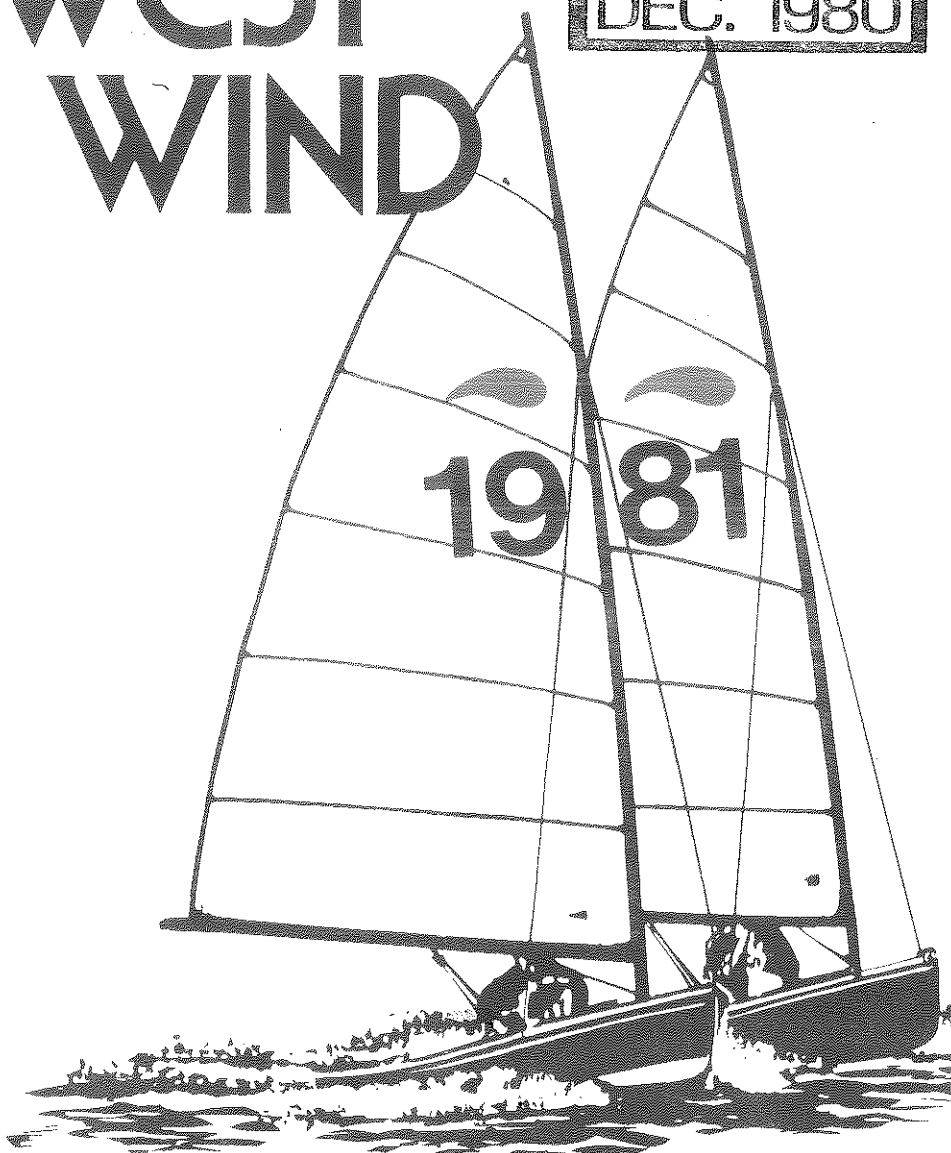


WEST WIND

DEC. 1980



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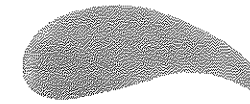
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WEST WIND

PUBLISHED BY THE ZEPHYR OWNERS ASSOCIATION
P.O. BOX 9324, HAMILTON

VOL.1. NO. 3. - EDITOR JOHN VALE - DECEMBER 1980

EDITORIAL

The friendliness of Zephyr Owners is a distinctive characteristic of the class. The comments by Rema Maynard in Canterbury Capers, in this issue endorse the point, and in this issue the first of a series - Tuning for Speed by Murray Sargisson appears. When the suggestion for such a series was put to Murray he responded with alacrity. The willingness of this unassuming sportsman to share the secrets of his success with all Zephyr skippers epitomizes this spirit. His modesty prompts him to suggest that his ideas may be at variance on occasions with others. Perhaps as he hopes, we will all go a little faster through a free flow of ideas from skippers with contrary or suppleimentary ideas. WEST WIND supports this.

Another article we bring to your attention is the one on Yacht Racing Rules. In yacht racing there is no official referee but in fact there are as many referees as there are boats in a race! Take to heart the sentiments expressed and follow the suggestions at the conclusion. The article incidently was a composite version from several available.

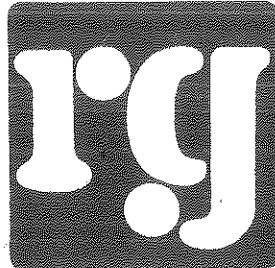
A Merry Christmas and a happy and safe yachting New Year to all.
WAIUKU WARBLINGS

By Dave Thorp

Welcome to Kevin Dolores, ex Cherub, who has purchased Wee Chips N^o 185 - last week was the first time he had canned out in years. Keep it up Kevin (as opposed to not keeping it up)!

An excellent weekend was had by six Zephyr skippers from Waiuku at Huntly for the Freshwater Champs. Hope this great venue is repeated. Who the hell was the guy with the grey hair in the red boat?. Rumoured that Alan Abernathy is running numeruos "models" through a local computer to simulate the airofoil of a certain Zephyr sail (no names but appears N^o 82 is the goal).

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CANTERBURY CAPERS

By Rema Maynard

We had a meeting of Zephyr owners recently, and Ray Frost, our builder attended. After a discussion on sales tax, it was decided to ask Z.O.A. for guidance on this, but after reading the latest copy of WEST WIND, it seems that others are about as mystified as we are on this matter. There does not seem to be any clear picture at all, but the main point made here was the fact that a complete boat such as Laser, was tax free, while Zephyr's final price included sales tax on spars, fittings etc. This seems a bit silly particularly when the producers of the Laser have interests outside N.Z.

The first boom in new hulls down here, appears to have subsided a little and although we are getting enquiries, have had no further firm orders. All new owners seem pleased with their new hulls and keen to get them finished.

Last Sunday we had the second heat of the Estuary Pennant Series and the Zephyr Class had the third largest senior fleet sailing - behind Sunbursts, which have a very large following at Mt. Pleasant Yacht Club, and lasers which seem to be the most popular monotype at all clubs. Results of 2nd heat; Karyn, P. Pascall 1; Zippy, Miss S. Hines 2; Moana, I. Ashdown 3;. The race was held in light N.E., a bit holey but pleasant sailing. Peter Pascall remarked as he passed me down wind, that it was a good day for geriatrics!! It was a good close race with a fair bit of changing places, and a close finish with the first 5 or 6 boats only a few seconds apart at the finish. Most enjoyable!

The Pennant Series seems to bring out the best in all skippers and there is always good competition. It also brings all the Clubs together, which is good. The Zephyr class people seem to more friendly than other classes, and although it is all go during racing, there are never any hard feelings afterwards, which doesn't always seem the norm for other classes. I feel that we all are happy to be sailing such a boat, and even the tail enders are quite happy, with the pure pleasure of sailing.

There is a lot of interest here in the class both with finishing new hulls and improving existing boats with a lot of owners comparing gear and upgrading such things as kickingstraps, adjustable halyards etc

Once again, congratulations to all concerned with the production of WEST WIND which improves with every issue.

P.S. We are trying to arrange for at least four boats to come up for the 1981 National Champs

FRENCH BAY FROTH

By David Brown

Murray Sargisson has dominated club Zephyr sailing at French Bay, just as he dominated events at Hamilton and Huntly. He has been followed (usually) by Clynton Leuty in "Contessa" and a keen group of Zephyr sailors which should grow as the season progresses. Two Zephyrs are being redecked and another, N^o112, is being restored by Russell Durrant.

We welcome a new skipper in Don Waterer of Laingholm, sailing Austin Leuty's old boat "Cascade".

Bob Foster lost several sailing days recently after an accident while lifting his boat into the water. He missed his footing and the bow, which he was holding, fell onto the concrete ramp with Bob's hand underneath! The boat was undamaged but Bob's hand was not - in fact it suffered severe bruising but should be fully restored by the time these notes are read.

French Bay's official visit to Hosonville will be on Sunday, March 1st and any Zephyr enthusiasts who can join us on this occasion will be more than welcome.

HAMILTON HAPPENINGS

By John Vale

Fleets of over 20 per race are still turning out each weekend.

The C Series (Ross Wood Trophy) results are Harlequin, Jim Brokenshire 1; Free'N'Easy, Brian Hutchinson 2; My Golly, Joy Homewood 3.

D. Series (Dale Trophy) By Golly, Peter Lewis 1; Technique, John Vale 2; Woodwind, Dick Mercer 3;

A sweepstake with a difference was held on the Saturday before Christmas with frozen chooks being the prizes. Winners were Gwedolyne, Frank Ward 1; Topaz B. Tayler 2; Escapade, Ron Thompson 3; Solitaire, Roger Walker 4.

Stephanie Bridges was welcomed last issue but under the old name. Her boat is now called Green Pepper and is going very well indeed. It is not only her sailing that is fast - but her bowling as well. In the annual test match against the Frostply class wicketkeeper Max Walker is positive she trundled them down quicker than even husband Peter and Smithy our other quickies. For the record Zephyrs won by 17 runs with a total of 118. All the swishing of the bat in vain attempts by many to hit the ball didn't raise enough wind for the inter-class teams match to be held. However, the Ladies Open Championship was a gentle affair and resulted Solitaire, Annette Walker 1; Alibi, Sue Martin 2; GreenPepper, Stephanie Bridges 3; My Golly, Joy Homewood 4.

I had a note from Paddy to say he got the down clues for our first crossword but was stuck on all the across ones. Next time Paddy ring the President-he got the clues across okay but couldn't get the down ones and that's why Catherine won the dozen beer.

Whilst on the subject of the crossword, one can only assume from the response that either you're not taking it seriously or that Zephyr skippers are so well off that they don't want the beer. Or was the last one just too hard?

It's good to see a number of boats from Christchurch and Wellington planning to make the trip to the National Championship for which preparations are well in hand. Don't forget to keep February the 6,7,8th free so you can join the hundreds of other skippers in what promises to be an event worthy of our 25th Jubilee. If you're worried about the standard of the competition don't. There's bound to be at least a dozen others racing against you for 1st place and the same goes for every other place right down to last.

If you don't feel like sailing come and join in the social events which at this stage looks like a Friday night B' B Cue and a dinner dance on Saturday night in the Commodores Lounge.

I hear on the grape vine Smithy is getting serious and feverishly trying out sails in an effort to find a good one for Cindy before his falls apart. He's wasting his time though because as every skipper knows the winner's is the best sail in the fleet and that must be Murray's.

Having had a sneak preview of Murray Sargisson notes I would make two comments which I consider relevant.

The first is its no good building the most beautiful centreplate in the fleet only to have the leading or trailing edge chewed up by that old nail or screw in the centre case as with many Zephyrs I've seen.

The second point equally pertinent in a class of boat sailed by many who've been round the track a lot more times than I have is that having asked an "expert" for advice don't decide to rubbish it before (a) giving it a fair trial or (b) making sure the reason the suggestion has not paid dividends does not lie elsewhere.

A well tuned boat is a whole enterprise from the tip of the plate to the top of the mast and I for one am keen to get the next issue of WEST WIND to see what Murray has to offer next.

Merry Xmas and a Happy New Year.

FRESHWATER CHAMPS



MURRAY SARGISSON

the opinion that we must return to Huntly again. From Waikato Times:- "Five times national champion Murray Sargisson (French Bay) cruised to a clean sweep in the New Zealand Zephyr class freshwater yachting championships at Huntly over the weekend.

In ideal conditions on Lake Hakanoa, Sargisson comfortably won all five races in the Black Heart sponsored championships.

Defending champion Brian Smith of Hamilton hung on in a close battle to take second place, just ahead of Waiuku's Dave Thorp and Max Walker, of Hamilton.

Results: Overall: Gazelle (Murray Sargisson, French Bay) 1; Cindy (Brian Smith, Hamilton) 2; Springbok (Dave Thorp, Waiuku) 3; Gamble (Max Walker, Hamilton) 4; Minx (Alan Richardson, Hamilton) 5.

Handicap: My Golly (Joy Homewood, Hamilton) 1; By Golly (Peter Lewis, Hamilton) 2; Rocket (Ross Wood, Hamilton) 3; Marie (Stan Cook, Hamilton) 4; Free 'N' Easy (Brian Hutchinson, Hamilton) 5."

Winners of Black Heart T. Shirts and caps:- B. Hutchinson, Wood, Dick Mercer, Sargisson, Lewis, Doug Underhill, Homewood, Cook, Rod Littlejohn, Syd Knell, Cor Van der Pol, Smith, Alan Walker, John Vale and Ken Smith.

YACHT RACING-

A Game of Skill:

One of the joys of racing centre boarders is that it takes more than just a fat wallet to win. One's knowledge of meteorology, tactics, aerodynamics, tides, physics, psychology and one's physical conditioning will usually have a direct impact on the final standings. This is not to suggest that sailing is inexpensive. Most of us love the multi-skilled requirements of our sport and would have it no other way.

One of the most cherished aspects of sailing is tactics. Tactics relate to one's ability to use conditions, positions and the rules to gain advantage. It is an aspect of our sport which could conceivably disappear if certain trends are not arrested.

Specifically, I refer to the lack of respect for certain rules that is appearing in some classes. This is tantamount to destroying our own enjoyment, as 'rules define the game', regardless of the sport:

- You only get three strikes
- You can't spit on the tiddly wink
- Roller skates are taboo in marathons
- The ball can't be handled in football
- Pawns can't leap over Bishops in single bounds

Sure, sailing has many rules, and a few of them can appear quite complex, but ignoring the rules, whether it is done tacitly by a group ("We don't worry about that rule on this lake") or scornfully by an individual ("Quit complaining - you didn't have to bear off that much to miss me") reduces our magnificently complex game to a series of bullying incidents and wallet warfare. Gone is the joy of using the "gray matter" to outfox an opponent at a mark, to box in a rival on a tight reach or to keep three boats ahead from tacking until the layline is passed. There are few joys in racing more delicious than beating a boat known to be faster through good use of tactics, yet this could disappear.

We hurt our sport most flagrantly through deliberate abuse of Rule 33. which, simply stated, requires that a yacht retires (or fulfills the prescribed penalty - such as a 720) when it infringes a rule. It is a severe penalty: I know you had to trail a long distance to compete, and of course, it is understood that this is a major championship, and to be sure, you only infringed the rule by this much. Yes, sometimes retiring can be as painful as divorce or amputation. But we must learn to swallow the pill and head for the harbor when we "blow it" on the course.

To do otherwise teaches competitors a great deal about one's personality, encourages further lawlessness and reduces tactics to pure bullying.

There is no loss of face or reduction in personal status in retiring. If you race hard, you'll make mistakes, and it's as simple as that. It's what is done after the mistake is realized that separates the true racer from the grasping plebes, and Rule 33 makes everything crystal-clear.

It still behoves us to proudly uphold the long tradition of the game. Sailing is a sport of "gentlemen," and while the word may not be in vogue, the ideas that are its origin are the basis of our sport. Race your yacht hard (it's expected that you will), but if your superb decision making, razor-sharp reflexes or cool judgements should flag during the heat of the battle and a tiny "boo-boo" takes place, BITE THE BULLET AND SAIL FOR HOME, (or do that 720°). To do otherwise cheapens the sport. Protests should only occur when genuine question exists in your mind as to whether or not you were at fault.

For some strange reason many skippers think that the word PROTEST is a DIRTY WORD.

Why should many skippers shy away from their responsibilities when it comes to the correct procedure in enforcing Yacht Racing Rules. Often with a mistaken sense of sportmanship; they refuse to carry out their obligations when another yacht infringes a racing rule sailing instruction - Why?

Why bother about sailing instructions or racing rules?

"Do you want to know why?" Then borrow a copy of current I.Y.R.U. Rules and turn to page 11.

Fundamental rule-Fair Sailing - "Sure that's the only rule we need?". Read on me hearty -- A yacht may be disqualified under this rule ONLY in the case of a clear-cut violation of the above principles, and only when no other rule applies.

"What? you mean to say there are other rules?" "Why?"...

Like all sports where contact is possible, right of way rules, obligations, and penalties are essential.

How many times do we hear this..."Waste of time getting a bunch of lads together to listen to Joe Bloggs' sad story as to why he didn't win. Sour grapes on his part, can't take a beating.

Most come to yacht racing untutored to the complexity of the racing rules, and they're not likely to be motivated to digest them without experiencing, firsthand, the joys and frustrations of racing. As every good teacher knows, most of us learn best when in real situations and/or when highly motivated. A lot of classes are capitalizing on this by encouraging beginners to participate in racing at every opportunity. Here are a few ways in which this encouragement is enhanced.

1. Buy a copy of the current rules.
2. Read carefully, and if you want to clarify any point ask around until you find a Yachtsmen prepared to help.
3. Make yourself a simple protest flag - International Code flag "B". Secure it in position where it is easy to display, if and when you have need to use it.
4. Demand your rights while racing, and if a skipper refuses to retire promptly, or to exonerate himself by accepting the alternative penalty when so prescribed in the sailing instructions, then - Fly your protest flag smartly.
5. Try and draw the Judges attention to the flag, after finishing the race and before coming ashore
6. Inform the offending yacht that a protest will be lodged against her.
7. Complete a written protest, (forms available in Clubhouse) and hand it to the Officer of the Day, or Racing Committee, Secretary, or to any Flag Officer of the Club within two hours of the time that the race finished if possible

Do not let anyone fool you into thinking that it is unsporting to protest. If a Yacht infringes a rule and does not retire promptly, or accept a prescribed alternative penalty, and goes on to win a race - now that is not only unsporting, it's right unpleasant.

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3				
4				
5				

ACROSS

- When the welldriller starts in
- Even Paddy could grow them
- Mr. and Mrs. Murphy
- An Irish breakfast treat
- Round & Brown with all eyes on them

DOWN

- Racing cars find them difficult
- Often eaten with 5 across
- On the high country farm
- These
- Taken slowly when driving

SOLUTION TO CROSSWORD N^o 2.

ACROSS:- 1. WEST WIND 6. 1a 8. IE 9. Orbit 11. Starboard 12. Smile 14. Co 15. Steamer 17. So 18. Undo 19. St 20. Omega 24. Toy 26. Train 27. Zephyr 28. On 30. Ninth

DOWN:- 1. We 2. Sit 3. Tear 4. Noose 5. Drama 6. Lidless 7. At 10. Brim 13. Erotic 14. Cheat 16. Buoyed 21. Ear 22. GI 23. Anon 25. Oz 29. Nt

PRIZE WINNER

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CHRISTCHURCH 2.

PERSONALITY OF THE MONTH

Last month we told you John Faire is a young man in a hurry and he has five National Zephyr championships to prove it.

This month we tell you Murray Sargisson is a young man in a hurry and he has five National Zephyr championships to prove it.

The similarity doesn't end there as Murray is less than a year younger. Murray also learned his yachting in Hamilton starting in P. Class at the same time as John. Murray also has professional qualifications, M.E. in chemical and materials engineering.

Murray's love for the Zephyr began early as he sailed his fathers boat Gwedolyne (N^o17) to win the N.Z. Freshwater champs at Hamilton whilst still in P. class, and against Jonty Farmer.

Hang gliding took Murrays fancy in 1973 and he is acknowledged as being the first person in Auckland and probably one of the first few in N.Z. to fly. This in a craft he built himself from U.S.A. plans and wife Vicki made the sail! In 1975 he won the N.Z. championship for class 1 hang gliders and as a result represented N.Z. at the World champs in Austria and placed 18th.

He was the first President of N.Z.H.G.A. and Auckland H.G.C. a position he held for three years. According to Murray a hang glider is a yacht without a hull, but combining hang gliding with yachting didn't work. When flying he used to think how he would like to be sailing and when sailing he thought the same about hang gliding - so hang gliding held sway til 1980 when old age - now 32 and family responsibilities a (21 month old son Jonathon is his disciple) have brought him back to yachting.

TUNING FOR SPEED - I

By Murray Sargisson

Some Zephyrs go faster than others even though it is a "one design" class. There are many reasons for this other than the skipper and in this series of articles I will attempt to explain the effects of the different variables on boat speed. These comments and observations are based on my experience with the three Zephyrs I have owned over the past 14 years and may be at variance on occasions with other experienced Skippers.

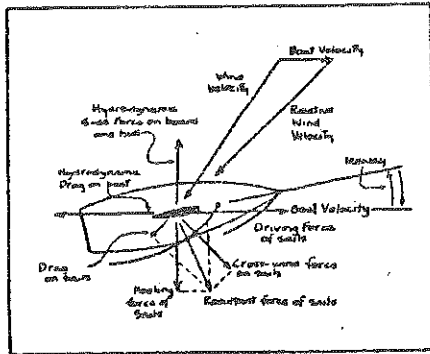
Any skippers with contrary or supplementary ideas please comment in WEST WIND. Perhaps we will all go a little faster through a free flow of ideas.

1. Centre-board and Rudder

Many skippers seem to grossly underestimate the importance of the centreboard. Before spending \$180. on a new sail, have a

good look at your centreboard's size, shape, stiffness and finish. It is possible for the centreboard to have a bigger effect on performance between the worst and the best than the sail.

The maximum board size allowed is 11½ inches x 4'6". If your board is less than 80% of this area your leeway is probably greater (i.e not "pointing" as high) than optimum.

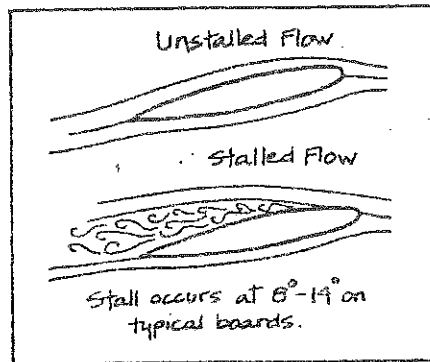


The standard vector diagram for sailboats, emphasizing the importance of the underwater planes on the overall performance.

"The centerboard and rudder are as vital as the sails to performance."

Because the board moves through the water at a small angle of attack (same as leeway angle) the cross sectional shape is important. A sharp leading edge has low drag at zero angle of attack but the drag is higher than a parabolic leading edge shape at an angle of of attack of 3 to 5 degrees which can be expected when beating. The actual aerofoil shape of the board is not critical as aerofoil shapes do not have a "stall" characteristic until an angle of attack of approximately 10 degrees. The maximum board thickness should be about 40% of the board width from the leading edge and the board should taper evenly to 3/16" flat trailing edge.

Many Zephyr centreboards have an elliptical tip shape which theoretically should be the best but it has been found in practice with aircraft wings since the Spitfire that it is better to keep the tip vortices right out near the tip to reduce drag.

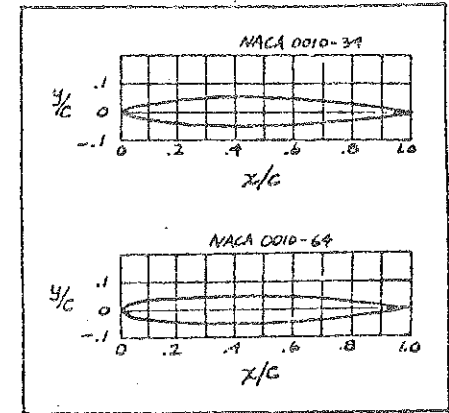


This is what happens when a board stalls.

For this reason squarish tips are better than rounded tips. The board should be stiff and tapered to minimise induced drag so that the width at the bottom of the boat is 2 to 2.5 times the chord at the tip. A bendy board with sweep back (or "rake") can produce unhelpful twist and hence drag.

To be stiff the board should be the maximum thickness and made using heart Kauri (if you can get it!) There are no restrictions on the size of the rudder, however an underwater size of about 9 inches chord at the waterline tapering to 6 inches over 23 inches seems about right. The aerofoil shape of the rudder is also very important, particularly when sailing where many tacks have to be made, (e.g. Hamilton Lake).

A rudder with a sharp leading edge stalls earlier than a well-rounded or parabolic leading edge and creates more drag on going about.



Here are two good rudder and centerboard sections.

2. Hull

On running your hand over the surfaces of the hull it should feel smooth with no "waviness". I was disappointed on recently purchasing Gazelle to find that although Phillip Pither had spent considerable time in removing old paint work and carefully repainting the hull many hills and valleys remained in the hull surface. Over the years many Zephyrs seem to have developed the same problems. After much deliberation I finally tackled the main wetted area with a belt sander to produce a reasonably even surface that had an equal amount of paint and bare areas.

The remaining painted areas were then filled (WEST-EPOXY system) and belt sanded again. The bare areas were coated with Evidure and the whole area given three coats of Epiglass undercoat/surfacer, sanded with a 1 metre by 150mm hardboard sanding board, followed by a further three coats and similar sanding. After the finishing coats had been applied the surface looked and felt smooth. Drag increases rapidly with increasing boat speed and the surface finish on the hull and board surfaces will have its greatest effect on reaching and running.

If your boat is slow in these points of sailing have a close look at the hull surface. The amount of effort required in getting it right could be worth it, especially psychologically.

In the next article I will discuss the effects of the rigging, mast and boom on the boats performance and give suggestions on how to manipulate the various adjustments such as forestay, kicking strap and traveller.

FLYING TO HEAVEN

The husband suddenly found himself at the Golden Gate. St. Peter was there to welcome him.

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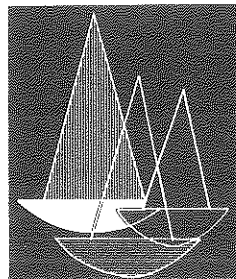
National Championships

Tamaki Yacht Club February 6,7,8.

More details in the January Issue

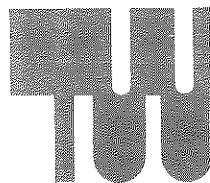
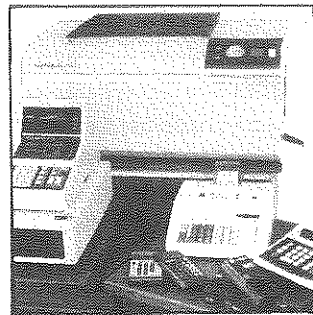
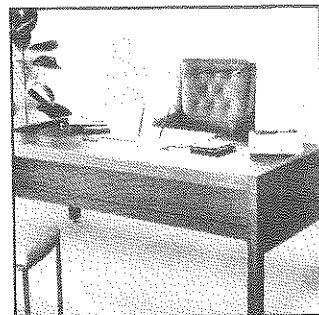
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