

West Wind

The Newsletter of the NZ Zephyr Owners' Association

Volume 62 Issue 2

www.zephyr.org.nz

August 2018

President's Report 2018

The Zephyr Owners Association main aims are to:

Promote races and social functions, administer the class rules and to develop and protect the interests of the Zephyr sailing class.

Sailing Report

During the last year the Association has, I believe, endeavoured to deliver on our aims and the best gauge of success is the number of sailors enjoying participating in racing and on land socialising. This has been achieved by the good and enthusiastic work of the regional committees and is evidenced by the large number -73 entries—for the 2018 Zephyr Class National Championships at Worsler Bay, Wellington in February of this year. Refer to Wellington Region Chairman, John Kliffen's report attached. The Worsler Bay National Championships received good media coverage in Boating NZ Magazine, local newspapers and various on-line sailing sites.

The regions of Canterbury, Wellington, Tauranga-Central and Auckland are well served by year-round weekend sailing, complemented by midweek evening sailing in the summer. On a national level we are now looking forward to the North Islands.-at Lake Taupo on 17th and 18th November and the National Championships at Tauranga 22nd to 27th February 2019, detailed in the Notice of Race circulated earlier this month. The Executive Committee, following the consensus agreement of the forum held at Worsler Bay, has agreed for the 2020 Nationals to be held in the South Island and then in Auckland in 2021 - as a curtain raiser to the America's Cup!

Trading Report

The sales of masts and sails have been steady, but we saw a decline in sales of new fibreglass boats as outlined in Trading Manager Tony Miller's report elsewhere in West Wind. We are appreciative of all the work that Salthouse Boat Builders, supported by Greg Salthouse, Grant Beck, Murray Sargisson, Don Currie and others did in getting the fibreglass hull into production and achieving the goal of having the fibreglass version being of equal speed to that of the top achieving wooden boats. Both wood and fibreglass boats have the same speed potential, but the fibreglass boats will allow more time sailing and less time maintaining compared with their wooden counterpart. With the assistance of Greg Salthouse we are looking to have the fibreglass hulls built by a new supplier and Tony Miller will provide an update of this at the AGM.

Financial Report

12month period to 31st May 2018

The Financial Statements show the Association had a net surplus of \$1,059 and as such accumulated funds increased slightly to \$80,425 at year end. Thanks to Treasurer Tony Miller and the valued assistance of Gerard Turnbull of chartered accountants Turnbull and Associates Limited in preparing our financial end year accounts. Their help means we meet the requirements in our rules for a qualified person to inspect the accounts.

Budget 1st June 2018 to 31st May 2019

The Executive has set a budget for the year ending 31st May 2019, refer attached, where we are budgeting to have a breakeven result. Now that we are GST registered and have additional management and compliance requirements, the Executive is recommending that the national subs be increased to \$40 inc gst per annum to cover these costs. The Association is in a sound financial position and this will allow for future development costs of tooling for a fibreglass deck if the association wants to move in this direction.

Special General Meeting of 17th January 2018 and related Association and Class Rule changes, appointment of Chief Measurer and election of President

At the special general meeting of the Association on 17th January 2018 several rules were changed to both the Association and Class rules. A Chief Measurer – Graeme Robinson, was appointed and I was elected President.

Executive Committee activity January to August 2018

At the Special General Meeting the membership requested that the Executive look at the practicality of the BS1088 provision inserted into the rules. That meant ensuring members were able to source BS1088 and that Measurers could confirm its use in boats. The Executive, after much research, found that BS1088 marine plywood was readily available and that leading NZ builders of all types of boats sourced and used it. The Executive also agreed that given the rule BS1088 rule was only applicable to boats post 17th January 2018, it should be easy for owners to source BS1088 marine plywood and to retain the receipt as confirmation a boat is measured. The Executive therefore recommends no change to the rule that was adopted on 17th January this year.

The Executive, with the assistance of the Chief Measurer Graeme Robinson, has over the last 6 months further looked at the Class Rules and are recommending some wording changes for improved clarification on several areas of the rules. These proposed changes will be tabled at the AGM and will be put to the wider membership subsequently as per the class rules.

As Chief Measurer, Graeme has spent time in Auckland and Wellington working with the local appointed Measurers ensuring measuring consistency up and down the country. We very much appreciate his and our regional Measurers dedication to this role and the class will be better off with this consistent approach going forward.

The Executive Committee has acted on the Chief Measurer's advice in several instances. This has seen several boats either being denied or having to have major modifications in order to retain their measuring certificate. The ZOA has agreed to replacing a fibreglass boat that was significantly heavier than expected and another boat has been bought back by ZOA as it did not meet our measurement requirements when first sold to the owner. This boat is now owned by ZOA and this gives us options to use it as a plug for making a deck mould and/or using it as a demo boat to entice young or older new comers to our class. This is never an easy thing to deal with from the Measurers, Executives and boat owner's point of view and I am pleased with the response from all

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Zephyr Owners' Association Statement of Financial Performance For the Year Ended 31 May 2018		
	2018	2017
INCOME		
Sails	14,268	17,231
Battens	610	1,911
Spars & Rigging	5,184	31,747
Hulls	5,652	46,500
Beach Trolley		639
Nationals Donations		1,280
Subs Auckland	974	1,040
Subs Central	426	430
Subs Wellington	626	300
Subs Canterbury	365	535
Subs Prior Year	87	20
	<u>28,191</u>	<u>101,633</u>
COST OF SALES		
Opening Stock	17,188	
Purchases Sails	15,478	8,460
Purchases Battens	177	1,418
Purchases Spars and Rigging	1,230	35,257
Purchases Hulls	7,650	41,589
Purchases Miscellaneous		54
Freight and Cartage		139
	<u>41,723</u>	<u>86,917</u>
Closing Stock	16,582	
Cost of Sales	<u>25,141</u>	<u>86,917</u>
GROSS MARGIN	3,050	14,716
INVESTMENT AND OTHER INCOME		
Interest Received	1,221	1,155
Other Income	2,242	
	<u>3,463</u>	<u>1,155</u>
TOTAL INCOME	6,513	15,870
EXPENSES		
Accountancy Fees	806	145
Advertising	495	
Bank Charges	40	20
Contest Promotion	1,200	
Insurance	666	723
Meeting Expenses	741	203
Nationals Costs	1,320	2,680
Subscriptions	117	4
Sundry Expenses	44	186
Travelling Expenses	23	
Trophy Engraving/Miniatures		135
Website Expenses		627
TOTAL EXPENSES	<u>5,453</u>	<u>4,722</u>
NET SURPLUS	\$1059	11,148

Zephyr Owners' Association Statement of Financial Position As at 31 May 2018		
	2018	2017
CURRENT ASSETS		
ASB Cheque Account	11,654	11,641
ASB Fast Saver	8	8
ASB Term Dep 0072	14,503	14,013
ASB Term Dep 0074	24,491	20,760
Accounts Receivable	0	666
GST Refund Due	179	
Inventories	16,582	17,188
	<u>64,417</u>	<u>64,277</u>
NON CURRENT ASSETS		
Property, Plant and Equipment		
As per Schedule (at Book Value)	16,138	16,138
TOTAL ASSETS	80,555	80,415
CURRENT LIABILITIES		
Accounts Payable	130	1,050
TOTAL LIABILITIES	130	1,050
NET ASSETS	80,425	79,365
ACCUMULATED FUNDS		
Accumulated Surplus	77,825	76,765
Capital Reserve	2,600	2,600
	<u>\$80,425</u>	<u>\$79,365</u>

**Tauranga Yacht and Power Boat Club (Inc.)
ZEPHYR CLASS NATIONAL CHAMPIONSHIPS
22nd February 2019 to 27th February 2019**

Measuring/Registration is from 1600hrs to 1900hrs on Friday 22nd February 2019, 0900hrs to 1700hrs on Saturday 23rd February 2019 and 0800hrs to 0930hrs on Sunday 24th February 2019.

Briefing is at 1000hrs on Sunday 24th February 2019.

Dates of racing:

- ◆ Sunday 24th February 2019 two races are scheduled back to back.
- ◆ Monday 25th February 2019 three races are scheduled.
- ◆ Tuesday 26th February 2019 three races are scheduled.
- ◆ Wednesday 27th February 2019 one races are scheduled.
- ◆ The warning signal for the first race each day will be;
- ◆ Sunday 24TH – 1155hrs,
- ◆ Monday 25TH – 11.55hrs,
- ◆ Tuesday 26th – 11.55hrs,
- ◆ Wednesday 27th – 1125hrs.
- ◆ On Wednesday the 27th February 2019 no warning signal will be made after 1500 hours.

Prize giving will be held after the final race on Wednesday 27th February 2019.

**ZEPHYR OWNERS' ASSOCIATION
TREASURER'S and TRADING REPORTS
YEAR ENDED 31 MAY 2018**

TREASURER'S REPORT

Tony Miller took over as Treasurer from Murray Sargisson in February 2018.

2017/2018 -The ZOA made a small profit over the year of \$1,060.

Major Changes over 2016/17

- Less Income from Trading
- Only 1 hull sale this year
- Less sails and mast sales
- GST reduction of subs
- Higher Cost of Sales
- Hulls includes centre case replacement costs of boat 602
- Pre-purchase of ply and yellow cedar for future hulls
- Higher Expenses
- MYOB costs (ongoing \$351 pa)
- Chief Measurer expenses, travel & accommodation (\$1,500)
- Board Pro purchase (\$345)
- Advertising/website (\$495)
- Meeting expenses, Nat Exec meetings.

Overall the ZOA faces increases in operating costs and reductions in income. To offset this a sub increase will be required.

TRADING REPORT

Sails

A modification at both tack and clew of the sail has been a significant improvement. The slider lug on the clew works well and the sail shows fewer creases.

Masts

NZ Rigging location at Kumeu has proven to be an inconvenient location for some. Moving the masts to a more central location will cause problems for those wanting fittings fitted (tang, hal-yard lock etc). There is still no easy way to ship masts around NZ without risk of damage.

Hulls

After several years helping the class develop the fibreglass hull, Salthouse Boatbuilders have decided they can no longer build Zephyr hulls. Increasing workload and the upcoming America's Cup has meant that they are unable to build Zephyr hulls. We thank Greg Salthouse for his input and support over the past years.

While the fibreglass hulls have presented some issues, we now have a clear understanding of how to build consistent hulls.

We are now in discussions with a dinghy class boatbuilder with a view to a long-term relationship.

Tony Miller

18/07/18

**ANNUAL GENERAL MEETING
1930hrs, Thursday, August 23rd 2018
Pt Chevalier Sailing Club
Pt Chevalier, Auckland
Agenda**

1. Apologies
2. Minutes of the previous meeting(s)
AGM and SGM
3. Matters arising from the previous meeting
4. President's Report
5. Treasurer's Report
Budget and Subscriptions
6. Secretary's Report
8. Election of Officers
9. Appointment of Regional Representatives.
AZO, HAZO, CZO, WAZO
10. Appointment of Chief Measurer
11. Appointment of Financial Scrutineer
12. General
 - a. Life member nominations
 - b. Regional Round Up
 - c. Building Report
 - d. Mast/Sail Report
 - e. National Contest 2017-18 and 2019-20
 - f. Rule Changes?
 - g. Other

Wellington Zephyr 2017/18 Season Report

A big focus for WZOA through the 2017/18 season has been the preparation and hosting of the 2018 Zephyr National Championship at Worsley Bay BC. The regatta organising committee, the Race Officer Ken Burt and the many volunteers all did a fantastic job in planning and running the event that was well supported by 72 sailors, including more than 40 sailors travelling in from other regions. We received great feedback from many sailors on how much they enjoyed the event, which in typical Wellington style was compressed into 3 days and completed a day early to avoid the gale winds forecasted for the final day scheduled for the competition.

We are very proud of Greg Wright, our local WBBC champion, on winning the overall Championship Trophy and keeping the national title in Wellington for another season. Greg was certainly pushed hard by Kelcey Gager (national runner-up and 40-49 masters champion) and Tim Snedden (60-65 masters champion) and it was also great to see our other local sailors Phil Williams retain his +65 masters championship, Emma Berry winning the Female Championship Trophy and WBBC Commodore Dean Stanley winning the Handicap Trophy.

At the local WZOA level, all of previous years WZOA committee members were re-elected for the 2017/18 season. The 2017/18 season was another good season with Greg Wright #190 who again convincingly won the WBBC Zephyr 17/18 Championship, taking 1st place in many of the WBBC Zephyr Championship Series races that were completed. WZOA membership increased to 30 members, with some WBBC sailors joining from other classes to compete at the 2018 national regatta, as well as a few new sailors (and returning old sailors) now also regularly competing in the WBBC Zephyr fleet.

With around 30 local Zephyrs competing at the last 2018 national regatta, we are looking forward to a strong fleet sailing through another great season in 2018/19.

John Kliffen

#92 and #609

Zephyr Class Rules 2018

Proposed Changes

Introduction

The rule changes outlined below are for consideration at the AGM and subsequently. Eventual voting on them will follow the Class Rules – six signatures proposing the change, expected to come from the Executive then a SurveyMonkey (probably) vote. Many of the changes are to make the rules clearer and more consistent, but there are a couple of more important changes.

Corrector Weights, 2.1.3. The intention is to allow more flexibility in attaching corrector weights aft in the boats, allowing the aft weight to be split.

Reinforcing Material. This rule was presented some years ago and did not pass. However, indications are that opinion in the class has now shifted on this issue so the rule change proposal will re-visit the issue.

Name

The class shall be known as the Zephyr Class. The Zephyr is a one-design class. **As defined in the World Sailing Equipment Rules of Sailing, these are Closed Class Rules where anything not specifically permitted by the class rules is prohibited.**

This is a self-explanatory clarification.

Hulls

1.6.3 Purchasers shall purchase **new** hulls from ZOA and no other person.

This clarifies the intention that the ZOA is the new hulls supplier.

Sails

1.7.1 All new sails shall be made by a sail maker approved by the Committee, to the computer generated design and specifications current at **the time of production** ~~30th January 2007~~. No further new sails will be made from **any** earlier pattern. Existing sails from **any** previous approved pattern may remain in use.

A rule tidy up

Registration and Measurement

1.10.11 **All spars, sails, foils equipment and corrector weights shall comply with the current version of the class rules. Hulls shall comply with the version of class rules which was current at the time the hull was first measured.** Any alterations or replacements shall comply with the current rules.

This is a rule re-write, clarifying how rule changes can be applied

1.10.13 Where these rules are silent on any point of measurement procedure, the World Sailing Measurers' Manual ~~Sailing Federation measurement~~ handbook shall be used.

2. Restrictions and finishing instructions for hulls

2.1.3 Hulls weighing less than the minimum weight are to be brought up to weight with corrector weights. Corrector weights, **each weighing not less than half of the total weight required** shall be fixed to the **aft bulkhead or keelson adjacent to the aft bulkhead** and the aft section of the mast step cross member, or in an equivalent position approved by the Chief Measurer for those boats that do not

have a conventional mast step and/or an aft bulkhead.

The intention is to allow some flexibility in how and where the corrector weights can be attached. It permits the splitting of the aft weights to accommodate hiking strap attachment points etc.

2.2.1 The deck shall be made of marine plywood i.e. BS1088 ~~or equivalent, the European Equivalent EN314 23 Class 3, Exterior,~~ of nominal thickness not less than 4mm and shall be glued down. Deck beams may be rounded to 5mm convex radius.

Clarifies the standard to be adhered to.

2.3.4 Internal beadings shall not be less than 3mm **wide** and 15 mm **high**.

Minor clarification

2.6 In wooden boats, the maximum height shall be 90mm from top of keelson to top side of **the** step. In fibreglass boats, maximum height shall be 103mm from the inner surface of the hull at the centreline, to the top side of the step. **When the point at which the mast step fitting contacts the mast is more than 5mm above the allowed height of the mast step the additional distance shall be added to the overall length of the mast.**

2.9.1 **Bouyancy shall be a** minimum of 0.2 cubic metres and it shall comply with YNZ Safety Regulations Part 1.

2.9.2 Bulkheads **and bouyancy tanks** are permitted and recommended and may enclose the whole or part of the area covered by the deck.

3 Equipment

3.1 **Masts; The maximum overall length of the mast shall be 5640mm, measured from the upper bearing surface of the halyard sheave to the point of contact with the mast step fitting. When the point at which the mast step fitting contacts the mast is more than 5mm above the allowed height of the mast step (fibreglass boats 103mm, wooden boats 90mm) the additional distance shall be added to the overall length of the mast.**

This is a new section clarifying the mast length measurements for wooden and fibreglass boats, and wooden and alloy masts. Parts of 2.6 and 3.1 are the same.

3.1.3 The sail track, for all masts built after 1st October 2012, shall be continuous for a minimum of **4470mm** from the top of the the halyard sheave.

Simplification

3.1.6 A halyard complying with YNZ Safety **Regulations Part 1** shall be fitted.

3.1.7 The vertical pivot axis for the gooseneck shall be no more than 35 mm from the aft face of the mast **excluding the sail track**.

3.3.1 The mainsheet **blocks** shall be attached only to the **boom and** centrethwart/centrebase assembly

4 Builder's Specifications

4.1.4 Where doubt exists as to the validity of any matter, it **shall** ~~should~~ be referred to the Committee for a decision.

4.3.4 Fibreglass shells shall be constructed using a lay up of E glass with such resins and core materials as determined

(Continued from page 4)

from time to time by the ZOA Committee. The side buoyancy tanks shall be made of **marine ply as specified for decks in rule 2.2.1**, nominal thickness not less than 4mm. The fibreglass transom shall be reinforced with a not less than 9mm plywood doubler.

These are all clarifications

Finish and Supply

4.5.3 Owners may replace the decks, coamings, mast collar, transom, bulkheads, sidetanks or centrecase components with materials specified for the relevant use in these rules after one year of being issued with a first measurement certificate, except that manufacturing flaws may be made good in consultation with the Chief Measurer and **Committee**. Prior approval where practicable, must be obtained from the Chief Measurer. Following any such replacement, the boat must be inspected and approved by a Class Measurer.

Change for consistency

New Rule Section

The rule below was defeated previously, but indications are that the thinking in the class has shifted, so the intention is to put it to the members again.

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..

Framing Timbers

Amendments to the table in 4.4.1 are below, clarifying the transom timber used for wooden boats and eliminating the wooden dowel provision.

Rob Ebert

4.4.1 Framing Timbers

Part	Material	Min unless stated (mm)	Notes
Transom (wooden boats)	Clear Timber Marine Plywood	20 thick 18 thick	Shape as shown in template
Aft Deck Post		25 Diam	Dowel
Foredeck Post		25 Diam	Dowel

(Continued from page 1)

involved seeking and achieving resolution to the issues.

Going forward, this consistent approach to measuring, particularly for fibreglass boats, will ensure that the boats are potentially the same in boat speed and it is the talents of the sailor that wins races, not faster boats. The Executive has an important role in administering the class to ensure that boats conform to the rules. This is an area that we will continue to monitor closely so that the class retains its one class design feature.

You have a dedicated Executive Committee that has had three meetings over the last 6 months and I would like to thank them for their commitment to the ensuring the class is on a solid foundation and is delivering on the association aims. Rob Ebert has continued in the important role of Secretary and Tony Miller has been busy taking on the role of Treasurer and Trading Manager.

We have purchased a software package “Board Pro” that facilitates the preparation, running and minute taking of the Executive and other meetings and with our MYOB accounting software we are able to approve and pay accounts on line. Rob has continued to keep the class informed of activities through our West Wind on line newsletter and web site. I believe that we have the necessary tools in place and people in key roles to well manage the affairs of the Association going forward.

Future aspirations.

The Executive is looking at ways to continue the good work of previous Executives and this includes us investigating the requirements for the class to have a complete fibre glass deck option to go with our fibreglass hull.

The website continues to be an important communication and promotional tool for the class and we will continue to further develop this with additional interesting information. I would like

to have a sailing tips corner where the more experienced sailors can share some tips on setting up the Zephyr for various wind conditions so the newer sailors to the class can get up to speed quicker.

We will continue to use PR and free media coverage of our major events to promote the great sport, fun and recreational activity of Zephyr sailing.

AGM 23RD August 19.30 hours at Pt Chev Yacht Club, Auckland.

With the exception of Richard Middleton of Wellington, who is stepping down from the Executive, all other executive members are making themselves available for re-election. The Wellington ZOA has nominated Glenn Tassicker as a Wellington representative on the Executive.

Life Membership.

The Executive at their meeting of 24th July unanimously agreed that two absolute stalwarts of the Zephyr Owners’ Association, Past President Murray Sargisson and current Secretary Rob Ebert be nominated for Life membership. At the AGM, I will have pleasure in nominating them and outlining the huge contribution Murray and Rob have made to the class. In Murray’s case, it goes back to 1962 and Rob continues his two decade stint as Secretary.

I have enjoyed the challenges and opportunities of serving you as President for the last 6 months and have appreciated the support from the Executive and membership to me in this role. I will be making myself available for re-election as President for the 2018/19 year.

Peter Busfield.

Budget 2017-18				
Zephyr Owners' Association (Inc)				
		Actual	Budget	
		2017-18	2018-19	
Income				
4-1100	Sails	14,268	14200	
4-1150	Battens	610	0	
4-1201	Spars & Rigging	5,184	5000	
4-1300	Hulls	5,652	5600	
4-2100	Subs Auckland	974	1400	Subs increase \$20
4-2200	Subs Central	426	710	Subs increase \$20
4-2300	Subs Wellington	626	1050	Subs increase \$20
4-2401	Subs Canterbury	365	480	Subs increase \$20
4-2601	Subs prior year	87		
Total Income		28,191	28440	
Less Cost of Sales				
5-1000	Opening Stock	17,188		
5-1100	Purchases Sails	15,478	13000	
5-1150	Purchases battens	177		
5-1200	Purchases Spars & Rigging	1,230	4500	
5-1300	Purchases Hulls	7,650	5000	
5-1600	Closing stock	-16,582		
Total Cost of Sales		25,141	22500	
Gross Profit		3,050	5940	
Less Expense				
6-1001	Advertising	495	300	
6-1200	Accounting fees	806	1000	MYOB + Accounting fees
6-1600	Bank charges	40	40	
6-2201	Contest Promotion	1,200	1000	Travel ex Chch 10 boats to Tauranga
6-2800	Insurance	666	700	
6-6000	Travel & accommodation	23	50	
Total Expense		3,231	3090	
Operating Profit		-181	2850	
Plus Other Income				
8-1001	Interest Income	1,221	1100	
8-1400	Other income	2,242	0	GST refund 2017 a one off.
Total Other Income		3,463	1100	
Less Other Expense				
6-1800	Subscription YNZ	117	120	
9--2000	DIA Charities	44	50	
9-1400	Meeting expenses	741	1500	Nat Exec travel costs+ AGM
9-1800	Nationals costs	1,320	1500	Chief Measurer expenses
Total Other Expense		2,223	3170	
Net Profit		1,059	780	

Zephyr National Championship Results, Worsler Bay 2018

Rank	SailNo	Helm	R3	R4	R5	R6	R7	R8	R9	Total	Nett
1	190	Greg Wright	1	1	1	(12)	1	2	11	37	25
2	9	Kelcey Gager	3	7	4	8	4	4	8	50	40
3	523	Tim Snedden	2	2	12	7	2	3	4	115	41
4	527	Mark Thomas	(41)	8	6	9	5	6	17	96	55
5	17	Rowan Adolph	8	3	5	18	3	1	9	135	61
6	509	Guy Taylor-Smith	20	24	2	(41)	6	13	5	117	76
7	502	Phil Williams	14	(26)	3	20	7	9	14	104	78
8	200	Brett Linton	16	14	23	1	11	8	2	116	79
9	601	Greg Salthouse	4	9	7	17	12	12	10	107	83
10	154	Ben Cowley	10	10	16	2	8	(24)	13	109	85
11	112	Matthew Mitchell	6	4	8	4	17	10	25	117	87
12	508	Craig Moss	19	5	9	(42)	13	18	23	152	110
13	522	Tim Holgate	5	16	(29)	10	18	14	12	142	113
14	520	Andy Knowles	15	22	10	16	14	20	(30)	145	115
15	207	Emma Berry	7	23	20	14	16	23	7	147	116
16	604	Murray Sargisson	31	11	(35)	30	9	11	19	168	133
17	111	James MacRae	43	6	18	(49)	26	15	1	183	134
18	602	Steve Pyatt	17	(48)	22	23	10	7	21	182	134
19	331	Daniel Smith	21	27	15	22	20	17	3	171	137
20	526	Keiran Thomas	(30)	21	19	27	19	19	6	176	146
21	47	Paul Pearson	18	19	26	11	21	21	16	189	159
22	525	Chris Hargreaves	40	(42)	14	21	25	22	33	232	190
23	308	Dean Stanley	24	13	13	(43)	30	25	35	243	200
24	519	Peter Dawson	35	12	11	48	23	(51)	44	256	205
25	603	Pete Sutton	11	40	(53)	5	29	32	20	260	207
26	524	David Lyford	32	15	21	25	32	41	31	287	213
27	15	Tony Miller	50	25	25	19	15	5	42	290	216
28	177	Alastair Campbell	23	20	30	(58)	34	27	40	276	218
29	606	Mark Berry	9	17	31	(47)	46	35	22	266	219
30	608	Llewellyn Viljoen	22	29	17	13	38	33	37	264	222
31	605	Brian Baker	13	(50)	28	33	24	44	28	288	238
32	185	Hannes Hille	28	35	33	37	39	16	27	295	238
33	513	Jason Parkin	34	49	40	28	22	28	18	315	241
34	192	Sarah Berry	36	34	24	31	(49)	30	15	295	246
35	304	Rob Ebert	(54)	38	36	29	35	39	29	309	255
36	512	Mike Calkoen	26	30	45	15	27	34	32	335	261
37	506	Rob Bryant	27	39	39	24	33	(54)	47	326	272
38	109	Hansie Eichholz	(74.0 DNC)	33	49	3	31	31	52	351	277
39	108	Olivia Christie	44	18	44	36	42	37	38	355	281
40	182	Andy Neyle	12	37	(54)	26	54	38	54	336	282
41	46	Richard Dreverman	38	31	46	(54)	47	26	26	337	283
42	514	Richard Middleton	46	32	42	45	48	29	(74.0 DNC)	362	288
43	126	Nick Lantz	29	28	38	32	45	36	41	338	290

Zephyr National Championship Results continued...

Rank	SailNo	Helm	R3	R4	R5	R6	R7	R8	R9	Total	Nett
44	77	Peter Busfield	45	(54)	27	34	41	40	36	346	292
45	74	John Boraston	(49)	43	34	44	37	45	43	355	306
46	254	Richard Ineson	48	52	43	6	28	48	45	366	310
47	107	Gavin Bird	25	36	32	51	44	49	(58)	374	316
48	256	Don Le Page	(57)	46	50	38	40	43	39	391	334
49	517	Simon Novak	37	41	(74.0 DNF)	46	52	42	24	413	339
50	6	Nigel Lloyd	39	44	41	(59)	55	53	57	420	361
51	521	Richard Mackay	55	55	37	53	60	50	34	439	365
52	50	Glenn Tassicker	(59)	47	57	56	36	46	49	432	373
53	216	Andrew Mikkelson	47	(56)	51	39	43	52	50.5	430.5	374.5
54	322	Peter Stokell	52	(61)	48	35	50	59	50.5	452.5	391.5
55	516	Tony Crew	33	45	47	57	51	47	56	468	394
56	252	Trevor Kite	56	57	59	40	57	55	48	496	422
57	92	John Kliffen	42	(74.0 DNC)	74.0 DNC	67	53	60	53	507	433
58	75	Chris Bridges	68	53	52	60	58	57	55	528	454
59	155	Andrew Paterson	53	51	56	55	56	63	61	528	454
60	195	Alden Smith	64	59	55	62	62	58	46	522	455
61	103	Ian Watson	51	60	58	52	59	64	59	538	464
62	134	Tony McGlennon	58	58	61	(69)	66	56	62	535	466
63	211	Rick Spencer	60	63	60	50	61	61	60	549	475
64	312	Heather Garside	62	62	62	66	65	66	64	583	509
65	515	Ken Tonks	63	65	63	61	67	69	68	593	519
66	86	Andrew Campbell	61	64	74.0 DNF	65	74.0 DNF	68	65	609	535
67	59	Dave Tildesley	67	66	74.0 DNC	68	68	70	63	618	544
68	236	Phil Royal	74.0 DNF	74.0 DNF	74.0 DNC	64	63	62	69	620	546
69	307	Cathryn Bridges	66	67	74.0 DNF	71	69	67	66	628	554
70	215	John Malthus	74.0 DNC	74.0 DNC	74.0 DNC	63	64	65	67	629	555
71	221	Simon Comeskey	74.0 DNF	68	64	70	70	71	70	630	556
72	97	Bernie Whyte	65	74.0 DNF	74.0 DNC	74.0 DNC	74.0 DNC	74.0 DNC	74.0 DNC	648	574
73	504	Sam Bacon	74.0 DNC	74.0 DNC	74.0 DNC	74.0 DNC	74.0 DNC	74.0 DNC	74.0 DNC	666	592

Zephyr National Championship Winners, 2018

Zephyr Championship Trophy	Greg Wright	Wellington	Heavy Weight Trophy	Craig Moss	Auckland
Zephyr Championship Runner-Up	Kelcey Gager	Auckland	Zephyr Masters Trophy 70+ yrs	<i>not contested</i>	
Zephyr Championship - Female	Emma Berry	Wellington	Zephyr Masters Trophy 65+ years	Phil Williams	Wellington
Townson Trophy	Greg Wright	Wellington	Zephyr Masters Trophy 60-65 years	Tim Snedden	Auckland
Zephyr Handicap Trophy	Dean Stanley	Wellington	Zephyr Masters Trophy 50 - 59 years	Greg Wright	Wellington
Fresh Breeze Trophy	Ben Cowley	Marlborough	Zephyr Masters Trophy 40 - 49 years	Kelcey Gager	Auckland