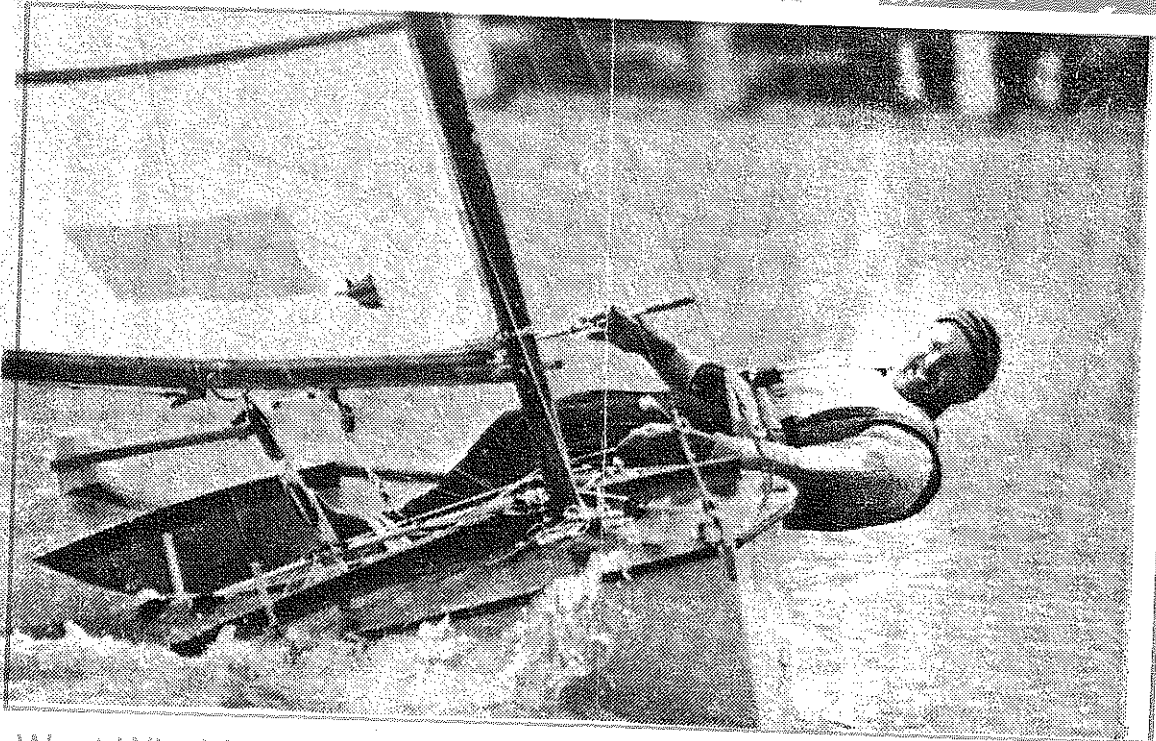


JUNE 1983

A circular compass rose with a fleur-de-lis at the top, showing cardinal and intercardinal directions. The letters 'W', 'N', 'E', and 'S' are visible at the cardinal points.

# West Wind



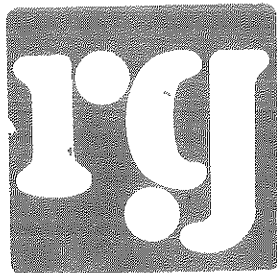
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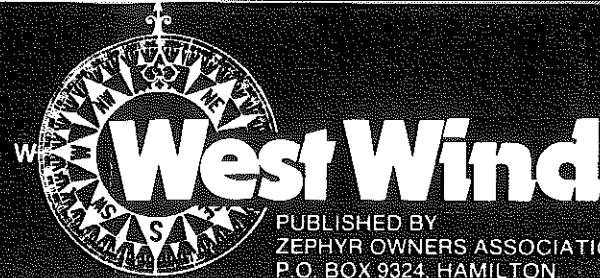


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EDITOR JOHN VALE — Phone 57-670, 3 Charmaine Cres. Hamilton VOL. 3, NO. 4 JUNE 1983



### EDITORIAL

Progress is being made with the evaluation of metal masts. A sub-committee has been appointed to test and evaluate the most suitable mast for Zephyrs. Three different metal masts have been obtained and will be tested both on the water and off. They will be compared with a selection of existing wooden masts. Progress reports will appear in WEST WIND from time to time. It is hoped the committee will have a comprehensive report and recommendations ready for the 1984 Nationals.

The Nationals incidentally, are to be held at Waiuku middle of January and will be sponsored by our good friends Broadlands for one more year. Perhaps the South Island entrants can initiate a savings scheme similar to HAZO's for the 1984 contest.

### MISSING ZEPHYRS

We recently acquired some old class register records and as a result located the whereabouts of another three missing Zephyrs, 78, 79 and 96, and are on the trail of others. We have also sorted out the correct identity of No.76 thanks to David Cook. Unfortunately one of the three located Zephyrs was destroyed 16 years ago but at least we now know what happened to it (see Letters to the Editor).

The total of missers is now 12 or is it really only 11? The fact is we have an extra, as Sirocco's number is not known but must be one of the missing 12. One of the numbers not used, 232, has been allocated to this boat meantime but circumstantial evidence indicates it is probably 178.

### THIS IS A TRUE STORY...

On the hunt recently of a missing Zephyr we rang an Auckland number and asked for the person we believed used to own the boat we were seeking. On being told the gentleman we wanted had moved to New Plymouth we ventured to ask if the person we were speaking to could help. Did he know if the said recently moved to New Plymouth resident used to own a Zephyr? Before he had time to answer we hurried on apologetically with did he know a Zephyr was a yacht and did he happen to know anything about sailing hima?? "Yes" he modestly replied "I'm Digby Taylor"!

**COVER:** Popular experienced yachtsman Ken Maynard, Christchurch Y.C. displays the sheer extasy of success of a Runaway win in the first race at the National Champs on his home track, the Estuary. Ken, like champion Max Walker won two races but some bad luck in the other races dropped him back to fourth overall. An ex GK and Laser skipper Ken has now given Runaway back to daughter Liz. He is busy working on his very own Zephyr 154 Moana.

Christchurch Press, photo.

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**WHAT IS THE ZOA COMMITTEE DOING?**

Extracts from the minutes  
By Secretary: Joy Homewood

**TOKIN MEMORIAL TROPHY:** Mr Tayler asked for a history of this trophy. The Editor to make inquiries and to publish material in the next issue of WEST WIND.  
**AUCKLAND CHAMPIONSHIPS:** These were successfully sailed at Kohimarama on a good tide.

**MATCH RACING:** Mr D. Cook to negotiate with NZYF concerning advertising. Mr B. Hutchinson of Hamilton agreed to assist. As a result of sponsorships approx \$300 will be donated to the Spirit of New Zealand Trust Fund.

**MASTS:** A sub-committee of Kevin Dolores (Convener) Ian Bourgeois, Murray Sargisson and Max Walker was appointed. The objective of the sub-committee is to set up a test programme to evaluate aluminium spars to provide test data and information. Both wooden and metal masts will be tested on and off the water. It is estimated it will take most of next season to make a proper evaluation. As much information as possible will be prepared before the Nationals and a Special General Meeting is to be held at that time. Progress reports to be published in WEST WIND.

**1984 NATIONALS:** The Waiuku Yacht Club to be hosts for the 1984 Nationals. To consist of a five race series and subject to suitable tides to be held early January 1984.

**TREASURER'S REPORT:** Balance as at 30 April 1983 = \$1,579.70.

**SOUTH ISLAND REPRESENTATIVE:** The Committee has no objection that the South Island have a representative on ZOA Committee. The President to contact Rema Maynard to ascertain the requirements for this position.

**SAILS**  
Mr Walker reported that some of the Christchurch sails had been re-examined and that leech cords had been added. It was resolved that all new sails will have leech cords

**AUCKLAND CHAMPS**

Kohimarama YC hosted the Auckland champs for 30 entrants. The four-race series was won by Murray Sargisson of French Bay with three wins and a second. Hamiltonian Graham Cooke was second with two seconds and consistent placings. Third place went to Alan Retter (French Bay) sailing his recently acquired Zephyr No. 1 Zephyr in his first event. In fact, he won the first race of the series. Brett White (Whenuapai SC) was fourth and Don Waterer (French Bay) placed fifth. Handicap placings went to Gary Adams (French Bay), Bob Foster (French Bay), Joy Homewood (Hamilton), Bill Means (Howick) and Bubbles Foster (French Bay).

**FRESHWATER CHAMPS**

The Freshwater champs, originally scheduled for Huntly, made a last minute switch to Hamilton.

Sailed over Easter, proved another triumph for Murray Sargisson of French Bay. Local knowledge is a factor on the lake but Sargisson could hardly be termed a visitor as he learned to sail at Hamilton. His sailing in Hamilton now coincides with a visit to his parents who still live in their home overlooking the lake. A most likely breeding ground for a champion yachtsman. Young Allan Richardson was second and headed his two Hamilton clubmates Roger Walker and Max Walker. Some excellent sailing by Joy Homewood earned her the top handicap prize. Bruce Tayler was runner-up with Jim Brokenshire third.

**LIEBHERR CHARITY MATCH RACING**

Ellison Trading Co. Ltd., Hamilton, marketers of Liebherr Excavators underwrote the Match Racing series allowing all the individual sponsorships to be paid to the Spirit of New Zealand Trust Fund without any deductions for expenses. The individual sponsors were:-

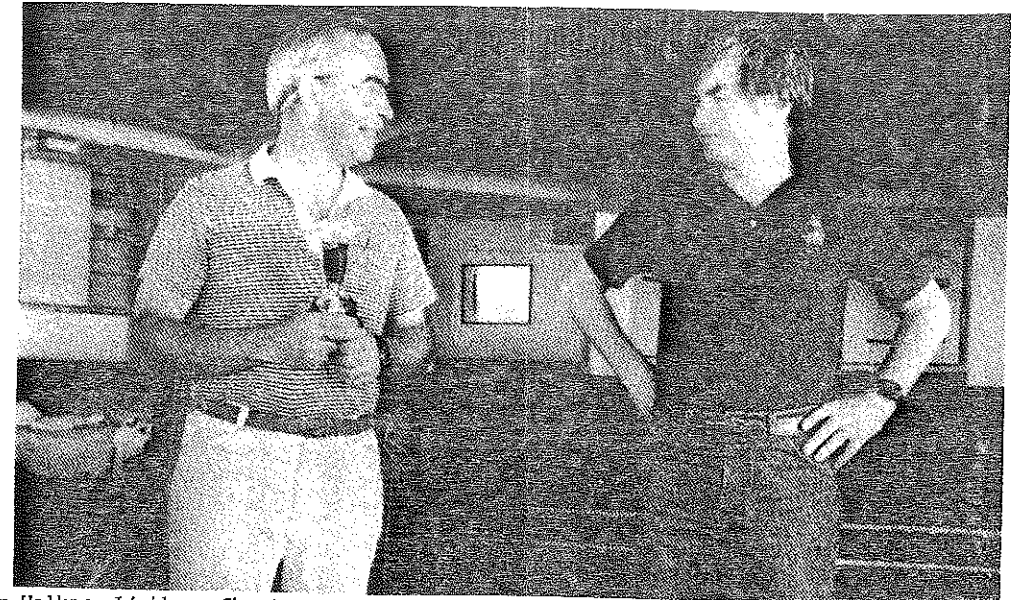
ATA TRAVEL - Joy Homewood  
BANK OF NEW ZEALAND - Ian Bourgeois  
EVERGREEN PLANTS LTD - Alan Retter  
KARI PAK COAL - Max Walker  
KELSTON SERVICE STATION - Gary Adams  
MLC - John Vale

METAL MAST FABRICATORS - Brett White  
RENNIES ILLUSTRATIONS - David Brown  
SAMSON PAINTS - Stewart McFetridge  
THOMAS COOK TRAVEL - Dick Homewood  
WINSTONES LTD - Colin Barlow  
YORK GROUP - Ted Frankham.

The third annual Zephyr Charity Match Racing series was held at Tamaki. Strong winds marred the series, conditions being more survival tactics rather than close contact tactics and covering duels. In spite of the elements, the series was completed and was won by current Zephyr champion Max Walker. To reach the semi-finals, skippers had to qualify from two seeded groups. The top two from each pool sailed a knockout competition. In the first semi-final Colin Barlow of Hamilton went down to Alan Retter and Max Walker beat Ian Bourgeois of French Bay. Walker beat Retter in the final and Bourgeois beat Barlow in a sail-off for third place. Walker was fortunate to qualify as he had to survive a draw by lot with Ted Frankham and David Brown both from French Bay.

The three had one loss each in the curtailed qualifying rounds. Each entry was sponsored in aid of the Spirit of New Zealand fund. After the ZOA event at Tamaki, Hamilton conducted their own club series. Allan Richardson won the round robin event from Roger Walker and Max Walker. A moderate breeze prevailed and this popular event was enjoyed by all contestants.

**MATCH RACING CHAMP**



Max Walker, Liebherr Charity Match Racing Champion, seems happy after receiving the trophy from ZOA Life Member David Cook at Tamaki's Commodore's Lounge.

David Brown, photo.



**French Bay Froth**  
By David Brown

Another sailing season has come and gone - and the time has arrived to answer the Editor's call for a run down on the past six months.

French Bay Zephyr numbers have been higher, but there has been no lack of enthusiasm. Murray Sargisson (the current Auckland Champion) continues to set the standard, while Alan Retter, after a shaky start in 1981-82, has gone from strength to strength in the season under review. He is one of the select few Aucklanders to sail with considerable success on a first visit to Hamilton.

Don Waterer is another who is going faster most of the time but Gary Adams is going faster less consistently. The three more mature members of the fleet all sailed regularly and Bob Foster went particularly well in the Auckland Champs.

Stuart McFetridge's Taboo has been sold to Cor van der Pol. Stuart has invested in something that can take the whole family (a Reactor, in fact). Bubbles Foster has been getting some keel boat experience which certainly hasn't affected her Zephyr results adversely. She ended the season with a convincing win in the Closing Day Race (which event unfortunately clashed with the Waiuku Weekend). It was good to see Cor van der Pol back in a Zephyr (even if it was a borrowed one) for this last race, but of course will be in his own boat next season.

Results (subject to confirmation by the Sailing Committee) are: Club Champs, David Brown, with Bubbles Foster and Alan Retter second and third on points; Commodore Cup, Clynton Lauty; Wingate Electrical Pennant and Webber Cup, David Brown; McLeod Cup, Don Waterer. The final result for the Harvey Real Estate Pennant is not immediately certain.

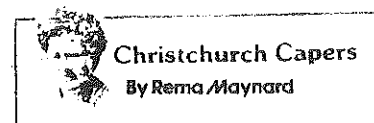
French Bay participated on behalf of the A.Y.A. in the United Services contest at Devonport on 10 April. Ian Bourgeois, Alan Retter and John Barber were victorious in the 14 footers but four other Zephyr skippers and one Sunburster were less successful in the Naval Whalers race. In spite of Murray Sargisson (Captain) having four other captains to assist him command, the best that could be achieved was sixth. Nevertheless the A.Y.A. won the contest, the first time for several years.

Murray Sargisson and Ian Bourgeois are now on the ZOA Mast Committee and will be evaluating metal masts during French Bay's Winter Season, details of which are below.

All interested Zephyr owners are invited to attend this series to see how they go against boats equipped with metal spars, which will (a) drag the Class screaming into the nineteen eighties or (b) destroy a beautiful traditionally constructed sailing dinghy or (c) amount to no more than a minor technical change in the Class Specification... depending on their point of view!

<u>WINTER SAILING FRENCH BAY YACHT CLUB</u>		24 JULY 83 . . . . .	SAILING 0930
			TIDE 1010
12 JUNE 83 . . . . .	SAILING 1000 *	14 AUGUST 83 . . . . .	SAILING 1230 *
	TIDE 1120		TIDE 1442
26 JUNE 83 . . . . .	SAILING 1000	28 AUGUST 83 . . . . .	SAILING 1200
	TIDE 1146		TIDE 1318
10 JULY 83 . . . . .	SAILING 0930 *	11 SEPTEMBER 83 . . . . .	SAILING 1200 *
	TIDE 1012		TIDE 1329

SAILING - Last Sunday of every month however if weather conditions do not permit alternative dates are marked above \*



**Christchurch Capers**  
By Rema Maynard

After a season marred by strong winds and indifferent weather, closing day was almost perfect - light north east wind, sunny and warm. A few of us took the opportunity, after the race, to sail out on the bar and were reluctant to declare the season finally closed.

A different story, was that of the South Island Champs sailed a couple of weeks earlier, starting quietly and ending in chaos. The first race ended with no result owing to nil wind conditions, which was very frustrating. Those who sailed in the North v South teams event in January will know what I mean. Second race began in very light north west with the Met. Office assuring us that no strong winds were forecast. About half an hour after the start, the wind came in strong from the north west, resulting in quite a bit of damage to some boats - masts, tillers, etc. and one poor joker in a yellow boat (who shall be nameless), had the misfortune ? to lose his rudder. Others took the easier way out and reduced sail area to about six square inches and drifted quietly home. The result was, eight finishers out of twenty four starters. Bill Beere, Echo, 1, John Morrison, Hauriki, 2, Sandra Hines, Zippy, 3. Third race was held on the low tide and started in light north east and so out on to the bar course. Not long afterwards, in came the n.w. again and although all except one finished without mishap, it was a very unsatisfactory race - mostly reaches. John Morrison, 1, Don le Page, Nutcracker, 2, Sandra Hines, 3. Only six boats were on the start line for the fourth race in very strong n.w. and after beating into it for a short time, the fleet was gradually reduced to two boats, Don le Page and Bill Beere who battled their way round the course, watched from the causeway by most of the rest of the fleet. Don came in first followed by Bill. Final result - Don le Page 1, Bill Beere 2, Sandra Hines 3.

That series just about sums up the conditions for the whole season and owing to there only being three completed races, the Zephyrs had no rep. in the Champion of Champions series on Lyttelton Harbour. The rules for that event call for at least four races. We have now scheduled a Canterbury Championship for next season, of five races with one to drop, as well as making the S.I. Champs a two weekend series. This was decided at a poorly attended meeting of owners recently.

The last heat of Estuary Pennants started in very calm conditions, the course was shortened and finished with a burst as the wind came in n.w. and then s.w. - utter chaos - what a season! Third heat: Ken Maynard, Runaway, 1. John Morrison, Hauriki, 2, Sandra Hines, Zippy 3. Fourth heat: John Morrison 1, Sandra Hines 2, Ken Maynard 3. Overall result: Sandra Hines 1, Jim Park, Pooh Stick 2, Austin Ebert, Hustle 3.

Since closing day, it has been n.e. every weekend with sunny and warmish weather, with anything nasty coming during the week. It leaves me speechless (well, almost!) Perhaps next season ...



With the season now over we are pleased that our local Zephia now numbers 19 and with a good proportion of these being used regularly. The season's opening day pennant was "snatched" by G. Sherwood, Waimakiri, in Woftam but we have held our own in remaining events.

Trophy winners were Anitra, Alan Britton, K Chirnside Cup and Commodore's Trophy; Alibi, John Willocks, George Andrew Trophy and Closing Day pennant; Kahu, John Hawtin, K. McIntyre Trophy; By Golly, John Nicholson, Zephyr Class Club Champion; Choral, Max Cullen, Points handicap winner; Stoic, Max Wilyams, Peikatini Log. This trophy was made from a piece of log which pierced the hull of the rescue craft Peikatini many years ago. It is contested by Zephyrs, Starlings and Sunbursts in a Mark Foy race. It has been a season marred by strong westerly and southerly winds but of course there have been days happily remembered. In the closing day pennants my son entered "Rescue 4" (our motor boat) and was duly given a suitable handicap and finished eighth. I must have another look at the sailing instructions!

## REEFING A ZEPHYR

By John Vale

It is not very often you need to reef a Zephyr but when you do you do!

Several people have asked me how I set up my system and the latest request from such a charming Zephyrer (see letters to the Editor) leaves me no option but to oblige.

The first Zephyr I ever saw reefed was St Bernadine owned by Ralph Skinner at the 1981 Nationals at Tamaki for the fifth and last race. Ralph's boat had the original roller reefing gear on it when built and although it hadn't been used seriously before accordingly to Doc, with a little gentle persuasion it worked. Doc has owned Bernadine since 1957 and must be one of, if not the, longest time span Zephyr owners.

There are a few other Zephyrs with revolving goose-necks but as far as I know my own is the only one with the facility for attaching the kicker in the correct position.

And I believe that Christchurch have their own version of reefing Zephyrs judging by Rena's comments in this issue. This photo of a Canterbury Zephyr planning its way home during the Nationals illustrates how it is done!



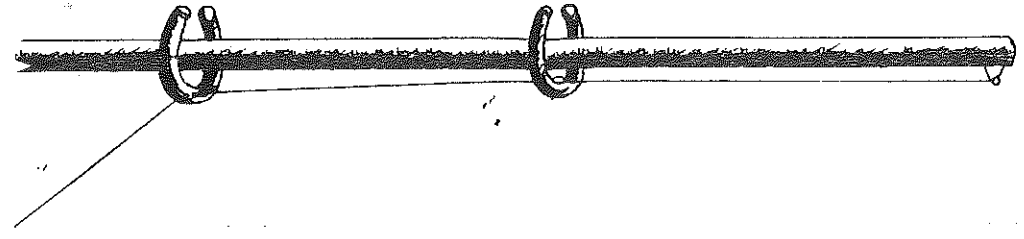
Christchurch Press, photo.

This system has the added advantage that the reef can be put in whilst on (or in) the water!

I devised my set up after the Tamaki Nationals. I have used it only two or three times and found my efforts at survival were successful and my placings were a lot better than the alternative of not finishing!

You need two boom claws so that the sail can be wrapped round the boom. One claw is placed in the normal main sheet position and the other forward of this at the point where the kicker or vang would be attached to the boom. To keep the claws in place attach a stainless steel wire to the end of the boom, by a shackle or sister clip or lanyard. This is so that it can be detached easily for reefing.

To keep the mainsheet claw in position join the wire with a shackle at the point you want the mainsheet attached. Place the shackle through the slot in the claw. If you attach the wire to the end of the boom with a lanyard it allows adjustment to the mainsheet position to be made.



At the vang point do the same. The forward end of the shackle (placed through the slot in the claw) is then connected to the vang fitting on your boat.

### QUESTIONNAIRE

A total of 45 replies were received to our questionnaire on Zephyr activities, mostly from those sailing regularly.

The main results are summarized below:-

- Q1 42 members (93%) belonged to a yacht club
- Q2 62% raced regularly 4% seldom  
25% raced sometimes 9% never race
- Q3 30% raced regularly in ZOA events  
49% sometimes 12% seldom 9% never
- Q4 93% said they would enter the National contest if it suited
- Q5 35% preferred Turangi (Mainly S.I.)  
20% preferred Waiuku  
16% Whitianga  
72% various other venues from Bay of Islands to Christchurch
- Q6 12% favoured a weekend  
20% a holiday weekend  
38% five or six day event  
16% Easter  
14% long weekend plus one day
- Q7 45% favoured the holiday period  
38% outside the holiday period  
17% Easter
- Q8 & 9 were a disaster. Most people misunderstood the intent of the question which was to ascertain if any Auckland owners not racing would do so if racing resumed on the Waitemata. Only three people indicated they were interested in racing on the Waitemata as indicated, further six indicated an alternative choice, three said they opposed a further venue.

On question six and seven those voting for a weekend fixture generally preferred it outside the holiday period whilst those voting for the five/six day event almost universally supported the Christmas holiday timing.

The Committee would like to thank all those who took the time to reply.

### U.E. SUBJECTS?

If it's green and wriggles, its Bio.  
If it stinks it's Chemistry.  
If it doesn't work it's Physics.



Well, here we are at the end of another Sailing Season and it seems opportune to review the years achievements of the various personalities who make up the Waikato Zephyr fleet. It is appropriate to start with Max Walker as a result of his National Championship. Apart from this Max won the Hamilton-Thames Valley champs, finished second in the Hamilton Club champs and finished well up in every other event in which he participated: he has had a year that he can look back on with pride.

First place in the Hamilton Club champs went to Allan Richardson, who also had the most first places in Club Series races with five wins. Apart from this Allan's skills showed up in both heavy and light conditions and he is obviously a National Champ in the making. Roger Walker also had a memorable season being second in the Club Champs, winning the A and D series events, won the Webster Memorial Trophy, and gained most points in all Club Series races. Roger is getting better and better (a fact which has not escaped the Class Handicappers).

Club Racing Secretary Bruce Taylor seems also to have had his share of successes, being third in the Club Championships and gaining second highest points total in Club Series races. One skipper who came with a rush at the end of the season was John (Editor) Vale. Better known as a heavy weather exponent, he returned his boat and has done very well indeed in the light winning the F Series and finishing well up in other events. Joy Homewood won the B series with some excellent sailing earlier in the season, Phil Smith won the C Series, and also came second in the Waikato Thames Valley Championships. Ralph Skinner was only able to sail in a few events but sufficient to record four wins in Series races, and also came in fourth in the Club Championships.

Brian Smith made a welcome reappearance in old No. 12 Cindy at the Waiuku weekend, recording first place with Murray Sargission second and (him again) Roger Walker in third position. Other skippers to show up during the year were Colin Barlow, Jim Brokenshire, Barry Mackie, Jack de Leeuw, Stan (Fleet Captain) Cook, Arthur Mohring, Bart Oosterbaan, John Waite and Terry Knight. Ron Thompson - our old stalwart - was in there trying and in the occasional events in which they entered, Russ Rimington and Graham Cooke were always prominent.

On the Purchase Trophy day, our good friend Ross Caird recorded first place sailing Jim Brokenshire's Eclipse showing us he hadn't forgotten how to sail a Zephyr. It was great to see him in action again.

A noticeable feature of the year was the improvement in our mid fleeters, many of whose handicaps had to be progressively reduced. An evening devoted to Tuning and Tactics early in the year aroused a lot of interest and it was noticeable how many Skippers revised their ideas for the better. We hope this event can be repeated at the commencement of next season.

To close, a few comments on spars might be pertinent. We had the opportunity at Waiuku weekend to see masts from three different manufacturers in action. Foreboding to wooden masted boats was not apparent and it is obvious our Class can accommodate both types of spar on an equal footing. When we do modify our Class Rules to allow aluminium spars can we not also modify the Class Sail pattern and do something about those awful creases, from the clew to the bottom battarn, which ruins the sail shape in that area?

Note: The results stated above are preliminary only - not official placings - and subject to confirmation.



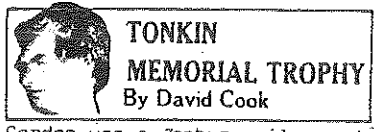
This season we were once again the last Club in Canterbury to close and over the last two weeks up to 35 boats were on the river, a large number being visitors from other clubs. The water, however, was decidedly colder and everybody was particularly mindful of this fact. Some enjoyable racing was held with some very mixed fleets.

The South Island Champs were held on the Estuary and Rema Maynard has given the full results. However, needless to say the Waimak Club contingent did not feature in the placings. In fact I think we only completed one of the four scheduled races. John Powell in number 146 Sandpiper had the misfortune to be "torpedoed" by a Windsurfer, and sank. The windsurfers at the Estuary are becoming quite a problem.

On the third to last sailing day of the season we held a relay race. This involved four teams of five boats from different classes, Rothmans, 470s, Sunbursts, Lasers and Zephyrs. Each boat had to complete two laps of the course and hand over the baton to the next boat on the same side. The exchange point was right in front of the clubhouse, in an area of approximately 20 x 20 metres, the baton having to be passed over and not thrown from one boat to another. Some very ingenious methods were devised to ensure that the baton was not dropped into the water by the various teams. The race was a very close one, the first to fourth boats crossing the line within one minute of each other.

It is now planned to put this idea forward as an inter-club challenge for next season.

That's all for now. Back to the sandpaper and paint.



In sitting down to write about Gordon Tonkin and the history of the Tonkin Memorial Trophy I find I don't know as much as I thought and I have no records to study to refresh my memory.

Gordon was a Zephyr sailor and I believe he finished off boat No: 192 Shush. He was quite a keen member of the Tamaki fleet and he may also have been a member of the Z.O.A. committee but I'm not sure of that. He was a flight engineer with Air New Zealand and was one of the those people killed when the DC8 crashed at Mangere. I do remember that a group of Z.O.A. people spent some time finishing off some renovation work that he was doing to his home in Mt. Wellington at the time of his death.

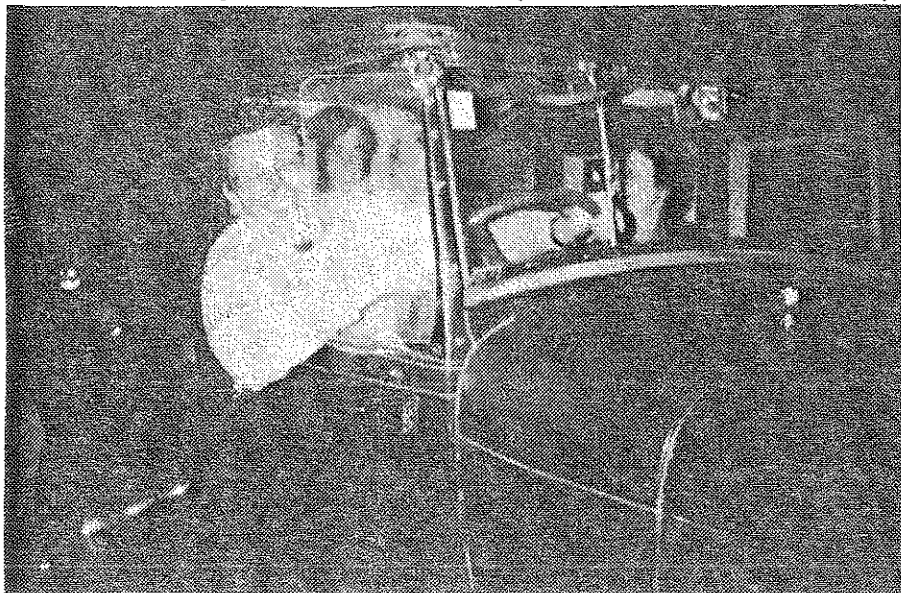
The Trophy was purchased in his memory by the Z.O.A. after consultation with his wife Shirley and was set to be competed for by teams representing the various Zephyr sailing centres. The Tamaki fleet dominated the fixtures for a while and then it was won by Hamilton who took the defence of it back to the lake. Hamilton sailors proved pretty invincible on the lake and I doubt that they were ever beaten at home. I believe they eventually agreed to take it on tour in the spirit of keeping the competition alive.

As a point of interest the holders of the Tonkin Memorial Trophy since its inception have been:- 1967-1968 Tamaki, 1968-1970 Waiuku, 1970-1972 Hamilton, 1972-1974 Waiuku, 1974-1977 Hamilton 1977-1978 French Bay, 1979-1983 Hamilton.

The ZOA and Hamilton are keen to foster this teams event and sincerely welcome the challenge by Waiuku recently. It is understood more challenges are in the offering.

Sir,

This is a quick note to enclose some photographs taken when you were here for the champs. The shot taken of you at the 'helm' is a beauty.



John Willocks, photo

Your smile seems a bit broader than when you're at the tiller! I trust everyone arrived home safely and that you've had some sailing since. The weather has not been all that good since you left - rain, southerlies and cold water! My regards to Joy, Dick, Max, Jim and to you.

John Willocks Christchurch

Sir,

Readers of WEST WIND may be interested to learn that we have found a new use for Zephyr 53.

As you may know we brought it over the hill for Max to pick up on his way north. Parked by our outhouse, with a bucket under the bung hole in the transom, it has been ideal for catching water to flush our loo. Sir, when you have no further use for it ...

We thoroughly enjoyed the contest and hope all those making the trip from the North Island did also. We all learnt a lot and I am sure the standard of sailing on the estuary will have improved markedly. We all enjoyed meeting the N.I. skippers and look forward to meeting them all again at future contests.

Jim Park Christchurch

Is it within Zephyr rules to make reefing points in the sail, and if so, where? My boom fittings don't allow for roller reefing but I want to keep them because they're excellent. Also, what about a Cunningham eye?

I look forward to your reply - perhaps in WEST WIND, as I'm sure others may be interested in these questions too.

Heather Garside, Wellington.

Sir,

I regret to inform you that Zephyr 78 Chiquita, during the season of 1966, started leaking along the centre case and by the end of the season was unsailable. Closer inspection revealed that she was rotten and my father pronounced her irreparable. She was broken up.

G. Tearle, Tauranga.

Sir,

The situation relating to boats 76 and 132 is this:

No. 76 was damaged during an Anniversary Day regatta while being towed ashore after a capsise. The hull was badly damaged, the mast broken and the sail torn. I bought what was left of it from the Insurance Co. who paid out to the previous owner, John Katz.

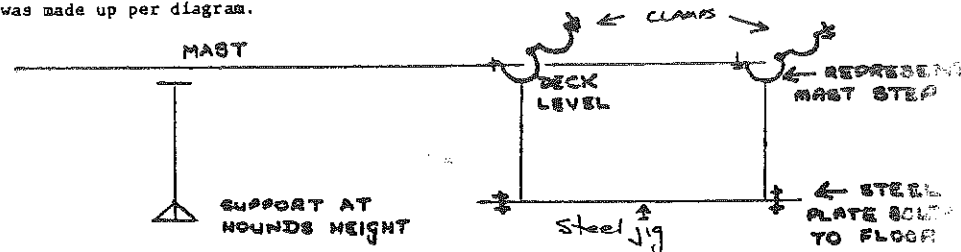
About the same time, the hull of No.132 was wrecked in a road accident and I bought the mast and sail of that boat. I repaired the hull of 76 and put the lot together. Since the sail was No. 132 it seemed easier at the time to continue the combination with that sail number.

David Cook, Auckland

METAL MASTS  
PROGRESS REPORT  
Ian Bourgeois

For members' information, the ZOA requested Murray Sargisson, Kevin D. Jones and Ian Bourgeois to form a sub-committee to test the variances between aluminium and wooden masts and to report back findings.

The sub-committee has met twice at Ian Bourgeois' residence and with Murray's and Kevin's engineering knowledge leading the way, a jig representing the mast step and deck was made up per diagram.



The tests were applied to three different aluminium masts and seven wooden. A 15 kg weight was placed at mainsail sheave height and fore and aft load deflections noted at top and midway hounds and mast. A 5 kg weight was used similarly for side load deflections. On the water tests will also be carried out at French Bay over the winter.

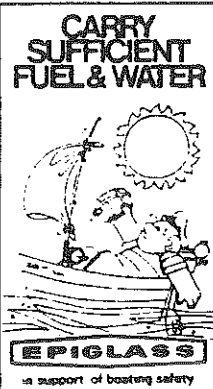
Results were very carefully tabulated and the three mast committee members have the results. However, further consideration must be given to arrive at correct conclusions and any publication now would not give a true view and would be premature.

We are meeting again in June and hopefully will be in a position to report fully in the next issue of WEST WIND.

**SAWDUST, WOODCHIPS  
& PAINT PEELINGS**  
By Zephyrus

For those who don't know where Waiuku is, and judging by the replies to the questionnaire there are quite a few, it's just to windward of New Zealand Steel and just to seaward of the great Auckland vegetable patch of Pukekohe. When the tide is in the sailing water is bigger than Hamilton Lake and deeper than the Christchurch Estuary and when the tide is out you can walk the whole course without getting your feet wet.

The Waiuku Fleet is arranging accommodation details and these will be advised to fleet captains and through WEST WIND as soon as possible. At this stage the following possibilities are being investigated: use of the Sandspit Motor Camp adjacent to the Yacht Club, use of local school, motel and billets.



Tentative Programme (subject to confirmation by Waiuku officials)

- 17 Jan. 10.00 Invitation Race  
11.00 N.I. v Mainland Teams Race
- 18 Jan. 9.00 Briefing  
10.30 First Race

Then one race per day timed to suit the tides with 23 January set aside for a postponed race.

One of the most notable aspects of the contest at Christchurch was the interest in the class shown by the officials and many other club members due in part to the club being home for such a large number of Zephyrs. This, together with the very generous hospitality offered by local fleet members made it an extremely enjoyable event.

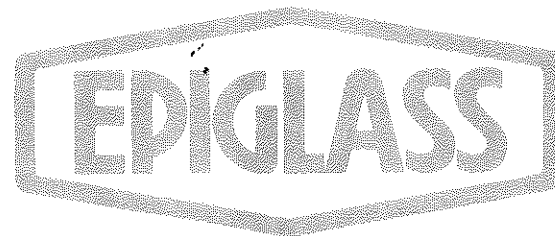
The hospitality of the Waiuku Club is legend and visitors are sure to enjoy once again the benefits of visiting a Zephyr stronghold.

P.S. The spectator viewing is pretty good also either from the club house or from the shade of the numerous pohutukawas lining the shore at the edge of the "green" adjacent to the club rooms.

P.P.S. This month I have a very hot tip on mark rounding technique. This particular technique was demonstrated at the Auckland Champs and I repeat it here for the benefit of those who were not present. Always remember when rounding a mark that the boom is liable to sudden changes of level and care should be taken to allow for this otherwise the result can be something like this. Firstly your boom not only hits the mark but actually hooks firmly on to it. Now the Kohi marks were tentlike structures and the culprit (unnamed because he's liable to edit my description if I do) not only hooked his boom on the mark but managed to collapse the tent in the process. On proceeding to reround the mark why not sail right on top of it and try to sink it? It makes it much harder for your competitors to find it. This was quite easily achieved with what was left of the Kohi mark but much more difficult with the round and buoyant Waiuku marks. Difficult, but nevertheless possible as the owner of one of our newest Zephyrs demonstrated there to the amazement of the watching officials. The Waiuku effort however did not eclipse the Kohi technique!

**Zephyrs For Sale**

- 119 Mayfair II Built-in buoyancy, needs re-decking. Price \$450. Paul Page, 120 Carlisle Rd., Browne Bay, Auckland, phone 478-8135.
- 124 Green Pepper Fore and aft buoyancy, two masts, two sails, new deck, in excellent order, beach trolley, reluctant sale at \$800 o.n.o. Stephanie Bridges, 7 Philip St., Hamilton, phone 496-321.
- 138 Agon Good condition, with trailer, price \$650. Graeme Ferrabee, 63 Waratah St., Tauranga. phone 69-326.



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