

West Wind

The Newsletter of the NZ Zephyr Owners' Association

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www.zephyr.org.nz

August 2016

President's Report

It is my pleasure to submit the President's Report for the 2015/2016 season.

Membership for the year increased from 114 to 124 due to the National Contest being held in Auckland where several newly restored boats made their appearance at a National contest after an absence of many years.

The 60th Jubilee National Regatta held at Manly attracted a record 86 entries, a magnificent tribute to the organizing committee consisting of Harold Bennett (Chairman), Carla Holgate, Gus Gager, Paul Pearson, Peter Busfield, Rob Gill, Tim Holgate, Sean Paterson (MSC Commodore) and Tony Miller (AZO President). The Race Management was expertly handled by Principal Race Officer John Parish and his team of twenty volunteers. Thank you Manly Sailing Club for hosting a superb event.

Kelcey Gager sailing Zephyr #9 *Waiaro* deservedly won the Championship for the first time. Runner up was Tim Snedden (#523) and third was Rowan Adolf sailing in his first National Contest in Zephyr #17. A record five women sailed in the Regatta. Carla Holgate again convincingly won the Women's title from runner up Karleen Dixon. Richard Dreverman won the Handicap Trophy. The 2016/17 National Championship will be held at Akaroa in January 2017.

In February 2016 the first GRP hull was produced by Greg Salthouse of Salthouse Boats. Don Currie fabricated the timber components and the first completed hull was on show at the Manly in April. Rule changes allowing GRP moulded hulls were approved by more than 90% of the members who voted. It is expected that at least ten new GRP boats will be built in the first year of construction.

The West Wind, first published by Hamiltonian JohnVale in the early 1980's and in more recent years by Rob Ebert, has again kept members well informed of key events and class information.

Tim Snedden, our Treasurer/Trader for the past six years is resigning at this year's AGM. On Tim's watch, member's funds have risen from \$37237 to \$66973 and the ZOA is currently in a sound financial position for any future development requirements of the Zephyr class. We will miss Tim's competent services and also the valuable leadership contribution he has made to the ZOA. Thank you Tim.

2015/2016 has been a big year for Rule changes. These changes have been expertly managed by Rob Ebert, our Class Secretary for 22 years. Rob's tenure has given the Class stability and strength, an aspect noted by many new and prospective owners. Andy Knowles has assisted Rob with the wording of the rule changes. Thank you Rob and Andy.

I would also like to thank the Executive Committee (Steve Pyatt, Andy Knowles, Peter Stokell, Brian Peet, John Kliffen, Richard Mackay, Richard Dreverman, and Tony Miller) for their input and support during the year. Thanks are also due to our Honorary Auditor Matt Hannah and our Patron Alex Aiken.

Finally I look forward to assisting the class to continue to develop and grow over 2016/2017 and wish all members an enjoyable forthcoming season.

Murray Sargisson
August 2016

Wellington Report

The 2015/16 season in Wellington was reasonably typical. A cold early September opening day at Worsler Bay Boating Club (WBBC) was followed by some blown out days in October and November, but we generally had fantastic weather for most of our race days (depending on your preference). 14 of the 20 scheduled WBBC Zephyr Championship Series races were completed, with at least 9 boats competing per race and sometimes over 20 boats, so there was always close and exciting racing between groups of Zephyrs around the course, especially at each mark. The Championship was convincingly won by Greg Wright #190, although he was chased hard by Chris Hargreaves #525, Brett Linton #200, Richard Dreverman (also known as Aussie Dick) #46 and Alastair Campbell #177, as well as Phil Williams #502, Rob Bryant #506, Mark Berry #185 and James Macrae #111, when they were able to sail.

For many of us, the 60th Zephyr National Regatta at Manly Sailing Club was a season highlight. Harold Bennett and the Manly organising committee did a fantastic job of running the regatta and made all of us out-of-towners feel very welcome, especially at the excellent social events. It was certainly a challenge starting on such a long start line with 80 other boats, but it was a great experience. The results showed that many of the 18 Wellington Zephyr sailors generally struggled in the lighter conditions, so it was a mixed bag of results, except when the wind picked up in races 5 and 6, which seemed to suit most of the Worsler Bay sailors. Phil Williams was the best of the Wellington sailors to win the 65-69 years Zephyr Masters Trophy and to get 7th place overall, including a race win. Richard Dreverman (our Wellington ZOA president) somehow also managed to take away the Zephyr Handicap Trophy. It did raise a few eyebrows at the time, but Aussie Dick assured us all that his handicapping of the Wellington sailors was all very fair and reasonable, although possibly more reasonable for some than others? Greg Wright also achieved a race win and a few top 10 placings, but some bad results early on knocked him out of any serious contention. Brett Linton (another winner of several Sunburst national titles) also found it tough and didn't quite manage to get his usual Rhythm-n-Swing going in the Auckland conditions. Better luck next time guys.

The Wellington Zephyr fleet is still steadily growing, with a few sailors changing class during the season (when they have found a Zephyr to buy or borrow) to join our big fleet racing each Saturday afternoon. With the production of fibreglass hulls now approved by ZOA, 4 of our members are now looking forward to the arrival of their new fibreglass hulls and rumours of possibly 1 or 2 more after that. This will provide a few extra boats for sale, which should make it easier for other sailors to also join the class and help to further boost our fleet numbers.

Finally, a special note of congratulations goes to Tony Crew

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Canterbury Report

The 2015-2016 season turned out pretty much as we expected from an El Nino summer, a lot of fresh breezes which was great fun although, in the event not what was expected for the National Contest! As a result, we all found the irregular water and light breezes challenging - we have a lot to learn, but our challenge to all skippers will have to wait for another season. For the remainder of the season, we introduced a Zephyr Diary which lists the "preferred" venue for each weekend day i.e. where the majority of the Zephyr fleet will be. We have tried to spread this around clubs and our impression was that, while it achieved what was hoped, namely that it maximised the fleet on any one day, it was not an unqualified success.

We have also tried to improve communication with our 23 skippers and the feedback for this has been good. There have been some questions about our use of a container to ship our boats to Manly for the National Contest - essentially Murray Sargisson has some pictures of the cradles built by Gavin Bird to allow one boat to rest atop another, meaning you can get 8 boats on the ground floor of a 40 foot container, and if you cared to install a light frame, another 4 on the top floor (plus their beach trolleys of course). Cost freighting Christchurch-Manly return all up was \$3250 thereabouts. The agents allowed us to retain the container on-site for the week which proved most convenient.

There are signs that Canterbury Clubs are preparing for the new season. On the way past Christchurch Yacht Club (CYC), this morning (Saturday 20 August) I came across Commodore Richard Ineson and club members beavering away with brooms and scrubbing brushes to tidy up the club rooms and rigging area for their opening day Saturday 24th September. CYC are hoping to start work at the end of this year on a new boat shed and launching ramps, damaged in the Canterbury earthquakes.

Pleasant Point Yacht club have consent for a club building on a new site. Their site on Rat Island was demolished and flooded in the big shake. Interesting the shake caused the Estuary to tilt giving the club an advantage of deeper water. The Earthquake Commission is also building a new boat shed, shower block and changing rooms for Mount Pleasant Yacht Club. A new four metre pathway from the Heathcote River to Sumner Bay has to be accommodated by both CYC and Mt Pleasant rebuilds. This is an interesting challenge for supply of land in rebuilding CYC and MPYC club rooms, but is a reflection of the future we are facing..

Estuary clubs are now starting to recover — it has involved 5 years of planning but it may well take a another 10/15 years for the estuary and infrastructure to come right.

Canterbury Yachting Association has produced a handbook for the 2016/17 season and the front cover features Daniel Smith in #331 *BIL*. On the youth coaching scene, Wayne Keen is planning to run a fleet of Elliotts' and 420's.

The Zephyr Nationals Organising Committee is working away to ensure both on water and social events at Akaroa will offer a great experience. At our last meeting August 18 we signed off the entry form and rules for the competition. After much deliberation we decided to not to offer lunches to competitors, boat staff and shore staff. We felt that Akaroa Village is close to the racing venue to cater for competitors and staff.

Alex Aitken, Richard MacKay

The Finding of #322, Victoria

January 2015. The annual Christchurch Yacht Club (125th Anniversary this year!) "Hi-Lo Regatta", pretty unusual event, let's be honest. Essentially, it's a series of races at high tide on the Canterbury Estuary, followed by a break, then a further series of races at low tide, sailed on the Sumner Bar. I give some details because it accounts for the fact that our mate Peter arrived home after the event completely stuffed, but to be honest I'm unsure as to how much rehydration was indulged in, nor what type, after the event.

Peter, with his boat safely moored to his car outside his home, takes his weary frame off to a well-earned rest. Upon arising the next morning, Peter recalls that the boat is outside, goes out to clean up and put it away only to find that some loser has swiped it, trailer and all. Peter was more than a little pissed, he'd had a love affair with Victoria for many years, but I imagine Lynn was secretly relieved to lose the competition. Needless to say, Police couldn't find it, CYA Facebook advertising didn't help. A national appeal at the Tauranga Nationals to keep an eye open was to no avail. The Canterbury skippers gave Peter a host of helpful comments like "you'll never see that again", and "get yourself an Opti instead, they are much less of a loss" which were greatly unappreciated by Peter, but in due course, after weeks of negative news, he gave in, got a cash settlement with the insurance company and settled down to a new life as the owner of #19, *Athena*.

Fast forward to April 2016. Sitting in the Mount Pleasant Yacht Club one afternoon, we're told that a woman phoned earlier to say that an old hull of some sort was dumped on the roadside outside her home in Ilam (a rather more up-market suburb of Christchurch). The description provided fitted *Victoria* (broken down old hack needing a facelift), so we zoomed around to her address and sure enough it was Victoria in the flesh.

Victoria, with a lot of paint damage only, had obviously been left outside for the duration, and had gained some resident water and, thus a bit of weight. Thoughtfully, the culprit had left the mast as well, and all the fittings with even the windex still in situ! It turns out that she had been left in the cul-de-sac for a couple of weeks, so must have been in someone's back yard in the meantime. A local neighbour somewhere around the corner had found the hull outside their home and dealt with the issue by pulling it around the corner, where the Council had put a sticker on it notifying the owner that it was unwarranted and unregistered and would be towed away. This despite the fact that it was obviously dumped stolen property which a five minute call to the police would have verified. Another good reason why I'm not about to move to Ilam.

The boat was dragged off home immediately, as we knew Peter was away on holiday, but it was a good moment to phone him later and give him the news. Victoria, with characteristic lack of decorum, last seen stripped (why do I keep doing that?) of her deck in eager anticipation of a new one, and some fine new clothing.

Richard MacKay

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(TC), who was recently made a Life Member of WBBC. TC has been instrumental in introducing a number of different dinghy classes to the club, and the Zephyr class was his latest and greatest effort. A huge part of the success and growth of the Zephyr class at Worser Bay has been due to TC, with his infectious enthusiasm and his backroom wheeling and dealing to connect keen sailors with a Zephyr and also the culture of Worser Bay Zephyr community. Well done TC!!

John Kliffen

Zephyr Owners' Association
Minutes of the Annual General Meeting
Becks Alehouse, Christchurch, 4th September 2015

1. **Attendance:** M Sargisson, R Ebert, T Snedden, D le Page, L Ebert, P Stokell, A Ebert, K Maynard, A Aitken, R Mackay, T Park, R Wenham, D McKellar, B James, B Peet, R Dreverman, J Kliffen.
Chairman M Sargisson welcomed members to the meeting and invited members to introduce themselves.
2. **Apologies:** R Ineson, G Bird, J Boraston, M Hay, T Miller, S Pyatt, R Mackie, D Currie, G Beck, A Knowles. *Accepted Ebert/Sargisson*
3. **Minutes of the Previous Meeting (Pt Chev);** These had been previously circulated in the West Wind and were taken as read. T Snedden asked for the following corrections (italicised or struck through) to his 2014 Treasurer's Report.
 - ZOA provided \$1000 initial funding to CZOA for the Lyttelton Nationals, on the expectation that this was to be returned *in the event of surplus.*
 - Masts to be inspected and stamped before despatch, focusing on straightness, taper and overall quality. Improved packaging of masts for freighting being investigated to minimize damage.
 With these corrections, the 2014 minutes were accepted as a true and correct record of the previous AGM. *Ebert/Sargisson*
4. **Matters arising from the previous meeting;** Nil
5. **President's Report;** Murray Sargisson spoke to his report, it having been circulated in the West Wind.
 - a. *Glass/composite hull progress;* Murray outlined the progress on the glass/composite hull. Initial progress was quite slow owing to the nature of hull construction, but Salthouse Boatbuilders are now at the stage of taking a mould off the plug built by Don Currie. Murray acknowledged the contributions of R Brooke, D Currie, Marco Scuderi, G Beck, B Peet and G Salthouse for their part in the process to date. The ZOA was very fortunate to have access to highly competent boat builders within its membership and accorded them a vote of thanks. Don Currie had accepted a sail in recognition of his contribution to the project. There was a degree of interest from boatbuilders in eventually building the hulls, and the ZOA would accept the recommendations of the glass/composite sub-committee when this stage was reached.
 - b. *YNZ Service Award:* Murray acknowledged R Ebert's being awarded a YNZ Service Award last year, in recognition of his services to yachting and the Zephyr Class.
6. **Treasurer's Report;**
Tim Snedden spoke to his previously circulated report (West Wind, August 2015). Issues he noted where;
 - a. The difference in trading results for 2014 and 2015 are due to some transactions being recorded after the year end date. When these are taken into account, the overall trading margin over the two years is very similar.
 - b. NZ Rigging continues as our mast supplier. There are often delays in providing masts, but they are now quality checked before leaving the factory. Alloy and anodising prices have increased, so an increase in the price of masts is likely. Considerable skill is needed in tapering the mast and this area is the main quality concern. It was suggested fibreglass tip for the masts would simplify this area and remains an area to be explored. Carbon masts remain in the background as an option, but their potentially transformational on the class was recognised, so that alloy remains the preferred option.
 - c. Insurance on stock remains in place and will be extended
- d. Construction of the mould proceeding as budgeted, the philosophy of the new boats being as good as, but no better than, the current 500 series boats.
- e. Subs, overall slightly down.
After discussion, the Treasurer's report was received *Snedden/Aitken*
7. **Budget and Subscriptions**
 - a. Tim Snedden presented a budget for the coming year. He noted a write down in veneer stock after a thorough stock take and its use in building the new plug. He outlined a cash flow forecast and noted that cash reserves will drop as the new glass hull is paid for. Estimated costs for the new Zephyr are \$22k.
 - b. Matt Hannah's contribution to the Financial Statement Review noted. Moved "that the Treasurer be empowered to express the ZOA's appreciation of his contribution of the Financial Statement Review" *Accepted Ebert/Snedden*
 - c. Subscription recommended to remain at \$20. *Snedden/Sargisson*
8. **Secretary's Report**
R Ebert outlined the Secretarial Initiatives over the past year;
 - a. Membership and Measurement Certificate database has been revised and is now in a Microsoft Access database. This will smooth the eventual hand over of secretarial responsibilities.
 - b. A Facebook page has been established for the ZOA and is being well received.
9. **Election of Officers;**
With the exception of Rob Bryant, Wgtn, replaced by John Kliffen, all members have agreed to stand for another term and were elected en-mass. *Ebert/Sargisson*
Patron; Alex Aitken,
President; Murray Sargisson.
Secretary; Rob Ebert
Treasurer; Tim Snedden
Financial Scrutineer; Matt Hannah
Committee Members;
 Steve Pyatt
 Peter Stokell
 Andy Knowles
 Brian Peet
 John Kliffen
Regional Representatives (ex officio)
 Richard MacKay (CZOA)
 Richard Dreverman (Wgtn)
 Tony Miller (AZO)
- R Mackay commended the outgoing Committee on its work and offered a vote of thanks.
10. **General Business;**
 - a. **Glass Composite Hull Construction;** M Sargisson passed around trial panels for the traditional and glass composite construction, asking the meeting to note the near identical weight per unit area. He elaborated on some of the construction details aimed at ensuring the cockpit area had adequate strength. This prompted a discussion on general construction details. The option of a second Sth Island mould was raised, but it was thought that the approximately \$9k cost of a mould would rule out having more than one. R Mackay noted the potential interest of a number of builders. The meeting agreed that the method of appointing or selecting a builder would be referred to

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the Glass/composite sub-committee. The proposed construction still requires considerable wooden joinery and this may influence prospective builders. 016 Nationals.

- b. **Building Royalty:** A Aitken requested the need to retain this \$2600 book keeping entry, prompting a discussion of its origins. Moved that "the \$2600 royalty be incorporated in the general accounts" Aitken/Snedden
- c. **National Contest 2015-16:** The Manly event is in the capable hands of Harold Bennett. Race Officer Steve Parish. Difficulties of promoting attracting Sth Island sailors to the event acknowledged due to the cost of transport. Resolved that "the Zephyr Owners' Association apply to the Lion Foundation for \$1750 towards the cost of transport costs to the Manly venue" Ebert/MacKay
- d. **National Contest 2016-17:** Planned for Akaroa, likely late January, although Auckland members suggested a February timing.
- e. **Proposed Rule Changes;**
1. A number of tidy up rule changes were proposed, possible wording as below.
 2. Mast Hole Collar, 2.5.3, to be re-phrased to eliminate the minimum size. The hole shall be a maximum of 67mm diameter circle.
 3. Consistency of wording with 2.7 Chainplates. The mast hole shall be 2625mm ± 10mm from the **aft face of the transom** to the centre of the hole.
 4. Rigging, 3.1.5, add a second bullet point to tighten up the rule and allow adjustment systems. At the moment, it would be legal to have a short wire stay and a long length of adjustable Dyneema. Each stay may have different materials-for example, lashing, purchase system or adjustment plates -within 300mm of its lower end. This would also rule out forestay adjustment systems within the mast. A member had recently inquired if these were permissible, but the feeling of the meeting was that they were under current rules, but were most likely a disadvantage.
 5. Booms 3.2.6, to eliminate partial "loose footing in the tack end of the boom; The sail bolt rope shall remain within the boom sail track at all times, except for accidental and temporary removal after the start of a race.

Meeting closed 2110

**ZEPHYR OWNERS' ASSN
ANNUAL GENERAL MEETING
1930hrs, Friday, September 14th 2016
Murrays Bay Sailing Club
North Shore, AKL
Agenda**

1. Apologies
Richard MacKay, CZOA
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
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 resigned.
 - *Auditor:* Matt Hannah (Matt is a former ZOA member).
 - *Regional Representatives.* AZO, HAZO, CZOA, WAZO
9. General
 - Building Report
 - Mast/Sail Report
 - National Contest 2016-17
 - Rule Changes
 - ⇒ Nationals Funding; "Moved that the AGM pass a resolution to seek grant funding from the appropriate sources to support the 2017 National Contest at Akaroa".
 - ⇒ Nationals Guidelines (R MacKay) I would appreciate some feedback from the AGM about my proposal to document, in a clear set of guidelines, the requirements, the consultation process and the expectations of ZOA, in order to assist those preparing for the annual National Contest.
 - Other

***National Zephyr Contest 2017
Akaroa Harbour, Banks Peninsula
A premier South Island family holiday resort!
11-15th January 2017***

<http://www.akaroarentalhomes.co.nz>

<http://www.akaroa.com/places-stay/hotels-motels-apartments>

TRADING ACCOUNT		
Revenue	2016	2015
Sails	32,096	36,847
Spars & Rigging	11,357	16,397
Hulls	-	-
Total Trading Revenue	43,453	53,244
Cost of Sales		
Opening Stock	7,334	5,934
Purchases Sails	32,793	34,364
Purchases Spars & Rigging	15,070	16,592
Purchases beach trolley	639	
Purchases Hulls	363	-373
Freight	751	1,053
	56,950	57,570
Less Closing Stock	15,673	7,334
Total Cost Of Sales	41,277	50,236
Gross Margin On Sales	2,176	3,008
Expenses		
Insurance for Stock	723	716
Subscriptions collection fees	9	
Contest Promotion	1,000	600
Net Surplus From Trading	444	1,692
ADMINISTRATION ACCOUNT		
Subscriptions Income		
Subs Auckland	1,180	960
Subs Central	310	380
Subs Wellington	560	500
Subs Canterbury	420	380
Subs National ZOA	-	60
Subs Prior year	60	-
Total Subscriptions Revenue	2,530	2,280
Expenses		
Bank Charges	1	10
Website Expenses	792	207
Meeting Expenses	364	920
Sundry	372	616
Honorarium Secretary	-	250
Nationals Costs	-	150
Total Admin Expenses	1,529	2,153
Net Administration Surplus	1,001	127
Other Income		
Interest Income	1,384	2,219
Net Surplus	\$2,828	\$4,038

ZEPHYR OWNERS ASSOCIATION STATEMENT OF FINANCIAL POSITION 31 MAY 2016		
ASSETS	2016	2015
Current Assets		
ASB Cheque Account	1,379	2,573
ASB FastSaver Account (on call)	-	2,487
ASB Term Dep 0072 (maturing 29/11/16)	13,547	13,039
ASB Term Dep 0073 (maturing 23/11/16)	-	36,877
ASB Term Dep 0074 (maturing 18/10/16)	20,000	
Total Cash On Hand	34,926	54,975
Debtors	212	775
Interest Receivable	80	300
Insurance Prepaid	648	648
Stock on Hand	15,673	7,334
Total Current Assets	51,539	64,032
Fixed Assets		
Building Moulds and Patterns	15,754	372
Total Fixed Assets	15,754	372
Total Assets	67,293	64,404
LIABILITIES		
Current Liabilities		
Trade Creditors	-	-
Prepaid Subs	80	60
Subs due to AZO	80	
Subs due to Central ZOA	120	200
Subs due to WZOA	10	
Subs due to CZOA	30	
Total Current Liabilities	320	260
Total Liabilities	320	260
Net Assets	66,973	64,144
MEMBERS FUNDS		
Accumulated Funds 1 June 2015	61,544	57,506
Royalty Reserve	2,600	2,600
Current Year Surplus	2,828	4,038
Total Members Funds	\$66,973	\$64,144

Hamilton Report

Zephyr sailing has been on the wane in Hamilton over the past few seasons, so we are now down to the faithful few. It has been “natural attrition” - Zephyr sailors lives changing, or ending. We think the Zephyr would be ideal for a number of our female sailors moving out of the Starling class and we have tempted several into a trial sail. The “sticking point” is the perceived maintenance requirements of a wooden boat now that “plastic” Starlings and Lasers are so common. I doubt we will attract this “demographic” until a plastic Zephyr comes along. The current strong-hold of Zephyr sailing now is Tauranga,

Secretary's Report

The past year has been a busy one, the highlight being the launch of the glass fibre Zephyr - the result of a lot of hard work from a whole team of people. The web site hosting was transferred from Mothership to Sportsground - a site that hosts Manly's web site and a number of other yacht clubs. It does have an on line payments link that we may attempt to implement for subscription

payments.

I have also made use of Facebook, establishing a Zephyr Facebook page. I am still not a great personal Facebook user, so the exercise was a bit of a learning curve - but a worthwhile one, as the Facebook page statistics indicate that a fair number of people outside the class take a look at what is happening to the Zephyr class.

The other task for the year were the rule changes to enable production of the glass Zephyrs. We took the opportunity to make a number of other rule changes as well. We had good response to the SurveyMonkey rule change process, so this is now entrenched as our preferred method for administering the rule changes.

The coming challenge is installing new Treasurer, or adapting our financial systems if we have to cope without one. The success of the Zephyr class has been the consistent administration, so it would be great to have new blood in the Executive roles.

Rob Ebert

Zephyr Milestone

The launch of Zephyr #601 in May this year marked the successful completion of a two year project to resume construction of Zephyr hulls.

In mid 2014, the ZOA reluctantly recognised that the era of wooden Zephyr hulls was over, with Robert Brooke and others encouraging us to move to a glass fibre hull. A “Glass Zephyr” Sub Committee was formed to explore the issue. Its brief was to 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, and to ensure, as far as possible, that any hull produced has the same characteristics as the current wooden hulls.

Laminates of our traditional wooden construction were compared with a proposed glass laminate and found to be comparable. Don Currie then constructed a triple skin wooden plug over the original Zephyr mould, from which Salthouse Boats constructed a female mould. It subsequently produced #601, which Don Currie, then Greg Salthouse finished off.

This brief summary belies the efforts made by a large number of contributors to the final product. Don Currie, aided by Murray Sargisson, did the “heavy lifting” on the mould construction, working closely with Greg Salthouse of Salthouse Boats. Grant Beck chipped in with laminate advice and practical help. Marco Scuderi kindly allowed the use of his premises for Don to work in.

Don Currie assisted again with the templates for the bulkheads and side tank joinery, then the decking of #601.

The necessary rule changes were attended to by Don Currie, Rob Ebert and Andy Knowles, with support from class members.

Greg Salthouse's launching of #601 capped off a great collaborative effort. The newest addition to the Zephyr fleet appears to be performing pretty much like any other Zephyr. Salthouse Boats will continue constructing Zephyrs and we have confirmed orders for 9 boats.

Rob Ebert

