

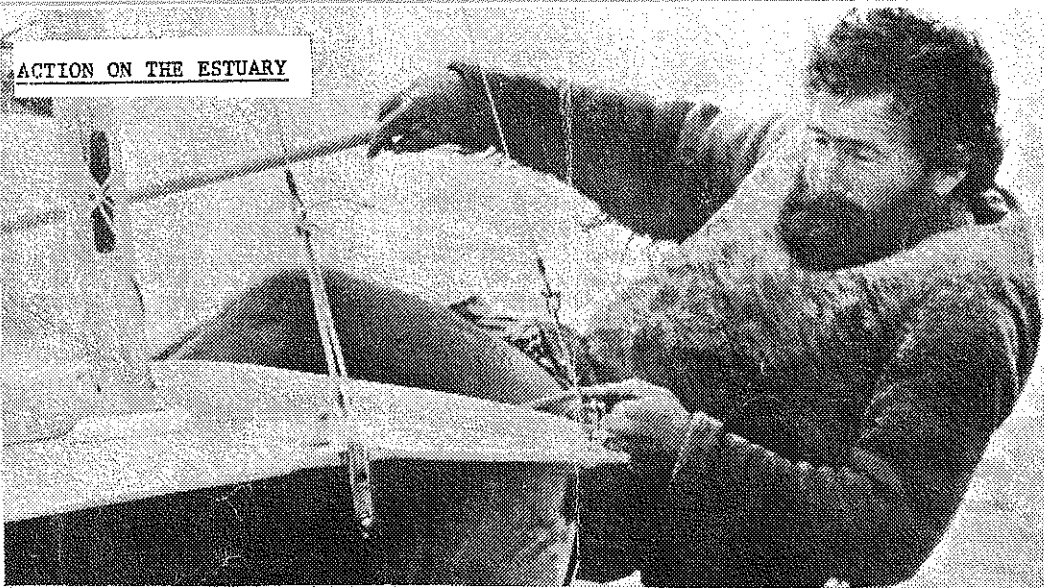
DECEMBER 1983



# West Wind



ACTION ON THE ESTUARY



Don le Page, Christchurch Y.C., hard at work in his boat 4, Nutcracker, in the opening race of the Broadlands National Champs on the estuary in January.

Christchurch Press, photo

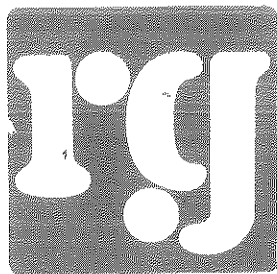
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DECEMBER 1983



**West Wind**

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EDITOR JOHN VALE — Phone 57-670, 3 Charmaine Cres. Hamilton



**EDITORIAL**

The Editor has agreed to organise a T.A.B. type raffle to raise funds to assist South Island entrants at the 1984 Broadbank National championships at Waiuku next month.

Tickets have been sent to all Fleet Captains for distribution to their members. Please support this raffle by selling the tickets allotted to you by your Fleet Captain. As at least eight entrants are coming up from the South Island we need all the sales we can get to be able to make a worthwhile contribution to their travel expenses - over to you my friends.

The General Meeting to be held at the Nationals looks likely to provoke lively discussion on topics of vital concern to Zephyr owners, the adoption of updated class rules being just one of these. The ZOA committee has spent considerable time discussing all aspects of these and the draft copy enclosed with this issue has been given a great deal of attention by President, Max Walker. You should study this draft carefully and if there are any aspects you consider unsatisfactory, please bring them up at the General Meeting or if you will not be present drop Secretary, Joy Homewood, a line. All submissions will be carefully considered as were those received from Fleet Captains prior to this.

Another topic to be aired will no doubt be the proposed aluminium masts report. It would appear doubtful at this stage that the mast sub-committee's report will be ready for final approval, but it will be updated as far as possible.

Since the November issue, we have received written support from Christchurch Y.C. and Waikato Thames Y.A. for our national contests levy stance. Whilst it is gaining momentum around the country, N.Z.Y.F. is still enshrouded in their ivory tower cone of silence. Even an acknowledgement of our letter is still awaited.

Whilst administration policies and decisions such as these are important, the main thrust of interest is the sailing of our pretty little Zephyrs on the water with the Nationals the main event of the season. We are sure Waiuku Y.C. has everything under control and the contest will be most enjoyable for everybody. Musing over the likely winner we can't see less than five or six on a short list of prospective champions. Undoubtedly current champ Max Walker will not surrender the title without considerable resistance. He will defend his championship so ably won on the estuary in Christchurch last year to the utmost. It will be up to the others to make the pace and foremost amongst these will be Murray Sargisson, six times Zephyr champion. If Murray can avoid his penchant for sailing at least one dud race in series at Waiuku, he won't be far away. A lot of support for local boy Cameron Duncan is apparent and what a popular victory it would be for this Pukekohe chemist and recently elected councillor. Hopefully his newly acquired civic duties will not affect his yachting form.

Out of town evergreen Ken Maynard is coming up all the way from Christchurch just for the fun. For Ken, fun in yachting is winning and he has considerable experience at this, like the two races he won at the Nationals last year! The South Islanders take their sport seriously, and are respected for it. A second string to their bow is John Morrison who was a worthy runner-up on his home track last year. The rest of their team are no slugs either with heavy weather expert Sandra Hines tucked in there somewhere.

Another Hamiltonian in with a chance must be Brian Smith. National champ in 1976 when the Nationals were last held in Waiuku, he likes sailing at Waiuku mainly because he does so well there. And don't write off long time Waiuku Zephyr stalwart Dave Thorp.

Well, what do you think of the list? Pretty impressive, eh? And who has been missed? Sorry, of course I forgot you (and me!) didn't I? Too modest, I'm afraid.

A Merry Christmas and a Prosperous New Year to all readers and their families.

#### FIXTURES 1983-84

Broadbank Nationals	Waiuku	17 to 22 January
Auckland Anniversary Day Regatta	Tamaki	30 January
B.N.Z. Auckland Champs	French Bay	18 - 19 February
N.Z. Zephyr Match Racing	Hamilton	to be advised
N.Z. Freshwater Champs	Hamilton	20 - 23 April
Visit to Ngaroto or Raglan	Ngaroto or Raglan	to be advised
Waiuku Weekend	Waiuku	near end of season

#### ZEPHYRS FOR SALE

No. 235 New hull, built by Ian Cook. Price \$650. Dave Thorp, 25 Riverside Drive, Waiuku, phone 59-052.

217, Simba, Rachel Upton, 248 Pt Chevalier Rd, ph. 863-217, home, or 773-085, business, after 24 January. \$800.

#### ZEPHYRS WANTED

Several Christchurch people want to buy a Zephyr. Please advise me if you have one for sale. Rena Maynard, 5 Cliff St, Moncks Bay, Christchurch 8. Phone 841-286.

#### PROPOSAL TO ADOPT A NEW SET OF CLASS RULES

In response to an increasing number of requests for the class rules to be improved and clarified, your committee has spent the last few months considering a new set of class rules and a draft set of rules has had limited circulation to obtain comment and opinion prior to the preparation of the proposed new rules which are enclosed in this WEST WIND.

The committee has endeavoured to maintain the rules in a form which, whilst remaining in keeping with the present rules and the spirit which exists in the class at present regarding measurement of boats, closes known loopholes and defines some of the grey areas which existed, as well as bringing the rules up to date.

The rules will not become final until approved by the N.Z.Y.F. and two thirds of the owners.

You are asked to support your committee and your class by voting in favour of the new rules. If you have any queries contact your fleet captain or the secretary or president.

Please register your vote on this important matter as promptly as possible.

#### IT IS VITAL THAT ALL OWNERS RECORD THEIR VOTE.

Additions to the existing rules are shown with an asterisk except for Part A which considerably expands and clarifies administration aspects of the rules.

Please note these rules are proposed only. Do not use them as class rules. When approved, we will circulate the rules as adopted.

#### PART A GENERAL

1. Name: The class shall be known as the Zephyr class.
2. Control: The class shall be administered by the Zephyr Owners Association Inc.
3. Policy: It is the policy of the Z.O.A. to restrict the hull form and sail plan while allowing a certain freedom of finish so as to ensure that all boats have the same potential speed and that loopholes in these rules and restrictions are not exploited.

We must rely on the owners of boats to see that the spirit of this policy as well as the letter of the rules is obeyed.

4. General: These rules consist of Part A General, Part B Restrictions, Finishing Plans, Finishing Instructions for Hulls, and Part C Equipment and other Class Requirements.

These rules are designed to maintain the one design nature of the class at a uniform and high standard.

All boats shall be finished to and comply with the specifications and requirements of these rules.

Anything contrary to the spirit of these rules is not permitted.

Where doubt exists as to the validity of any matter it should be referred to the committee for decision. Where appropriate the committee shall have such questions decided by ballot in accordance with clause A9 of these rules.

5. Definitions: Committee means the Committee of the Zephyr Owners Association Inc.

Registered Owners means current financial members of the Zephyr Owners Association who are listed as Zephyr Owners on the current register held by the committee.

6. Hulls: All hulls shall be built by a manufacturer approved by the committee on a mould approved by the committee and in accordance with the current specification for the construction of Zephyr hulls.

All hulls shall be finished in accordance with Part B of these rules and the finishing plans.

Boats finished prior to January 1984 shall comply with the bracketed imperial dimensions where given.

7. Sails: All sails shall be made by a maker approved by the committee to an approved pattern and in accordance with the current specification for the construction of Zephyr sails.

No alteration to sails shall be permitted except as provided for in the specification.

8. Equipment: All boats shall be equipped in accordance with Part C of these rules and the N.Z.Y.F. Safety Regulations Part 1.

9. Rule Changes: No change of rules or restrictions shall be made unless

- (1) Notice proposing the change has been given to the committee in writing and signed by 6 registered owners.

- (2) Details of such change together with relevant details have been circulated to all registered owners.
- (3) The proposed change has been approved by two-thirds of the registered owners who have voted.
- (4) Where voting is being decided at a special general meeting called for the purpose registered owners unable to attend may register their vote by mail or proxy.

#### PART B RESTRICTIONS AND FINISHING INSTRUCTIONS FOR HULLS

1. Hulls: Shall be supplied with deckbeams, gunwales, carlins, deckposts, centre thwart, centrecase and maststep permanently fitted.  
  
No alteration to the hull as supplied shall be permitted except as provided for herein.
2. Deck: The deck shall be of marine ply not less than 4 mm (3/16") thick and shall be glued down. Deck beams may be rounded to 5 mm convex radius.  
  
\* The decking shall cover the quarterdeck poop and side decks in accordance with the finishing plans.
3. Beadings: Shall be fitted to the gunwales, carlins and main deck beams and side tanks where fitted.  
  
External beadings shall not be less than 10 mm (3/8") thickness and must not extend more than 35 mm (1 3/8") from the shell.  
  
\* Internal beadings shall not be less than 3 mm thick x 19 mm wide.
4. Coamings: Shall be set at approximately 60° and shall be permanently fixed no further than 100 mm (4") aft of the mast.  
  
\* They shall be 65 mm (2½") high in the centre tapering to 25 mm (1") at the gunwales. Ends may be rounded off.
5. Mast Collar: A mast collar not less than 19 mm (3/4") high shall be permanently fixed to the deck.  
  
The mast hole shall be 2,630 mm (8'7½") from the outside face of the tuck to the centre of the hole. The hole shall be a 65 mm (2½") circle.
6. Mast Step: Maximum height 90 mm (3½") from keel to topside of step.
7. Floor Battens: At least two floor battens 6 mm (¼") x 45 mm (1 3/4") minimum sizes shall be fitted per side.  
  
Minimum total length 6000 mm (20').  
  
\* Except that where full side bulkheads are fitted the minimum length may be reduced to 4000 mm.
8. Buoyancy: A minimum of 0.2 cubic metres distributed evenly fore and aft shall be fitted. It shall comply with N.Z.Y.F. Safety Regulations Part I.  
  
Bulkheads are permitted and recommended and may enclose the whole or part of the area covered by the deck.

9. Surface Coating: Optional. Sealing with proprietary brand epoxy or other synthetic resins is permitted.

#### APPENDIX B1

##### General Finishing Guidelines

These are guidelines only and should not be construed as part of the Class Rules.

- Bulkheads:** Bulkheads are optional but if they are desired they should be fitted before the deck is fixed down. To fit bulkheads at each end of the cockpit the carlins are first removed. Plywood bulkheads are easier to fit when divided into two panels, i.e., port and starboard. A panel, cut roughly to shape, is held against the deck beam and scribed to the hull. When fitting neatly a 12 mm x 4 mm rib is glued to the hull behind the panel. The panel is glued to the deck beam and the rib. To ensure a strong bond, the corner between the panel and rib should be wadded with a thick mixture of glue and sawdust or wood flour or proprietary epoxy filler. Remember to drill drain holes in each panel before it is finally fixed in. Large inspection ports are desirable in bulkheads in order that the hull may be aired properly when laid up. A permanently sealed bulkhead is a sure way to start dry rot. Fibreglass tape may be used in lieu of the 12 mm x 4 mm rib for fixing buoyancy.
- Deck:** Before decking all parts enclosed by the bulkheads must be painted with a suitable sealer. The deck is cut out and lightly tacked in position. Leave approximately ½ inch of overhang all round on the ply and make sure that all joints are fitted tight as any water getting in these will eventually stain the deck. Remove one section of the deck at a time. Spread plenty of glue on the deck beams and fix the section down firmly either with staples which can be removed when the glue has set or small anchorfast nails which should be punched and puttied over.
- Beadings:** The deck is trimmed off so that a fair line is obtained round the gunwales, carlins, etc. Do not plane against the grain of the top veneer of the ply or shattering will result. Beadings are best fitted in the square and rounded off when glued in position. The cockpit side beads are fitted first. The end beads are scribed out of boards as it is difficult to bend and fit these at the same time.
- Coamings:** The centre knee is first angled and bevelled and screwed in position. One at a time the coamings are laid against this knee and scribed on to the deck. One coaming is then mitred and fixed down permanently and the other coaming fitted up to it. As their removal, due to damage, would probably tear the top veneer off the deck, the coamings should not be glued down but held by screws put in from under the deck.
- Floor Battens:** The battens should have all corners well rounded over and are best attached by screwing down to the hull. Recommended spacing from the centre of the keel to the centres of each batten are:
- |         |        |   |        |
|---------|--------|---|--------|
| Aft     | 150 mm | & | 324 mm |
| Forward | 170 mm | & | 355 mm |
- PART C EQUIPMENT**
1. Mast: (a) Masts shall conform to the following dimensions
    - (i) Overall length 5640 mm (18'6") max.
    - (ii) Sizes: at 1100 mm from heel 89 x 70 (3½ x 2 3/4)  
at 3810 mm from heel 76 x 57 (3 x 2½)  
at 100 mm from top 57 x 41 (2½ x 1 5/8)  
A tolerance of ± 6 mm (¼") is permitted.
  - (b) Weight: Minimum weight shall be 5.4 kg (12 lb) when stripped. Make weights shall be added to the mast tangs.

- \* (c) The mast shall not revolve. Mast heel shall be fixed in one position while sailing.
  - (d) Rigging:
    - (i) Two side stays and one forestay shall be fitted.
    - (ii) The forestay may be adjusted from the cockpit.
    - (iii) A halyard complying with N.Z.Y.F. Safety Requirements shall be fitted.
    - (iv) No other rigging is permitted.
    - (v) Stays shall be attached to the mast between 3810 mm (12'6") and 4115 mm (13'6") from the heel.
  - (e) Chainplates shall be fitted with centre of shackle eye not more than 172 mm (6 3/4") forward of the aft face of the main deck beam.
2. Boom: (a) The boom shall comply with the following dimensions
- (i) Overall length 2690 mm (8'10") max.
  - (ii) Size circular 63 mm (2 1/2")  
(a tolerance of ±6 mm (1/4") is permitted.
- (b) Minimum weight shall be 2.7 kg (6 lb) when stripped.
- \* (c) Boom vang are permitted.
- \* 3. Mainsheet: The mainsheet shall be operated off the centrethwart.
- \* A minimum of 4 purchases is recommended.
4. Centreplate: Shall fit within a rectangle 1370 x 292 mm (4'6" x 11 1/2").
- \* Maximum thickness shall be 22 mm (7/8").
  - Shape is optional.
- \* 5. Rudder: Blade shall fit within a rectangle 900 x 292 mm. Minimum size shall be 500 x 180 mm.
- \* Blade may be fixed or mounted in stocks. Maximum thickness 19 mm.
  - Shape is optional.
6. Venturis: are permitted and stern drains. Maximum number 2. Maximum size 60 x 90 mm or equivalent round.

#### Z.O.A. OFFICERS 1983-84

**Fatron:** Alan Walker  
**President:** Max Walker, 18 Herbert Rd, Hamilton. Phone 52-572.  
**Secretary:** Joy Homewood, 100 Forest Lake Rd, Hamilton. Phone 77-437.  
**Treasurer:** Ted Frankham, 242 Scenic Drive, Titirangi. Phone TGN6862.  
**Publicity:** John Vale, 3 Charmaine Cres., Hamilton. Phone 57-670.  
**Committee:** Kevin Dolores, 2 Noble St, Waiuku. Phone 59-250.  
 Rob Ebert, Waikato Hospital, Private Bag, Hamilton. Phone 398-899.  
 Gary Adams, 22 Barren Drive, Green Bay, Auckland. Phone 873-466.  
 Barry Mackie, 9 Holden Ave, Hamilton. Phone 496-556.  
 Cor van der Pol, 2/35 Glenvar Rd, Torbay, Auckland. Phone 404-6092.

**Fleet Captains:** Hamilton - Stan Cook, 26 Sandwich Rd, Hamilton. Phone 492-300.  
 Christchurch - Rena Maynard, 5 Cliff St, Moncks Bay, Chch. Phone 841-286.  
 Mt Pleasant - John Eawtin, 8 Colac St, Wainoni, Chch. Phone 886-291.  
 French Bay - Alan Retter, 93 Waimai Cres., Titirangi, Auck. Phone TGN8547.  
 Waiuku - Tony Hume, c/o Franklin Machinery Ltd, 37 Subway Rd, Pukekohe. Phone 88-251.  
 Waimakariri - Gerard Sherwood, 9 Seagrave Place, Chch. Phone 583-586.  
 Tamaki - Dave Willmott, 51 Ridings Rd, Auckland 5. Phone 542-724.



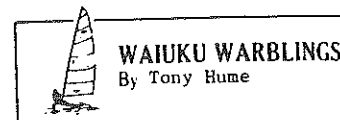
#### French Bay Froth By David Brown

particularly in lighter conditions.

Two of the "gun" boats have often been absent from the waters of French Bay so far this season. They are No. 82 Gazelle, Murray Sargisson, and the original Zephyr No. 1, Zephyr, Alan Retter, and their places have been taken by Don Waterer's Cascade and Bubbles Foster's Winsome, with Bubbles shining particularly in lighter conditions.

John Barber (No. 188, Pisces) has improved consistently to win the Commodore Cup on handi-cap results and Ted Frankham, No. 111 Tania, has done likewise to collect the Wingate Electrical Pennant for his efforts. Our Commodore, Ian Bourgeois, in No. 113, Firebird, is getting in some serious sailing in preparation for the forthcoming Auckland Champs. In fact he has been serious enough to win a race, in heavy conditions. There has been only one race in the Club Championship series so far. It was won by the only contestant to complete the course correctly - John Barber!

French Bay club members are looking forward to acting as hosts to the Auckland Zephyr Championships and we will be making every effort to ensure the success of the series. For those not familiar with the Club, we'd like to bring the following features to their attention: ample rigging space, modern clubhouse overlooking the course, men's and women's (separate) showers and easy launching. For the Champs there will be boat storage on Saturday night and lots of prizes (good ones, too) as well as Saturday evening barbecue and social. The Officer of the Day is a former Zephyr sailor and the Club Commodore is a Zephyr sailor (as mentioned above) so we think that the Champs will please all shades of Zephyr opinion. The Notice of Race is in this issue. Remember the dates: February 18 and 19, 1984.



#### WAIUKU WARBLINGS By Tony Hume

Since my last tale of woe the weather has improved markedly with good fleets on the water. Our Zephyr fleet is slowly increasing - we have one or two enquiries for boats and are managing to direct people to sellers. Our sailing committee is currently looking for new marker buoys for use in the Nationals. It is expected that the Southern Oscillation will be providing extremely rough weather and so we need very tall buoys to make sighting them easier in the rollers that we get from time to time. Boyd & McMaster are currently refurbishing some buoys that they are going to lend us. If the weather proves to be calm and windless then these tall buoys will test skippers' skills at rounding marks in the tidal rips that we also have (watch those booms).

Last weekend the Frostplys visited us for their Auckland Champs and we got some practice at shortening courses with the usual scurrying about. We're sorry there wasn't more wind but we certainly enjoyed having them. We're currently in the midst of rigging and tuning sessions and Optimist training. Mike Ure of Hoods came one day and gave a very useful talk with practical demonstrations and we all got a lot from it. Many thanks, Mike, even though we don't use your sails.

In case nobody else says it in this copy of WEST WIND - TO SAIL IN THE NATIONALS YOU NEED TO BE A FINANCIAL MEMBER OF A YACHT CLUB, AND THE Z.O.A.

Looking forward to seeing you at Waiuku and a very merry Christmas and a happy New Year from the Waiuku Warblers.



#### MOUNT PLEASANTIES By John Hawtin

The opening day was of considerable importance in the club's history when the new extension to the club house was officially opened. It gives us a lot more room for meetings and socialising on pennant days and with enlarged kitchen facilities we will be able to host the 19?? nationals.

With the season well underway and the weather settling down, the Zephyr fleet at our end of the Estuary is starting to appear in increasing numbers after a slow start. The fleet has increased with Bryce Hodgson and Raz-Ma-Taz joining at the end of last season and we welcome this season Susan Jarett and Murray Hodgson with Sandpiper and Aquarius respectively.

With the South Island Championships completed, the big gap in boat speed and general handling skills was very apparent for Mount Pleasant skippers with many wondering what makes the Christchurch fleet go so fast.

The answers were provided at an evening last when Christchurch Zephyr Guru John Morrison compared Ken Maynard's Moana with Kahu and Giselle. Kahu's mast is very stiff, all right in winds of about 10 knots. Ken on the other hand can get maximum power right through the wind range with mast rake and bend and a complete understanding of sail-mast relationship. Discussion focussed on fittings, rudders, etc. and general approach.

On the subject of boat handling it is a matter of the old energy equation of how much you get out of it depends on the amount of effort put in, in terms of time on the water plus skippers helping correct one another's vaults, i.e. suggesting a better way to tack, body position on the wind, etc. Swopping boats is another area which could prove fruitful for a practice session - another bod notices points the owner may have missed.

Near the end of the session Christchurch's resident sea lion got into the act and provided light relief, so leaving the sea lion in command of the slip we moved upstairs to discuss the proposed new Zephyr rules and general business.

Exciting news for bods getting a new boat built. Ian Franklin will be constructing the hulls with the vacuum bag process which will result in a very fair hull eliminating a lot of donkey work with fairing up.

Mount Pleasant sends Christmas and New Year greetings to Zephyr sailors at other centres and a wish for fair wind at the Nationals.



### Christchurch Capers

By Rema Maynard

The South Island Champs were held recently over five races, with conditions varying from light n.w. to fresh n.e. - mostly the latter. We had thirty three entries altogether although some did not start in all races. Unfortunately John Morrison succumbed to a dose of flu and couldn't sail the last two races.

It was an interesting series and good to see Murray Hay to the fore in most races. Grant Badger's performance was also very pleasing and Sandra Hines, as usual, sailed well and consistently to gain third placing overall. Bob Park surprised everybody with a second placing in the fourth heat. Good on you, Bob!

Results: Race 1 - John Morrison, Hauraki 1; Sandra Hines, Zippy 2; Paul Stemmer, Gamble 3.  
 Race 2 - John Morrison 1; Ken Maynard, Moana 2; Paul Stemmer 3.  
 Race 3 - Ken Maynard 1; Paul Stemmer 2; Don le Page, Nutcracker 3.  
 Race 4 - Murray Hay, Muscatel 1; Bob Park, Belinda 2; Ken Maynard 3.  
 Race 5 - Ken Maynard 1; Grant Badger, Harlequin 2; Paul Stemmer 3.  
 Overall: Ken Maynard 1; Paul Stemmer 2; Sandra Hines 3; Murray Hay 4; Grant Badger 5.

At a recent rigging/tuning session, sea elephant Elizabeth told us in no uncertain terms what she thought of fully rigged Zephyrs and numerous Zephyr owners using her area. After rounding us up and moving us out of the way, she settled down against the Clubhouse and showed no further interest in the proceedings. Relatives of any missing persons who were last seen walking round the n.w. side of the Clubhouse should ask Elizabeth how she enjoyed her lunch.

It would be interesting to know why the spectacles John Morrison has acquired since sailing a Zephyr are so large (headwise) and are even too big for another bighead who borrowed them at a recent mast building session.

What did Sandra say to Ken when he lost her out of a borrowed Laser 2 in a howling nor' wester a couple of weeks ago, and why was Sandra more black and blue than usual?

N.I. contestants in the coming Nationals should realise that the Canterbury contingent are coming straight from the heart of Ranfurly Shield country. It is even rumoured (unconfirmed) that they have a coach by the name of Alex or Griz or something like that. Anyway it would be as well to look out for the red and blacks in the North-South team racing.

New hulls will in future be available built to any stage required, that is, the usual stage of hull, deck beams and centre case, to completely finished. Builder is now Ian Franklin, Humphries Drive. Prospective Zephyr owners should contact R. Maynard, 5 Cliff Street, phone 841.286, for particulars.



### Hamilton Happenings

By Joy Homewood

When the weather man allocated the wind on Zephyr weekend, he forgot about Hamilton altogether. All the races were held in light, frustrating conditions. This didn't seem to surprise the visitors much - I wonder why? An interesting feature of the weekend for all Zephyr owners was the aluminium mast being used by Murray Sargisson on trial. Some excellent sailing by Allan Richardson gave him the championship prize for the series, leaving Murray in second place. Roger and Max Walker took third and fourth places respectively. In the handicap section it was good to see Frank Ward back in form with Annette Walker close behind. Barry Mackie and John Waite also improved recent performances to gain handicap places.

Bruce Tayler is currently redecking his boat, Topaz. He jumped into Green Pepper and leapt ahead of his usual position. Any chance of a boat change, Bruce?

Annette Walker continues to sail consistently well and finished just behind her father Roger when he got the gun in the last club race. A quinella to the Walkers. Stan Cook enjoyed that race also when he came first on handicap. One wonders which pleased him most, first handicap or fifth championship position.

Hopefully, Hamilton will have a large contingent of entries for the Nationals. After all, everyone enjoys Waiuku, don't they?

### WHAT IS THE ZOA COMMITTEE DOING?

Extracts from the minutes  
 By Secretary: Joy Homewood

There have been two ZOA committee meetings since the last publication of WEST WIND. Most of the discussion at both meetings has centred around the Zephyr class rules which are currently being revised in preparation for a Special General Meeting to be held during the Nationals. Submissions have been received from Christchurch and Waiuku Yacht Clubs and have been duly considered.

It was decided to hold a charity match racing series at Hamilton later in the season. The sponsorship fee was once again set at \$25.

We were also informed that the Auckland Champs to be held at French Bay on February 18 and 19 will be sponsored by the B.N.Z. Plans are going ahead to make it a tremendous weekend.

Plans to hold a T.A.B. to help with travelling expenses were approved by the committee. John Vale agreed to organise this.

The committee also approved a change of boat builder for Zephyrs in Christchurch to Ian Franklin.

At the last meeting a resolution was passed to advise the mast committee that the Z.O.A. would like to see further trials of aluminium masts before finally asking members to vote on the subject. The Z.O.A. committee also appreciates the work the mast committee is doing and the thorough and up to date reporting that has been done.

## Letters to the Editor

Sir,

THE BANK OF NEW ZEALAND 1984 AUCKLAND ZEPHYR CHAMPS

Hi to all Zephyr Skippers. This is your official Notice of Race for the 1984 Auckland Champs. We at French Bay have in place the arrangements for this competition and these are detailed below. We hope to cater for Saturday and Sunday sailors, as well as those who will sail for both days. The social function on Saturday evening is also lined up, so to business.

- |          |  |
|----------|--|
| 1. Venue | - French Bay   |
| 2. Date  | - 18 and 19 February 1984  |
| 3. Time  | - 18 February 1984 (tide 1241) 1100 hours (approx)<br>19 February 1984 (tide 1326) 1145 hours (approx) |

4. Races - two each day, back to back if necessary at discretion of OOD
5. Rules - NZYF/IYRU as normal
6. OOD - Dennis Murray
7. Briefing - 18 February 1984 in Clubhouse 1000 hours
8. Entry - \$10 per boat full competition  
\$ 5 per boat Saturday/Sunday competition
9. Courses - Olympic old or new, at discretion of OOD
10. Sailing instructions - available at desk upon registration
11. Boats may be left at the Club overnight on the 18th and will be under supervision.
12. Mens' and womens' showers and changing facilities available.

Well, that about covers the formalities. Prizes will be spread throughout the fleet and with the help of sponsorship from the Bank of New Zealand, will be of good quality. The prizes for the whole competition will be more substantial than those for the Saturday or Sunday events. Those participating for one day only will not have points allocated for the whole series.

Social Function:

The French Bay Boating Club Zephyr and Social Committees are running a highly successful "P Evening" on the Saturday evening. This means one has to arrive at the do dressed as something beginning with "P". There will be prizes for the best "P" and partner, or solo "P" as the case may be. With the tide being well placed, the racing would be over by 1600 hours or so, and we should be able to move directly into the frivolities. Refreshments will be available and supplies of BBQ material will be too, but please provide own salads, etc. Games/fun for children will be arranged if there are enough children. The prizegiving will commence after racing on the Sunday.

We at French Bay are looking for full participation this year and we expect 40 or so boats. We will be telephoning all skippers after Christmas to see how many are coming. We can also supply billets. Please telephone Ian Bourgeois, 674-482 Auckland, in this regard.

Looking forward to seeing you there.

IAN BOURGEOIS  
COMMODORE, FRENCH BAY

Sir,

Re: 1984 Broadbank-Zephyr National Champs

I received my copy of WESTWIND today which has prompted me to drop you a line regarding the National Champs.

A couple of weeks ago I visited Waiuku Yacht Club at the invitation of the (enthusiastic) committee, together with Graeme Marshall, Broadbank's South Auckland Manager. The tide was in, the Zephyrs were enjoying a 10-15 knot "lakebreeze" and we found the planning for the Champs to be spot on.

We agreed on a similar layout of banners and flags as Christchurch last year, and confirmed that we will once again be pleased to present each competitor with a gift pack (T-shirt, pen, matches, etc.) at the pre-contest social. In addition we will again also contribute to the prizes with windjackets and gear/carryall bags plus a few bottles of bubbly.

The Waiuku Club is certainly a friendly place, and we are sure that the Contest will be a great success at this venue.

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