

West Wind

The Newsletter of the NZ Zephyr Owners' Association

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April 2020

President's Report

I hope you are all keeping well in these strange old times.

Since Picton we have had one ZOA Exec meeting. My first as President and also a historic first, as it was online. It's pretty humbling to be in this role and I look forward to carrying on the great work of Execs past. We covered some dispensation queries and stuck to the previous Exec's position of current owners having dispensation for carbon sheathing but it needs to be removed before the boat is sold to keep its measurement certificate.

The new fibreglass deck expenditure was approved. We have had enquiries from and also sought out other suppliers, as discussed at the sailors forum, for this job. Once all the details were revealed we were left with one clear option, MacKay Boats in Silverdale. We've had our first meeting under the green light and the project is going to be very cool. Owen Mackay and John Clinton from MacKay's are right into it and will produce a top product. Brian Peet is doing an awesome job of preparing a deck plug, free of charge. The details that will really set this all glass boat off, while still mimicking the original and mighty Zephyr are being well considered. Tony Miller is also doing a great job with the numbers.

We discussed the North Island Champs and all were on board for giving Napier a go. It's a pretty cool place to go sailing and a great club.

Have a great winter, do some maintenance on your 11 foot maritime treasures, convince at least one of your mates that Zephyr yachting next summer is the only way to go and I look forward to seeing your smiling faces in a rigging area soon.

Kind regards

Matt



There is never a bad time to check your centreboard!

National Championships Report

Queen Charlotte Yacht Club (QCYC) was new ground for the Zephyr Nationals. Those with junior sailors in the family have been familiar with its record in the Optimist and Starling classes over the years, but it was a bold choice for Zephyr sailors. The racing area is some way from the club, so junior sailors can rely on a tow there and back from a support boat. Zephyr sailors had to suck it up and sail.

Feedback from contestants, noting the challenging weather conditions, were pretty positive about the general decisions taken by QCYC and the positive vibe of the event.

To recap, QCYC sailors came to club day on February 1st and found 50 Zephyrs parked on Shelley Beach to participate in the upcoming Zephyr Nationals.

Saturday was all about last minute tweaks and getting the boats weighed and measured. Some sailors joined the QCYC racing in the afternoon.

On Sunday February 2nd the Zephyr fleet headed out to the outer Harbour racing area. The first race got underway with a 17-20 Knots NW wind. There was a good chop and the trying conditions resulting in quite a few capsizes and a few breakages amongst the yachts. Three races were sailed in total with the wind dropping a little in the last two races. Overall results after day 1 saw Kelcey Gager placing 1st closely followed by Tim Snedden 2nd.

Day two was a great racing day with 3 races running smoothly. Starting with a consistent 12 knots building throughout the day. Race 3 was shortened to get back before the wind picked up too much. Day 2 brought no change in the first and second placings and Greg Wright from WBBC slid into the 3rd spot.

With a storm raging all over the country, racing for Tuesday was abandoned. Several sailors took the opportunity to explore Marlborough with an arranged wine tour. The day was closed off with a wonderful sit-down dinner for sailors and their companions in the not quite finished new Queen Charlotte Yacht Club.

The last day racing got underway with 14 knots dying out. Enough time to get 3 quick races in before heading back to QCYC.

Overall results saw no changes in the top three, but Greg Wright of Worser Bay ended up in 1st place, Tim Snedden of the Royal NZ Yacht Squadron 2nd and Kelcey Gager from Manly Sailing Club, 3rd.

The event was well received by the sailors and hopefully we will see a lot more of these regattas coming to QCYC in Picton. QCYC would like to thank all the volunteers that made this happen.



ZOA Championships Sailors' Forum

Steve Pyatt (SP) chaired the meeting and introduced the purpose - which is to provide sailors' feedback to the ZOA Executive Committee on issues of interest to Zephyr sailors. He noted that some key members of the Executive were not at the Nationals but had reports to present from them.

John Kliffen took notes to provide a record of the discussion.

Alex Aitken – Patron

- Alex outlined the class is still strong with approx. 130 registered members, 23 in Tauranga/Hamilton, 49 in Auckland, 32 in Wellington, 21 in Christchurch and a few others elsewhere around NZ.
- Rob Ebert wishes to retire as ZOA secretary at the next AGM. Alex recommended that the ZOA committee should prepare a job description for the role which he expected would require 5-6 hours of work per week.
- Alex briefly discussed Peter Busfield's resignation from the role as ZOA President and his email correspondence with Peter that indicated Peter still wishes to support ZOA and participate as a sailor, and potentially one day may again be available for further service to ZOA.

ZOA Website

- Steve Pyatt (SP) thanked Cathryn Bridges for her work in further developing the ZOA website.

Recent Changes to Zephyr Class Rules

- SP asked if there was any feedback on the outcome of the votes and recent changes to the class rules. There was no comment from the floor.

Appointment of new ZOA Class President

- SP outlined that the ZOA committee was looking for a new Class President to be co-opted now and formally voted as President at a Special General Meeting sometime in March.
- SP advised that Matt Mitchell had offered to be ZOA President.
- There were no other nominations from the floor or objections.
- Matt Mitchell briefly spoke and stated that he wished to carry on the awesome work that people have put into the class, and there was general support from the floor.

Recruitment for a new ZOA Class Secretary

- Following Rob Ebert's intention to resign as Class Secretary, ZOA committee is seeking nominations for a new class secretary and is keen to hear from anyone who may be available for the role.
- SP advised that Brian Peet, who was not present at the meeting, has previously discussed the role with him and indicated he could take on the role, although he would need a transition period and support from Rob to get up to speed in the role around AGM time. There were no other nominations for the role.

Trading Statement: new Fibreglass Hull

- Unfortunately Class Treasurer Tony Miller was not attending this national regatta, so SP presented some key points from Tony's trading report:
- New hull production: Mackay have provided a price for a new full GRP fibreglass hull as \$11,500 incl GST.
- Tony will prepare a paper for the Executive to approve the Capital Expenditure of \$20,000 to modify the current hull mould and make a new deck plug.

- The target for the first completed hulls is May-20. 5 enquiries have been received so far.

Fibre-glass deck mould discussion

- Tim Snedden expressed concerns over the \$20k cost to build a fibreglass deck mould and also has concerns over the viability of whether a wooden deck can be included as an option.
- Cathryn Bridges also asked if the existing fibreglass hull mould would be re-used or if this needed to be modified for the full-fibreglass option.
- Don Le Page and Murray Hay raised the concern that the proposed cost of \$11.5k was very high and reminded ZOA that the 2019 AGM discussion suggested that it could obtain three proposals for this work before finalising any agreement with a boat builder such as Mackays.
- Matt Mitchell clarified that a new deck mould is required and this is more complex and expensive to prepare than the original hull mould. The original hull mould will also need to be modified slightly for the all/nearly-all fibreglass construction.
- Matt supported Mackay as the best option for producing quality hulls, but reassured the forum that 3 proposals would be sought by the ZOA Executive.
- Chris Bridges asked for confirmation that both fibreglass and wooden deck options will be available to purchase, which was confirmed by Matt Mitchell, although there may be a price difference in total end price for the wooden deck option.

General Discussion

1 turn vs 2 turn penalty

- Following the lively discussion at the regatta briefing, SP introduced the background to why a single penalty turn has previously been included in Zephyr National Regatta SI, which has been to encourage sailors to take the 1 turn penalty, rather than consider the risk of the outcome from a protest hearing since a 2 turn penalty can be more difficult to complete, especially in high wind conditions.
- Tim Snedden recommended that the ZOA guideline of national contests should include a recommendation on the number of penalty turns required for Zephyr national contests (which it already does).
- SP pointed out that while the YNZ guideline prescribes 2 penalty turns for most infringements, it also allows variations to this to be included in the Sailing Instructions (under rule 44.1)
- Don Le Page suggested a code flag could be used to indicate if 1 turn or 2 turns are required depending on conditions.
- Chris Hargreaves raised the point about what is the culture of the class? Why don't people just take the 2 turns?
- SP referred to rules 3 and 44.1 i.e. that we take penalties if we know we are wrong, but marginal interpretations or arguable situations are referred to the protest committee, which we try to avoid as much as possible.
- Llew Viljoen suggested a vote is needed to show the general view of the forum: 27 voted for 1 turn, 9 voted for 2 turns.

Electronic devices

- SP introduced the point that sailors are starting to use Fit-

(Continued on page 3)

(Continued from page 2)

- bit watches and Garmin watches that support GPS live tracking applications, and reminded the forum that the current class rules do not permit the use of such digital aids.
- Cathryn Bridges discussed that the watches can work as start-watches and that trackers are becoming more commonly used at major events. She supported using digital tracker devices provided they did not provide any real-time aid on the water to sailors involved in racing.
- Don Le Page pointed out that these devices can be used for other purposes and that they should not be used by competitors. Should not be used to provide distance to start-line etc.
- Tim Snedden was also concerned that this could open up many other electronic device issues, so did not support it at this time.
- SP pointed out that any member can put forward a proposed rule change that is supported with 6 member signatures, for a full membership vote.
- To gauge a general view from the sailor's forum: 10 indicated support for considering a new electronic device rule, the rest (approx. 25) voted against a change to existing device rules.

2021 National Championships

- The next nationals will be hosted within the North Region and is currently proposed to be held at the Manly Sailing Club from 16-19 April 2021 (after the America's Cup event)
- Paul Pearson spoke that Manly SC was very keen to host the event and an organising committee has started to do some early planning. Timing is 2 weeks after Easter (2-5 April)

- There was general support from the forum for the proposed location and date.

North Island Championships

- Alastair Campbell raised the point that Lake Taupo Yacht Club were changing the date of their centre-board regatta (to 5 & 6 December 2020), which has previously been used by ZOA for the North Island Zephyr championship regatta and usually scheduled for the 2nd last weekend of November.
- Alastair proposed that ZOA should also consider Napier Sailing Club which runs a Summer Regatta for centre-board classes over the last weekend of November.
- SP mentioned that previously some Auckland based Zephyr sailors have not supported Napier due to extra travel time/distance.
- There were no other comments from the sailors' forum for ZOA to not consider Napier, so it was concluded that the ZOA committee should now consider Napier as an option for the next Zephyr NI event.

Thanks to OCYC

- Craig Moss thanked QCYC for running the event which was supported by the forum with general applause.

Sailor Profiles

- Cathryn Bridges thanked everyone who provided photos and sailor profiles that she has uploaded to the ZOA website.
- There was general sailor applause and appreciation to thank Cathryn for her work on the ZOA website.

End of meeting

Approx. 6pm

Capital Proposal for Glass Fibre Hull

The ZOA Executive have approved in principle the expenditure of \$21,000 ex gst to build a new deck mould, modify the current hull mould, create centrecase, thwart, forward bulkhead and splashboard moulds. Brian Peet is building the deck plug using #607. This work is well progressed. Mackays will modify the hull mould to suit the new deck mould and create centercase, thwart and splashboard moulds.

It is hoped that we will be able to supply GRP hull and decks by end May. Brian Peet and I have spent a good deal of time over the past 18 months working with Mackays, discussing how the finished product will look. During this process it has been agreed that we wish to as close as possible duplicate the current look of a Zephyr. For instance, the early discussions proposed a center case joined to the forward bulk head, similar to the Starling. This is a simple and cheap option. However we have chosen to make a separate centercase and center thwart which is a similar structure to the current Zephyr. These changes have added cost to the project and to the unit price, however we believe this is the best option for us as a class.

We are fortunate that Mackays will help us with this project.. Mackays have built over 80 Starlings all within a tight weight tolerance.

They also build 470s, 420s, 49ers and supplied a number of 49er hulls for the recent Worlds here in Auckland. They are based in Silverdale, close to Auckland which makes build discussions and quality monitoring easy.

Production Prices.

A bare Hull and Decks will be \$11,500 incl gst. This compares with say a GRP hull at say \$7500, deck, \$2000, plus varnish and sanding \$2000.

Funding.

The ZOA has around \$45000 in available funds. The expenditure of \$21,000 in capital will reduce our available funds to \$24,000. It is still planned to build a minimum of 2 hulls at a time.

Enquiries.

So far we have 5 enquiries, including 1 from a new sailor to the class. 3 enquiries are in Auckland.

Any further enquiries, please contact Tony Miller



Carbon Fibre Rule Dispensation Decisions

These were posted on the web site in late 2019

In the wake of the recent rules changes a number of dispensation requests have been received and resolved. The decisions from the ZOA Executive October 2019 meeting are below. They have been on the web site for some time.

Carbon Fibre for running repairs and maintenance

Hulls 21, 50, 211, 77, 124

(Carbon fibre has been used on these hulls as part of general running repairs and maintenance. In each case there has been a complete open disclosure over the full extent of the use of carbon-fibre.)

21: Carbon fibre was used for repairs and maintenance to the hull and was not seen to be performance enhancing. It has permanent dispensation under Class Rule 1.10.14 that is transferable with change of ownership.

50: Carbon fibre was applied to the stringers that run along the cockpit floor. Its use was for simple repair and maintenance to floor straps, and is not performance enhancing. It has permanent dispensation under Class Rule 1.10.14 that is transferable with change of ownership.

77: Strips of carbon fibre around aft bulkhead tanks were for repair and maintenance and are not performance enhancing. It has permanent dispensation under Class Rule 1.10.14 that is transferable with change of ownership.

124: Carbon fibre reinforcing to the outside of the centre case. The strips of carbon fibre applied before 2012 are just repair and maintenance and not performance enhancing. It has permanent dispensation under Class Rule 1.10.14 that is transferable with change of ownership.

211: Carbon fibre was used to reinforce a broken forward deck beam and is not performance enhancing. It has permanent dispensation under Class Rule 1.10.14 that is transferable with change of ownership.

190: Carbon fibre used to repair collision damage and separation of the side tanks from the cockpit floor. It has permanent dispensation under Class Rule 1.10.14 that is transferable with change of ownership.

External Carbon Fibre sheathing to cockpit area.

Hulls 309, 523, 524

900mm x 1100mm (approximately) of carbon fibre has been used as external sheath under cockpit floor to make this area more resilient. In #523, the 3mm side tanks and forward and aft bulkheads also have a layer of carbon fibre to make them more resili-

ent. These were done before rules were introduced defining side tank and bulkhead construction.)

#'s 309, 523, and 524: Carbon fibre has been used to sheath an area 900mm x 1100mm (approximately) on the external surface of the hull shell beneath the cockpit floor, and in #523, on one face of cockpit side tanks and bulkheads. These boats have permanent dispensation under Class Rule 1.10.14 that is transferable with change of ownership. Note that internal sheathing of the hull floor will cancel this dispensation and result in withdrawal of the measurement certificate.

Full Carbon Fibre Sheathing

Hulls 194, 521, 529, 216, 101

These hulls have full external sheathing in carbon fibre, but no internal sheathing on the cockpit floor. #'s 194, 521 and 216 had carbon-fibre sheathing fitted by their current owners, while #529 had its carbon-fibre sheathing fitted by a previous owner, which was not known by the current owner at the time of purchase. Full and complete disclosure of all relevant information has been provided by the owners of 194, 521 and 529

#'s 194, 521 and 529, 216, 101. Carbon fibre has been used to sheath the external surface of the hull shell. It has dispensation under Class Rule 1.10.14 while it is being sailed by the current owner. Note that any change in the sheathing of the internal or external surfaces of the hull shell, or any change of ownership will cancel this dispensation and result in withdrawal of the measurement certificate.

Carbon Fibre "sandwich"

Hull 511

The main points of non-compliance in #511, is the full external sheathing in carbon fibre combined with internal carbon fibre sheathing of the cockpit floor surface area, creating a sandwich construction that is significantly stronger and stiffer than intended under the current rules.

511: The hull has carbon fibre sheathing to the hull shell external surface and to parts of the hull shell internal surface. The measurement certificate is withdrawn under Class Rule 1.10.6.

It is also suggested that, when a certificate is withdrawn, or when a boat undergoes significant alterations to the external or internal surfaces of the hull shell, then the hull should be subjected to a full re-measure before a new measurement certificate is issued.

Rob Ebert

ZOA Executive

October 2019

Proposed Constitution Changes

The increased availability of video conferencing apps has made feasible to hold "virtual" meetings, yet our rules do not expressly allow this.

These suggested provisions to allow for General Meetings and Executive Committee meeting to happen on line.

9.0 Executive Committee

9.4 Committee meetings may be held via video or telephone conference, or other formats as the Executive Committee may decide.

6.0 General Meetings

6.1 A general meeting of the society is one where members taking part are physically present or in attendance via the internet, video or teleconference meeting, or other such electronic means.

7.0 Special General Meetings

7.2 The Secretary will give notice of a Special General Meeting no later than fourteen days after receiving the request. The notice for a Special General Meeting of the Association will include the reasons for calling the meeting. (This is an amalgamation of previous sections 11.1 and 11.2).

The previous sections of The Running Association Meetings and Notice of Association Meetings have been combined under the new heading of General Meetings.

The full draft Constitution is here.

Zephyr Owners' Association National Championship Guidelines

Introduction

These guidelines are to assist organising authorities hosting The Zephyr National Championships. They outline established ZOA policy on how the class likes its events to run so if significant departures are contemplated, the ZOA National Executive must be consulted.

Location – Choice of venue should be based on a rotation of two (2) in the North Island followed by one (1) in the South Island preferably accessible to container port for inter-island fleet shipping.

Date Selection - When considering timing, avoid the Christmas/January holiday break; try to include a weekend and Stat Holiday for the racing or travel and consult with the **ZOA** before confirming.

Official National Championships - The event is expected to be a Yachting New Zealand approved National Championships, therefore following YNZ procedure is necessary in respect of applying to host the event, the Notice of Race, Sailing Instructions, appointment of Race Officer and post event reporting. Guidelines and regulations governing National Championships can be found on the YNZ web site: <https://www.yachtingnz.org.nz/sites/default/files/2019-05/Club%20Manual-%20Running%20National%20Events.pdf>

Entry Form Information - The YNZ template entry form format is available on the YNZ website but it needs some modification to collect all the information required for some unique prizes. In addition to the age group information, it is helpful if skippers declare their eligibility for the 'Fresh Breeze' trophy. It is much easier to collect with the entries than later at the contest. So the entry form needs to include the following statement/questions:

"To be eligible for the 'Fresh Breeze' trophy, donated by the Tauranga Sailors, contestants must correctly answer NO to the following questions:

1. Have you, as skipper, ever won a national sailing championship, in any country, any class of boat?
2. Have you ever finished in the top 5 in a Zephyr National Championship?
3. Have you ever been a member, in any capacity, of an Olympic, Americas Cup, or professional sailing team?
4. Have you ever won the Zephyr Class Fresh Breeze Trophy?"

Event Format – Host clubs should consider a five day programme enabling a nine race series as follows:

Championship Programme	
Day 1	Registration and Measuring
Day 2 AM	Registration and Measuring
Day 2 PM	Briefing, Two Races
Day 3	Three Races
Day 4	Three Races
Day 5	One Race, Prize giving

Schedule of races – Nine (9) races are to be scheduled. Consider a maximum of 3 races per day back to back, or four races with a break. A minimum of 5 races are required to be completed to constitute a championship. The RO should be encouraged to catch up on missed races, or move ahead of the race schedule if the weather

forecast is unfavourable (too much or too little wind). Practice race – A practice race is not required but may be scheduled at the discretion of the Race Officer to practice the race management team.

Social functions – An informal BBQ early in the regatta as well as competitor's dinner later in the event should be scheduled.

ZOA Functions – plan a contestants' forum to canvas ideas and concerns about the class and its future.

Regatta Booklet – Consider publishing a regatta booklet to be included in the registration entry pack. The booklet should include the SI, schedule of key events and social functions, advertising for sponsors, list of pre-enrolled entrants per category, list of any sailing hazards, any other useful local information.

Budget and support from ZOA - the National Championship should be "self-funding" but the ZOA will negotiate funding for initial set up costs on a case by case basis. Historically this has been \$1000 and refundable.

Fleet Sizes - Entries can be variable, ranging from as few as 30 boats to as many as 86 in recent years. Large events are a significant organisational undertaking, requiring a good planning and infrastructure including efficient results system, on and off water facilities, race management, accommodation, water access, and rigging space. Having accurate estimate of the attendance is extremely helpful and the ZOA can help with this. Generally the larger fleets occur at North Island venues.

Split Fleets – If more than 60 boats are entered then the fleets should be split. Initial yellow/blue fleets will become Gold/Silver for the final series. The ZOA maintains a ranking list to assist with the initial yellow/blue fleet allocations. The Gold/Silver allocation should only occur at the end of a day's racing where at least three races have been completed.

Measuring – Consider publishing a measuring check list prior to the regatta. This should include YNZ safety requirements and nominated performance items, especially hull weight and foil dimensions, to be agreed with the ZOA. Scales and measuring jigs need to be obtained.

Sponsorship requirements/advertising – Update the ZOA web and Facebook pages and have a contest official appointed as Administrator rather than open a specific Facebook page for the event. Use it to inform all boat owners as well as entrants. Use the page for results as well.

Course Preference – Use Triangle/ Windward-Leeward courses where possible or just Windward-Leeward in restricted areas. Trapezoid courses can be used if combined with another class or the fleet is split into two.

Time Limits – Generally a target time of 40-45 mins is sufficient but can vary with fleet size. The time limit should be 70 mins with a finishing window of 20 mins.

Wind limits – Racing should be both safe and fair. Nominally the lower wind limit will be 4 knots, or conditions that in the opinion of the Race Officer, can produce competitive fair sailing. Race Officers can always abandon the race if the conditions subsequently influence the fairness of the race, and should be encouraged to do so. Maximum wind conditions can follow the same philosophy but this decision should be based on a combination wind, sea state, size and experience of the fleet. A nominal upper limit for starting races should be 22 knots averaged over a 5 minute period prior to the Warning signal or >25 knots for more than 30 secs, but again, at the discretion of the Race Officer. This may be lower in hazardous seas or higher in flat water. Similar limits should be used as a guide to abandoning races in progress.

Penalty Turns

(Continued on page 6)

(Continued from page 5)

It is ZOA policy to have one-turn penalties to encourage penalties to be taken and to acknowledge how difficult the two-turns penalty is in strong winds. Therefore the Notice of Race is to include the following clause:

“Penalty System

Racing Rule 44.1 is changed so that the Two Turns Penalty is replaced by a One Turn Penalty.”

National Championships Trophy List	
Zephyr Championship Trophy	Zephyr Masters Trophy 70+ yrs
Zephyr Championship Runner-Up	Zephyr Masters Trophy 65-69 years
Zephyr Handicap Trophy	Zephyr Masters Trophy 60-64 years
Zephyr Championship - Female	Zephyr Masters Trophy 50 - 59 years
	Zephyr Masters Trophy 40 - 49 years
Fresh Breeze Trophy	Awarded to the sailor who meets the criteria for not having been a top/professional sailor.
Des Townson Trophy	Only boats built by Des Townson (numbered 1 to 233) are eligible.
Heavy Weight Trophy	Eligibility may vary per contest but the intent is for it to apply to the heaviest 10% of the fleet e.g. combined sailors weight plus excess boat weight total >100kg (or other weight)

Des Townson: A Sailing Legacy

Brian Peet

This book chronicles Des Townson’s 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.

Harold Kidd, Marine Historian: -

“It is, without doubt, the most intimate and accurate portrayal that we will ever see of Des Townson and his yachts...”

Lawrence Schaffler, Editor Boating NZ: -

“Townson – the man, the sailor, the designer, the builder – is wonderfully presented in Peet’s biography. He writes with an easy, conversational style and includes plenty of warm, colourful anecdotes which I’m sure will be news to even the most seasoned of Townson scholars.”

Roy Dickson, International Yachtsman: -

“An absolutely fabulous book. I’ve read many yachting design books and none of them gets close to what Brian Peet has created.”

Rob Ebert, ZOA Secretary

I thoroughly recommend this read. Brian is to be commended for his efforts in documenting Des Townson’s career and his amazing contribution to New Zealand sailing.

You can order your copy at;
<https://destownson.co.nz/product/a-sailing-legacy/> or see further details at www.zephyr.org.nz

Crossing the Bar

Former Zephyr Class Patron Noel May died on Friday 10th January, 2020, aged 89.

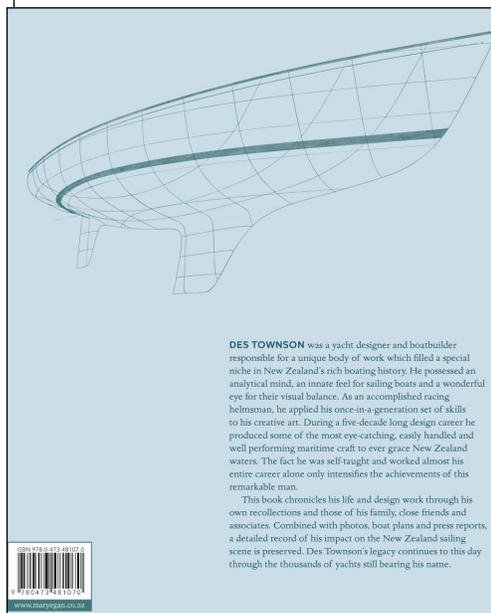
Noel was Class Patron for a number of years and best known for initiating the 250 series cedar glass boats.

Noel's contribution to the Zephyr Class and his relationship with Des Townson was detailed in [July 2011 West Wind](#).

He was a close friend of Des, building only the second boat not built by Des himself. It was Des who persuaded him to become a professional boat builder.

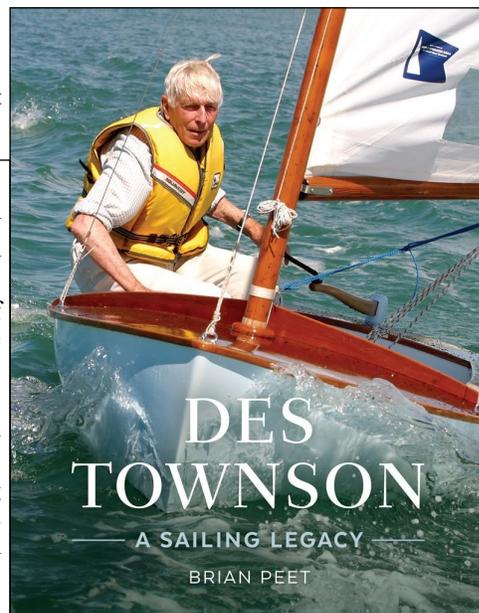


A Zephyr straight from Des’s Mt Wellington factory. Note the old cars in the background.!



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. He possessed an analytical mind, an innate feel for sailing boats and a wonderful eye for their visual balance. As an accomplished racing helmsman, he applied his once-in-a-generation set of skills to his creative art. During a five-decade long design career he produced some of the most eye-catching, easily handled and well performing maritime craft to ever grace New Zealand waters. The fact he was self-taught and worked almost his entire career alone only intensifies the achievements of this remarkable man.

This book chronicles his life and design work through his own recollections and those of his family, close friends and associates. Combined with photos, boat plans and press reports, a detailed record of his impact on the New Zealand sailing scene is preserved. Des Townson’s legacy continues to this day through the thousands of yachts still bearing his name.



Zephyr National Championships, Picton, 2020

Skipper	Sail #	R1	R2	R3	R4	R5	R6	R7	R8	R9	Total	Nett
Greg Wright	190	1	(-13)	2	1	9	1	1	6	1	35	22
Tim Snedden	309	5	2	1	4	1	(-14)	2	8	3	40	26
Kelcey Gager	9	3	1	3	3	3	2	4	10	(-11)	40	29
Grant Beck	605	2	6	7	2	8	3	(-14)	4	2	48	34
Steve Pyatt	602	15	12	4	(-17)	2	4	12	1	4	71	54
Matt Mitchell	112	4	15	11	5	4	(-19)	8	12	8	86	67
Craig Moss	508	8	4	6	(-19)	7	8	13	9	13	87	68
Mike Drummond	606	17	22	5	6	5	6	3	7	(BFD 53.0)	124	71
Phil Williams	529	13	5	15	11	18	(-37)	9	3	5	116	79
Guy TaylorSmith	509	11	7	12	14	10	(OCS 53.0)	5	11	16	139	86
Mark Thomas	527	29	3	13	9	14	7	7	5	(BFD 53.0)	140	87
Daniel Smith	331	6	9	10	7	16	5	(-33)	16	20	122	89
Peter Dawson	519	12	8	16	13	17	13	16	14	(-21)	130	109
Tim Holgate	522	23	10	9	23	6	9	17	13	(-31)	141	110
Chris Hargreaves	525	20	18	8	(-24)	20	10	21	2	19	142	118
David Lyford	524	7	23	14	8	11	16	10	(-34)	30	153	119
Andy Knowles	520	19	19	24	(-32)	12	11	11	22	6	156	124
Llewellyn Viljoen	608	(-22)	16	18	12	13	20	22	17	15	155	133
Kieren Thomas	526	10	11	17	10	26	23	23	20	(-28)	168	140
Steve Edwards	152	9	25	27	20	(-28)	18	24	24	14	189	161
Errol Smith	510	14	14	26	27	23	25	18	(-30)	18	195	165
Hansie Eichholz	172	(-36)	29	28	18	36	27	6	19	10	209	173
Richard Ineson	254	21	30	30	15	22	22	(-34)	18	24	216	182
John Boraston	74	16	34	19	28	24	15	(-36)	36	12	220	184
Alastair Campbell	177	27	27	20	(-33)	19	12	26	23	33	220	187
Paul Pearson	47	(DNF 53.0)	20	25	16	34	(OCS 53.0)	15	21	7	244	191
Polly Wright	504	24	24	29	25	21	(OCS 53.0)	29	32	9	246	193
Tim Bird	29	28	21	22	(-45)	29	17	27	25	36	250	205
Tim Willetts	502	(-37)	26	21	22	33	30	31	26	17	243	206
Bob Smyth	88	18	17	23	29	35	(DNF 53.0)	25	37	23	260	207
Keith Fraser	71	30	(-35)	35	35	15	31	35	15	27	258	223
Don Le Page	256	(DNF 53.0)	38	40	21	31	33	20	35	35	306	253
Glenn Tassicker	50	32	33	36	38	30	21	37	(-40)	32	299	259
Richard Dreverman	513	39	(DNF 53.0)	32	26	25	(DNF 53.0)	19	41	26	314	261
Dennis Conway	220	33	(-43)	43	31	41	34	30	28	22	305	262
John Kliffen	92	31	28	34	37	27	24	40	(-43)	42	306	263
Gavin Bird	107	25	32	38	30	45	(DNF 53.0)	44	29	25	321	268
Daniel Middleton	111	26	37	31	42	32	(DNF 53.0)	46	31	44	342	289
Simon Novak	517	40	41	(-42)	34	39	26	32	39	38	331	289
Peter Stokell	322	42	36	41	36	37	28	(-49)	27	46	342	293

Continued on following page

Continued from previous page

Tony Crew	516	34	39	(-45)	40	38	29	38	45	39	347	302
Nigel Lloyd	6	35	40	33	39	43	32	(-47)	46	45	360	313
Murray Hay	317	43	31	39	41	40	(DNF 53.0)	43	42	37	369	316
Ian Watson	103	(-44)	42	44	43	44	35	42	44	40	378	334
Rob Dunne	192	41	44	46	44	42	36	41	(-47)	43	384	337
Trevor Kite	252	38	45	37	(DNF 53.0)	DNC 53.0	DNC 53.0	45	38	29	391	338
Hannes Hille	185	(DNF 53.0)	DNS 53.0	DNS 53.0	DNC 53.0	DNC 53.0	DNC 53.0	28	33	41	420	367
Chris Bridges	75	45	(DNS 53.0)	DNS 53.0	DNC 53.0	DNC 53.0	DNC 53.0	39	48	34	431	378
Cathryn Bridges	307	(DNF 53.0)	DNS 53.0	DNS 53.0	DNC 53.0	DNC 53.0	DNC 53.0	48	49	47	462	409
Nick Sceats	200	(DNF 53.0)	DNS 53.0	DNS 53.0	DNC 53.0	DNC 53.0	DNC 53.0	DNC 53.0	DNC 53.0	DNC 53.0	477	424
Michael Hunter	149	(DNF 53.0)	DNF 53.0	DNS 53	DNC 53.0	DNC 53.0	DNC 53.0	DNC 53.0	DNC 53.0	DNC 53.0	477	424
Philip Jones	3	(DNC 53.0)	DNC 53.0	DNC 53.0	DNC 53.0	DNC 53.0	DNC 53.0	DNC 53.0	DNC 53.0	DNC 53.0	477	424

Zephyr National Championship Trophy Winners, 2020

Zephyr Championship Trophy	Greg Wright	Heavy Weight Trophy	Craig Moss
Zephyr Championship Runner-Up	Tim Snedden	Zephyr Masters Trophy 70+ yrs	Don Le Page
Zephyr Championship - Female	Polly Wright	Zephyr Masters Trophy 65-69 years	Tim Snedden
Townson Trophy	Greg Wright	Zephyr Masters Trophy 60-64 years	Grant Beck
Zephyr Handicap Trophy	Richard Ineson	Zephyr Masters Trophy 50-59 years	Greg Wright
Fresh Breeze Trophy	Tim Holgate	Zephyr Masters Trophy 40- 49 years	Kelcey Gager
		Zephyr Under 40	Daniel Smith

**Editorial**

For those of you thinking that this is an odd place for an Editorial, and that is it probably here just to fill up space, you would be absolutely right. For those who follow the web site every now and again, much of the material in this West Wind is pretty much what has been posted over the last few months.

ZOA Executive on-line

An on-line meeting of the ZOA Executive was held on March 31st. The initial plan was to use Messenger, but after half an hour of trying to get everyone connected, Cat Bridges sent everyone a Zoom link and suddenly we were off and talking. Zoom's security has been the subject of debate recently, but the ZOA does not have too many secrets.

North Island Champs

There has been talk of holding this event in Napier for a number of years, so the ZOA has decided to accept an invitation from Napier Sailing Club to host the NI Champs there on November 28-29. I can't see it confirmed anywhere yet, but I understand that Napier Sailing Club is also hosting the Flying Fifteen National Championships over November 27-29 raising the possibility of an extra days sailing, though perhaps not as part of the Championships.

Endoscopic Mast Inspections

The increasing availability of smartphone endoscopes has made it feasible to inspect Zephyrs in greater detail. Mast inserts, other than those for repair, are not permitted under class rules. Most masts have a drain hole, so it may be feasible to use this for a measurement check. From [mast bend testing](#) done in the past by the late Russell Turner, we do know there is some variation in masts from different manufacturers, but it is not permissible to attempt to even up their characteristics with a stiffener.

National Contest Guidelines

Steve Pyatt has revised these in the wake of discussion about the one or two penalty turns rule at National Championships. One turn is the

contestant's preference so the intention is to implement this via a change in the Notice Race for future events. The guidelines are published elsewhere in this West Wind for final comment.

Renovation

I have spent the lockdown period in a bubble with Zephyrs #106 and #304, putting the finishing touches to their renovation. Just struck one final snag. I put the sidetank porthole a little too far away from my deck mounted sail control cleats. I can reach the bolts, but not with a finger and thumb to locate the bolts. Fortunately our club has "Big Dave"; with an arm span that will probably do the job, but that will have to wait for a week or two yet. #106 has not been sailed in several decades, so it will be really satisfying to get her back on the water.

Removing Carbon

There has been a bit of Facebook chat about the best way to remove carbon fibre sheathing, with a split between heat gun and scraper or sanding. One owner has tackled the carbon fibre removal task so we should have some real life comment soon. One thing that was agreed is that good PPE was important and that carbon fibre dust is a potential conductor, so keep the job outside away from electrical outlets

Mast Covers for sale

Helen Spencer has offered to start making mast covers., so take a look at her Facebook post. I have one for each of my masts and they offer great protection against abrasion on the roof rack/trailer as well as lost stays and shackles!

**North Island Zephyr Champs
Preliminary Notice
Napier Sailing Club
November 28-29th 2020
Details to be confirmed.**