminated A3 copies for each centre has been well received. The production cost means that limited copies are being used for enquires only. Please ask your secretary to show you a copy. Many thanks to Bob Allen for his work in producing this brochure. We have it on CD so it can be scanned and reproduced when required.

Down to the Business of the day:- I am of course talking about the Zephyr Nationals at Tauranga 5-8 January 2000. I'm hearing a lot of positive comments about the venue and the sailing conditions. It now remains for you to make a commitment to compete. Entry forms are in the September issue of West Wind and the entry fee of \$50 is payable to the Tauranga Yacht Club. As far as I am aware this is the first time Zephyrs have sailed at this venue so it will be an opportunity to show off the class. Apart from competing it is a good time to share with friends and families of Zephyr owners. The Nationals are also an opportunity for owners to meet and debate issues in regards to Zephyr administration, trading matters etc. Thanks to a fortunate change in circumstances I will now load my #147 in the container for the 2000 contest.

See you there.

Alex Aitken.

Hamilton News

The Club racing scene got off to a relaxed early October start this year, with the Zephyrs once again the main senior class. We welcome Graham Bridges (152) and Jack Nannes (63) to the class. Both are experienced yachties with extensive sailing backgrounds in dinghies, trailer yachts and keelers, so they have made their presence felt in the early races. Jack acquired and refurbished #63, bringing yet another Zephyr out of retirement. Absent from the early racing were Rob Ebert (on holiday in the South Island) and Roger Walker (recovering from surgery), while class stalwarts Ralph Skinner, Frank Lee, Frank Ward, Bill Saunders and Jim Brokenshire picked their days. Business commitments have kept Colin Townshend beached. It has been down to Colin Bentley, Paul Fisher, Bob Hutchinson, Neil Wood and Keith Paine to keep the class ticking over.

Seventeen boats contested this year's Zephyr Weekend and Freshwater Worlds. It saw the return of former class regulars Allan Gough, Harold Gratton, and Brian Smith. The YNZ President ended a 10 year absence from the class by arriving in the rigging area as most boats were heading out to the start line. He timed his arrival in the starting area to perfection, rounding the pin end of the starting line, handily placed with 30 seconds remaining. He mastered the fluky early breeze, and subsequently filled second place behind Jack Nannes. The shifty morning breeze filled and stabilized for the remaining races. Graham Bridges revelled in the increased wind strength to lead Rob Ebert and Paul Fisher home in Race 2. In Race 3, Brian Smith showed he had lost none of his former skill by recording a comfortable win over Rob Ebert and Jack Nannes in the freshest breeze of the day. With three different winners for the first three races, it was a closely poised contest as we adjourned for the post race barbecue.

Sunday morning racing was delayed, but got underway eventually in a fickle, frustrating conditions. Brian Smith seemed to attract what wind there was, recording another win from Keith Paine and Jack Nannes. The final race saw more breeze, with Jack Nannes winning from Graham Bridges and Rob Ebert. Final placings, Brian Smith (2,1,1,4), Jack Nannes (1,4,3,1), Graham Bridges (1,5,5,2), Rob Ebert (6,2,2,3), Keith Paine (3,5,2,8). Jim Brokenshire took out the Handicap prize from Renee Hutchinson, Keith Smith & Allan Gough (3=) and Harold Gratton.

Last year's winner, Bob Allen, came down from Auckland, with Keith Smith representing Waiuku. Thanks to you both for your support. Annette Fisher worked hard to provide varied prizes while John Elliott once again forsook his 3.7 to be Race Officer, assisted by Peter Hutchinson and Jack de Leeuw. Matt Breignan ably ran the patrol and mark laying boats.

Weather conditions could have been more consistent, but as always, the overall atmosphere of the series was good, making for a pleasant combined barbecue with the Hamilton Yacht Club on Saturday night. Thanks to the Hamilton Yacht Club, and fellow Zephyr skippers for making the weekend a success.

Tales from Canterbury

This season has started on a positive note with a number of boats being purchased, some for competitive racing and some just to enjoy the recreational side of sailing.

The second race of the Estuary Pennants saw twenty Zephyrs crossed the start line in moderate to heavy conditions and eighteen were flagged across the finishing line. Alex Aitken, Ron Mackie and Andy Holland were there showing the flag for Waimak. The fleet included Andy McAllum who has recently acquired #3, previously owned by Glen Fraser. #3 was completely restored by Bill Popenhagen several years ago and is now the second oldest Zephyr, with #2 being one of several Zephyrs destroyed in a fire at Hamilton Yacht Club. Unfortunately #3 was tested to the limit, retiring with a split centre case.

So far this season fleet numbers have been smaller than last season but early starting times and weather conditions contributed to this. We are expecting a large fleet at Pigeon Bay for the five race South Island Championship on 11/12 December. A similar contingent is expected for the Masters Games in Dunedin over Anniversary weekend. and about eight Zephyrs will be loaded into a 40' container and shipped to Tauranga for the 2000 nationals in January. A sponsor has been found for the 40' container so this reduces the cost to mainlanders considerably.

We look forward to continuing interest in this Classic style of yacht and we have the largest fleet of the centre board classes sailing in Estuary events.

At a "Sullivan Cup" race held at Pleasant Point Yacht Club recently, six Zephyrs competed in the open class. When the results were read out the names of Tony Park #217 and Alex Aitken #147 were missing. Alex protested and the entire club were given a detailed description of what happened. The sailing instructions gave mark 22 a "port rounding". #217 knew that, #147 was confused and took it to starboard resulting in a collision. # 2.17 hit the mark and failed to do a penalty. The eagle eye of a race officer on station relayed to the starting box, "we have an incident, make that two incidents!" Both contestants were ranked DSQ and jointly shared "Bunny of the day".
Alex Aitken

Renewal of subscriptions for 1999/2000

At this stage we have received about 70% of what is needed to balance the books to the end of May 2000. Thanks to all owners that have contributed. Your \$15.00 to ZOA and \$10.00 to your local association (total \$25.00) is a small but vital contribution to ensure the ongoing promotion of the class.

To those who may not have not got around to writing a cheque could you do this now and put it in the post.
Alex Aitken

CONTACTING THE ZEPHYR OWNERS' ASSOCIATION

SUBSCRIPTIONS 1999-2000

Subscriptions for 1998 are \$15.00 for the NZZOA, and \$10.00 for local associations in Auckland, Hamilton and Christchurch. If you are an "orphan" outside these areas, the \$15.00 NZZOA sub can be forwarded to Alex Aitken, President, or Rob Ebert, Secretary. Please include your boat name and number, so we can update the Zephyr Register.

We need your support for all sorts of reasons!

National President

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National Secretary

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NOTICE OF RACE

2000 NATIONAL ZEPHYR CHAMPIONSHIPS TAURANGA YACHT AND POWER BOAT CLUB WEDNESDAY 5TH JANUARY TO SATURDAY 8TH JANUARY

ORGANISING AUTHORITY

Tauranga Yacht and Powerboat Club, Sulphur Point, Tauranga. Email: typbc@xtra.co.nz, Phone: (07) 578 5512 Fax: (07) 578 5595

RULES

The contest will be governed by the 1997-2001 Racing Rules of Sailing (RRS), the prescriptions of Yachting New Zealand (YNZ), the YNZ Safety Regulations Part 1, the rules of the Zephyr Class, the Notice of Race (except as any of these are altered by the sailing instructions), and the Sailing Instructions.

ENTRIES

Entries will be accepted up to 0930hrs on Wednesday the 15th December, on the attached entry form with an entry fee of \$50. Late Entries will be accepted up until 0930hrs on Wednesday 5th January 2000 with an entry fee of \$65. All skippers shall be current financial members of the Zephyr Owners' Association and a yacht club affiliated to YNZ.

EVENT CLASSIFICATION

For the purpose of RRS Appendix G, this contest is designated Category B.

SAILING INSTRUCTIONS

Sailing instructions will be available at Registration.

COURSES

The courses shall be Triangular or Windward/Leeward course sailed in the Tauranga harbour. Tide and Weather conditions will determine which courses will be used.

SCORING SYSTEM

The Low Point system of rule A2 will apply, except that 9 races are scheduled, of which five races must be completed to constitute a series. If only five races are completed, then all races count towards a yacht's total points. If six to nine races are completed a yacht may discard her worst score. All races score equal points. The lowest total score wins. When a boat has two or more worst race scores which are the same, the worst score or scores referred to in RRS A2.1, shall be discarded in race order of occurrence

REGISTRATION
All competitors shall complete registration before racing. Registration includes the logging of support boats. Registration will be available from 0800hrs on the 5th January 2000 at TYPBC, Sulphur Point Tauranga.

DIVISIONS

Open Division for the National Zephyr Championship, Handicap, Ladies Division and such other groupings as the Race Committee may decide.

HELP WANTED

Bill Whitiskie, Race Officer for the National Champs, needs two assistants for the Committee Boat and Patrol boats.

If you can help, please let Bill or the ZOA know. Bill is a very experienced race manager, so it offers the prospect of some useful experience.

Bill can be reached via TYPBC or at 07 5754402(H) or email william.w@clear.net.nz

PROGRAMME

Wednesday 5 th	Registration	0800-0930hrs
	Meeting of Competitors	1000hrs
	Invitation Race	Warning 1054hrs
	Race 1	Warning 1354hrs
	Race 2	Back to Back
Thursday 6 th	Race 3	Warning 1024hrs
	Race 4	Warning 1324hrs
	Race 5	Back to Back
Friday 7 th	Race 6	Warning 1024hrs
	Race 7	Warning 1324hrs
	Race 8	Back to Back
Saturday 8 th	Race 9	Warning 1024hrs
	Prize Giving	1400hrs (Approx)

2000 NATIONAL ZEPHYR CHAMPIONSHIPS

ENTRY FORM

NAME:

ADDRESS:

TELEPHONE:

YACHT NAME: SAIL NUMBER:.....

FINANCIAL MEMBER OF:

Entry Fee of \$50.00 enclosed made payable to the TYPBC.

I agree to be bound by the Racing Rules of Sailing and by all other rules that govern this event.

SIGNED:

Send to:
Zephyr Nationals
TYPBC
PO Box 252
TAURANGA

Tuning for Speed II

Murray Sargisson

West Wind January 1981.

Are all those gadgets and adjustments really necessary? Some Zephyr skippers sail with nearly everything able to be adjusted while on the water, others with the minimum of this type of gear. Before considering adjustments however, the boat must be set up correctly.

Mast and Stays

The chain plates are allowed to be 150mm forward of the main deck beam. In this forward position the boom will go out as far as possible and there is less interference of the side stay on the sail. With the chainplates further back, flat-run performance will be impaired. The side stays should be all wire and metal. Nylon lanyards may be inexpensive but they stretch and this allows the mast to bend sideways giving poor on-the-wind performance. Many Zephyrs have an adjustable forestay. As the wind strength increases and the sail cannot be flattened further through increased mainsheet tension, easing the forestay helps the mast to bend further if the base of the mast is held firm. It also helps to rake the mast further aft, which is supposed to be beneficial for windward performance. The reason for this is never fully explained but one theory is that as the mast is raked further aft and the tip of the boom becomes closer to the deck the efficiency of the sail is increased through less "leakage" of the air between the boom and the boat. On the Zephyr a substantial amount of rake is required just to get the boom horizontal. *Vooka* (#118) and *Kerry* (#183 -1980 National Champion) are examples of well raked masts and both boats are known as being fast on the wind. However raking the mast aft of vertical reduces of-the-wind performance, so one usually has to compromise by setting the mast at 90° to the deck between the front stay and the mast-well, which results in the boom not being quite horizontal. It is a pity that the leech on the Zephyr sail is not another 75mm. longer as this would allow the mast to be set more vertically and all-round performance would be improved.

One bad effect of easing the forestay is that the side stays become slack allowing the mast to bend sideways. The adjustable forestay should therefore be used only after the traveller has been eased out and the boat is still being over-powered by strong winds. Heavy skippers, or those with flat sails may find it unnecessary to adjust the forestay at all.

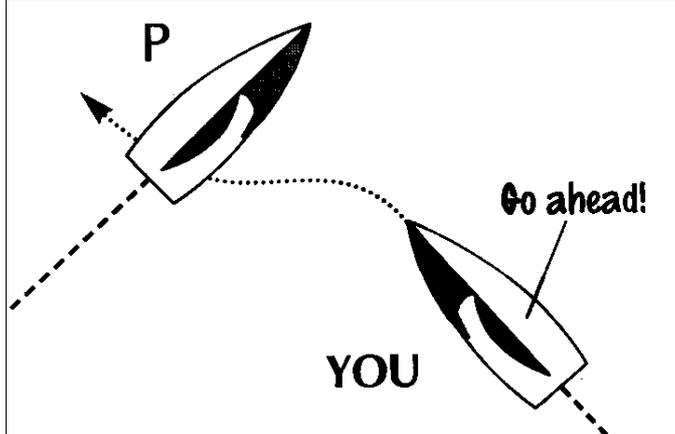
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For those in the North Island, keep in mind the South Pacific Masters Games over Anniversary Weekend. The yachting events are hosted by Ngaroto Boating Club at Lake Ngaroto, 5km north of Te Awamutu. The lake is one kilometre long, by about half a kilometre wide. It supports a fleet of enthusiastic Laser sailors and hosts a very successful Winter Series for trailer yachts. The South Island Master Games in Dunedin have been enthusiastically supported by Zephyr skippers over the last few seasons, so now there is a chance for North Island skippers to join the fun.

Finally, in the "anything you can do" department, both Alex Aitken and myself coincidentally enrolled in and successfully completed the Coastguard Boatmaster Course. While I was familiar with a lot of the course work, I found the course worthwhile and would recommend it to anyone looking to brush up on their general seamanship knowledge.

From the Archives!

Murray Sargisson penned a series of articles for West Wind in the 1980s. Here are some of his comments. Has sailing a Zephyr changed that much?



Protect your lane Wave other boats across

When you have a good position on the starboard tack, don't automatically insist on your rights with every port tacker that appears. The last thing you want is for them to tack on your lee bow and force to tack away. Preserve your clear air and let the other boat cross. When you are still several boat lengths away, yell "Go ahead", or anything else that makes it clear that you will duck behind them. It is much better to duck and lose half a length, than to lose your lane of clear air. Be sure that you communicate loudly and clearly.

ZEPHYRS FOR SALE

315 Seaview

Wooden rig with launching trolley. Hull Blue with White trim. Good all round condition.

Contact: Richard Evans 03 337 1171.

#59 Escapade

Wooden rig, refurbished hull and deck.

Contact: Roger Walker 07 849 2145

#105 Pandora

Wooden rig, new launching trolley

Contact: Geoff Moore 07 843 8682

#91 Zest

Few details so far. Contact Dennis Craig 09 817 3150

95 Blast Furnace

Stored for some time but in good all round order.

Wooden rig, basic fittings, original sail, beach trolley
Contact: Mike Anderson 03 355 3925 or 021 620065.

Auckland Postscript

The boat breaking weather experienced in the Hauraki Gulf recently has also taken its toll on the Zephyr fleet on the Manukau harbour, with a broken mast and rudder amongst the few intrepid sailors who have ventured out this season. We are seeing some more new and old faces on the water this season, with Russell Turner expecting to launch his new boat early in the new millennium, and Murray Sargisson bringing *Gazelle* out of mothballs last weekend. Hopefully this will herald a rekindling of enthusiasm from some of the previous regulars of the Auckland fleet.

If anyone has any old broken wooden masts, I understand that Dennis Craig is building up a fine collection and may even be interested in the boat to go with it!

Bob Allen