

# WEST WIND

MARCH 1981



'The Class with a touch of class'

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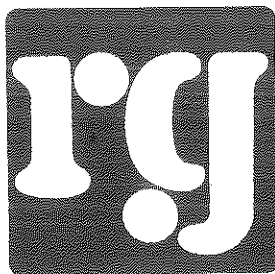
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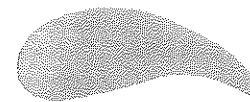


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**WEST WIND**

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

VOL. 1. NO. 5. - EDITOR JOHN VALE - MARCH 1981

**EDITORIAL**

Of all the tributes paid at the Nationals celebrating the 25th year of the Zephyr the most pleasing would have been the record 66 Zephyrs that graced the sparkling waters of the Waitemata. None of the accolades in honour of the designer presented at the very successful dinner, and enthusiastically supported as they were, compared with the mute testimony these pretty sturdy and apparently everlasting little yachts, gave to Des Townson.

It is not the function of WEST WIND to preach to the converted on the attributes of the Zephyr. However the Puddle Jumpers show presented a piece of wisdom that may have escaped the notice of many (understandably) at the after dinner show and is printed for all to appreciate and savour at their leisure.

Oh Lord it's hard to be humble, when you're perfect in every way.  
I can't wait to look in the water, my reflections gets better each day  
To know me is to love me, I must be a hell of a girl,  
Oh Lord it's hard to be humble, but I'm eager to give it a whirl.

When Bill Moyes he first saw me, and I was just a few pine planks,  
I bet you that he never realized, I'd still be performing my pranks,  
He knew I was a beauty, graceful, delightful and proud,  
And the way that I'd move through the water, would be just like sailing in cloud.

When I went into the water, way back in 56,  
I knew one day Alan would own me, but he'll never learn all my tricks,  
Some folks say that I'm egotistical, hell I don't even know what that means,  
But I guess it's to do with the way that Des drew me, the answer to most sailors dreams.

By now you'll have guessed I am a Zephyr, the boat with the beautiful lines,  
the winner of all your affections, my affect on your hearts like good wines,  
You'd love me for ever and ever, in your hearts I will always be dear,  
And they'll still be singing me this song, when I get to my 50th year.

## PERSONALITY OF THE MONTH



RUSSELL DURRANT

Sailing a boat older than himself Russell Durrant of French Bay won the National Zephyr class championship this year. His name now appears in the illustrious company of past National Champions like Neville Thom 1959, Bill Moyes 1960-61, Jonty Farmer 1963, Terry McDell 1965, Murray Sargisson 1966-72-73-74-77, and John Faire 1968-69-70-71-79. Provided he keeps with the sport the 1981 Champion has a great future in yachting. A Kelston High fifth former he sailed for F.B.B.C. in the Tauranga Cup this year. In the light conditions he only managed 12th overall but in the gusty conditions of the invitation race, he took first place comfortably, his 10½ stone all jammed up in a seven footer relishing the conditions.

He first started sailing in a P. class at the tender age of ten and since then has already competed in three Starling nationals. He is presently considering competition in Lasers but this will have to await his next goal - school cert.

He is quick to assure inquirers that he will retain his Zephyr. His Zephyr, 112 Skitten (not dad's boat he sailed to victory this year), is commented upon in Zephyros' column this month. If he doesn't hurry up some new hulls will be in the water before his new old hull is!

Incidentally, Russell sailed in the Zephyr nationals at French Bay last year and was tenth. He also sailed 221 Cherie in the 1980 Auckland champs.

It was not all plain sailing for Russell at Tamaki as he was holed in the second race and damaged his mast after the penultimate race.

Overcoming these problems (with a little bit of help from his friends) he fully deserved his epic victory.

## WAIUKU WARBLINGS

By Dave Thorp

The fleet is increasing slightly at Waiuku. Welcome back to Sam Shackleton who has bought 34 Pussyfoot. Cam Duncan using wooden battens again, did go a bit better didn't you Cam?

Graham Wilson low flying at the Nationals went home with arms full. Dave Thorp got cross with Graham's boat and tried to bite it but boat came off best.

Well done Keith Smith, first on handicap in Anniversary Day Regatta.

## TOWNSON DAY

The Tamaki Yacht Club has had to cancel Townson Day for this year. It is now planned to hold this event next season.

## HAMILTON HAPPENINGS

By John Vale

Just after installing a regular writer for this section (well he did write one) he went and got married. Writing (apart from cheques) is not a popular pastime on a honeymoon so he is hereby excused. A copy of a telegram sent to Mr & Mrs Brian Hutch may be of interest. Text taken from H.A.Z.O. class register.

109 (By Golly) you take 85 (Gamble) get Married Eh?

50 (Harlequin) and 28 (Scamp) days over Brian. Stop Put to any future 59 (Escapade) but if you do 167 (Rebel) make sure good 108 (Alibi). Louise too no longer 215 (Minx).

64 (Mystique) of marriage about to be revealed but don't be nervous, take it 42 (Free'N'Easy) as that is best 53 (Technique).

Have a 117 (Raz-Ma-Taz) Wedding and Dance like 124 (Green Pepper) with 134 (Stardust) in your eyes to music of 65 (Woodwind) and the 120 (Moby Dick) orchestra.

Drive carefully. Don't take off on honeymoon like 33 (Rocket) as causes 195 (Slipstream) and 56 (Windshift) may result and possible accident requiring 149 (Zambucka).

And remember take your 109 (Playlunch).

May your 80 (Zodiac) signs smile upon you and 111 (Solitaire) rings of 157 (Sapphire) 100 (Topaz) and other treasures be yours for 1 (Zephyr) and 1 (Zephyr).

H.A.Z.O. and WEST WIND.

Hamilton skippers noted at the Nationals as performing with distinction were Max Walker, 85, Gamble, second for the third consecutive year, Brian Smith, 12, Cindy, fifth Peter Hutchinson, 109, Playlunch seventh and first on handicap (that fifth race finish clinched it) Joy Homewood 167, Rebel second and Stephanie Bridges, 124, Green Pepper third in the womans section.

Other handicap prizewinners were Malcolm Qualtrough, 102, Kahu fourth and Jim Brokenshire, 50, Harlequin sixth. Roger Walker, 111, Solitaire was seventh, Peter Williams, 108, Alibi equal eighth and Alan Richardson, 215, Minx was tenth.

Welcome back to Trevor Bridges nee 205, Minx. He has bought 142, Artymo from Arthur Mohring who bought 205 Corino from Alistair Taylor. Nothing like a good old swap around eh? Another newcomer is Dermott Munster, 3, Anitra, who is welcomed aboard.

Results from Memorial Day Trophy:- Frank Ward, 17 Gwendolyne, 1, Bruce Tayler, 100 Topaz, 2, John Vale, 53 Technique, 3. With five races sailed (two to go) in the Club Champs it looks like either Brian Smith or Max Walker will win a close contest.

## FRENCH BAY FROTH

By David Brown

Russell Durrant was warmly congratulated by the Commodore, Mike Thormau, at a recent committee meeting. Russell is a member of French Bay's General Committee and the congratulations were for his win in the Zephyr Class Championships. He sailed consistently in the Tauranga Cup at Plimmerton and in the National Starling Championships at Worsler Bay but his efforts were truly crowned with success at Tamaki.

Preparations are in hand for the forthcoming Auckland Championships at French Bay. Bob Foster is working on the latest addition to French Bay's facilities - a Ladies shower - after repairing his mast which was shattered at Tamaki. Austin Leuty is keen to buy another Zephyr after a spell with his trailer sailer.

Ted Frankham's boom is in one piece again after splitting during the Class Championships. All French Bay skippers look forward to keen sailing on March 21st and 2nd.

## CANTERBURY CAPERS

By Rema Maynard

We held the S.I. Zephyr Champs recently and I must report that the series was most successful in all respects. There were 19 starters, including 4 from Mt. Pleasant Yacht Club and one from Charteris Bay Yacht Club, the rest being from C.Y.C. All had a good time, and the usual friendly Zephyr spirit prevailed except for a small incident which occurred near the finish line in the first race, where after a slight bump, a competitor called for her husband to do a 720 which he did with the loss of one place. There was some comment on the tattered old protest flag shown, which had been furled round the side stay for some years and fell to bits with the shock of being used. Weather provided sharp contrasts with the morning races sailed in very light conditions, freshening on both afternoons to about 15 knots on Saturday and 18 on Sunday. Lyndsay Ebert showed us the way it is done and even allowing for gear breakages on some of the other boats, it was Lyndsay's contest. Sandra Hines had some problems with an over enthusiastic fisherman in Sunday afternoon's race and after disentangling a fishing line from the top of her mast, had quite a bit of time to make up.

Eric Jackson, 305Nexus, sailed very consistently to finish 6th overall. He remarked to me after the 4th race that he was just concerned with getting round the course the right way up, but he looked to be sailing pretty well anyway. As the oldest competitor and no heavy weight, he deserves credit for a good performance. Also deserving mention was Heather Cullen, 312 Spirit Wind, one of the younger entrants who sailed very well to beat some of the more experienced skippers.

Another new boat 311 Tui, Richard Robertson, revelled in the fresh conditions on the Sumner Bar course on both afternoons.

A few facts emerged from this series - Family participation was apparent with the Ebert brothers, (1st & 2nd), father and daughter, Maurice & Sandra Hines, and husband & wife, Ken & Re Maynard. Competitors ranged in age from 15 to nearly 60 years, with about 50% of entries being over 45 years. It was also found that certain older female skippers had had enough after three races !!!

We hope all will be back next year, and perhaps a few more new boats, for a thoroughly enjoyable contest.

## WEST WIND CROSSWORD N° 5

By Peter Pascall (194)

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Post your entry, together with your name and address to:-

WEST WIND Crossword N° 5, P.O. Box 9324, Hamilton by 6 April 1981.

Note: If you do not wish to remove the crossword from the magazine, entries will be accepted listed on a sheet of paper, providing the answers correspond with the clue numbers.

### ACROSS

1. Slacken
2. Social insects
3. Stockings
4. Female pheasants
5. Having a lot of knowledge

### DOWN

1. A kind of hard black wood
2. 192
3. McRobie's pride
4. As black as .....
5. In the Hamilton fleet

### SOLUTION TO CROSSWORD N° 4

ACROSS: 1. P P P P P 2. O O O O O 3. I I I I I 4. N N N N N 5. T T T T T  
DOWN: 1. POINT 2. POINT 3. POINT 4. POINT 5. POINT

More than half the entries received were wrong! It was a trap. You had to point in the right direction.

### PRIZE WINNER

1 Doz cans of LION BROWN to John Wallis, 11 Springfield Street, Takapuna, AUCKLAND

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One's friends are that part of the human race  
with which one can be human

With 38 entries the Zephyr class was the largest of any in the regatta. Only the Moth class with the aid of international post entries, here for the World champs, exceeded that number on the day. Congratulations to Keith Smith, 99 Vendetta winner of the Cosgrove Cup for first on handicap. Other handicap prizewinners were Doug Underhill, 103 Tao Maru 2, and Bruce Tayler, 100 Topaz 3.

Line honours went to Murray Sargisson, 82 Gazelle, Max Walker, 85 Gamble 2, Cor van der Pol, 146 Sandpiper 3.

It was nice to be noticed because of the large size of the fleet, in the Official Programme published by the Auckland Star.

## A winner!

### NATIONAL CHAMPS AT TAMAKI

The 1981 Zephyr National champs held at Tamaki attracted an incredible 66 entries, and with five entries from Christchurch, one from Wellington, 29 from Hamilton and the rest from French Bay, Waiuku, Hobsonville and Tamaki, it was a truly National contest. It was appropriate that the Tamaki Y.C. played hosts as the club was the original sponsor of the class. With 25 years behind them the class share half of the 50 year history of the T.Y.C.

It was mooted during the contest that Zephyrs may again race at Tamaki if there is sufficient interest.

Russell Durrant emerged the 1981 champion by a narrow margin from Z.O.A. Secretary Max Walker. Only 0.7 points separated these two. How very close it was for Max, runner-up for the third successive year. "If,-"the little word with the big meaning.

"If only..." could apply to many competitors and apart from Max none more so than Cameron Duncan of Waiuku. Leading by 4.3 points going into the last race he looked the favourite to take the title for the third time.

Leading out from the start and sailing well he was forced out of the race and championship contention when in trouble on the downwind leg. Had he known the course was to be shortened he ruefully admits he would have struggled on to the finish. With winds gusting up to 35 knots only 19 of the 66 fleet took to the water for the delayed start and only four finished. "If only the race had been

abandoned..."

Max went on to win this race with Russell second, Murray Sargisson third and Peter Hutchinson last, sorry Peter, fourth.

It is always a source of admiration how Zephyrs retain their well preserved appearance 25 years on. Veteran 'Doc' Skinner from Hamilton found to his amazement that his roller reefing gear he had not used for more than 20 years worked perfectly. His was the only reefed sail and it was a pity rudder problems forced his retirement. Black Heart gave him consolation with a special veterans prize, a sample of their fine product.

For the other races conditions were excellent. The five races provided four different winners. Murray Sargisson won the first race from Max Walker and Brian Smith, Russell Durrant was seventh. Murray had gear failure in the second race and had to withdraw. The result was a quinella for Waiuku Cameron Duncan first and Don Barker second. Max's third put him ahead on points at that stage and Russell was holed and DNF.

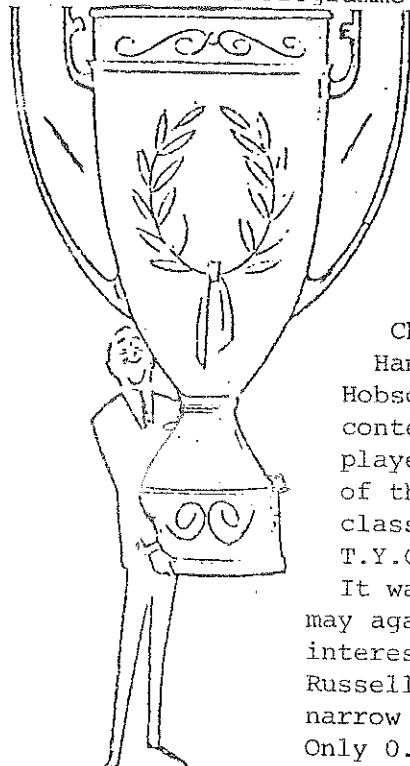
Races three and four were close wins for Russell. A 14 second margin over Murray in the third and an even smaller eight second margin over Cameron set him up for his ultimate victory.

Top lady skipper was Sandra Hines from Christchurch and recipient of the handsome H.A.Z.O. cup. The Cindy Cup for first on handicap was won by Peter Hutchinson.

Other handicap results were:- Graham Wilson 2, Austin Leuty 3, Malcolm Qualtrough 4, Dave Thorp 5, Jim Brokenshire 6, Roger Walker 7, Alan Morris and Peter Williams =8, Alan Richardson 10.

Not forgetting the social side the celebration dinner was a great success. Des Townson was an honoured guest as was Zephyr stalwart John Faire in his capacity of N.Z.Y.F. President. The Puddle Jumpers show was a well presented and Cameron Duncan proved an admirable M.C.

RUSSELL DURRANT



### GAVE RIVAL SPARE MAST - AND TITLE

AN outstanding gesture of sportsmanship cost Hamilton's Max Walker his first National Zephyr Championship by 0.7 of a point. Just before the fifth and deciding last race, 15-year-old Russell Durrant noticed a split in his mast. With the wind gusting 35 knots it would have been futile for him to attempt to put to sea. Told of the situation, Walker never hesitated in offering

the youngster his own spare mast ... with which Durrant went on to take second place and the Championship.

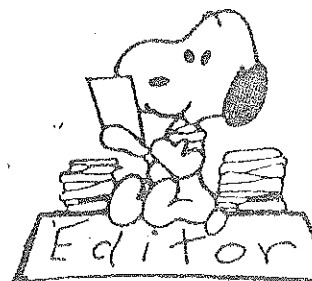
It must have been a hard decision to make, having been runner-up in the last three Zephyr Nationals, and he fully deserved the special Sportsmanship Trophy awarded to much applause at the prizegiving after the contest.

Max is secretary of the Zephyr Owners Association.

RESULTS 1981 NATIONAL CHAMPIONSHIPS - TAMAKI

PLACE	NAME	NO	BOAT	1	2	3	4	5	POINTS
1	R. Durrant	221	Cherie	7	DNF	1	1	2	16
2	M. Walker	85	Gamble	2	3	4	4	1	16.7
3	C. Duncan	98	Blue Streak	5	1	3	2	DNF	18.7
4	M. Sargisson	82	Gazelle	1	DNF	2	6	3	22.7
5	B. Smith	12	Cindy	3	6	6	7	DNF	42.1
6	I. Cook	183	Kerry	4	15	9	3	DNF	49.7
7	B. Hutchinson	109	Playlunch	21	7	10	8	4	51.8
8	D. Barker	216	Zeppelin	10	2	12	10	DNF	53
9	C. Leuty	23	Contessa	6	8	19	11	DNF	67.7
10	D. Thorp	83	Springbok	17	11	7	13	DNF	72
11	A. Morris	73	Witchspark	13	4	18	21	DNF	78
12	M. Qualtrough	102	Kahu	15	10	8	23	DNF	80
13	J. Brokenshire	50	Harlequin	9	18	16	14	DNF	81
14	G. Wilson	105	Pandora	19	22	14	5	DNF	83
15	P. Williams	108	Alibi	18	13	15	16	DNF	86
16	C. van der Pol	146	Sandpiper	11	14	22	18	DNF	89
17	R. Skinner	51	Bernadine	8	23	20	20	DNF	95
18	A. Leuty	38	Fever	33	12	17	15	DNF	101
19	M. Pollard	113	Firebird	24	5	22	18	DNF	127
20	S. Hines	302	Zippy	30	16	28	33	DNF	131
21=	P. Bridges	92	Zonda	29	31	21	27	DNF	132
21=	C. Hunter	117	Raz-ma-taz	26	33	23	26	DNF	132
23=	R. Walker	111	Solitaire	23	34	33	22	DNF	136
23=	N. Martin	118	Vooka	12	DNF	24	12	DNF	136
25	P. Wieringa	222	Twirre	40	21	27	25	DNF	137
26	A. Ebert	304	Hustle	27	20	40	29	DNF	140
27	R. McRobie	192	Ebony	16	24	13	DNF	DNF	141
28	D. lePage	4	Nutcracker	28	25	31	34	DNF	142
29	D. Waterer	68	Cascade	25	34	36	32	DNF	145
30	D. Beckett	56	Windshift	20	DNF	25	19	DNF	152
31	K. Maynard	181	Runaway	DNF	9	32	24	DNF	153
32	A. Little	14	Karoro	31	26	43	31	DNF	155
33	S. McPetridge	29	Taboo	38	17	39	40	DNF	158
34=	R. Wilson	11	Rewa	DNF	DSQ	5	9	DNF	165
34=	P. Meyer	30	Zodiac	32	29	35	45	DNF	165
36=	C. Horn	71	Demon	39	37	37	41	DNF	178
36=	J. Homewood	167	Rebel	45	30	42	37	DNF	178
38	P. Lewis	108	By Golly	41	32	49	38	DNF	181
39	A. Abernethy	27	Pal O' Mine	35	DNF	34	30	DNF	187
40	A. Walker	1	Zephyr	22	DSQ	DNF	17	DNF	191
41	K. Smith	99	Vendetta	36	27	41	DNF	DNF	192
42	B. Hutchinson	42	Free 'n' Easy	43	40	DNF	29	DNF	199
43	A. Richardson	215	Minx	DNF	19	29	DNF	DNF	200
44	B. Tayler	100	Topaz	46	39	51	46	DNF	206
45	D. Brown	45	Pinocchio	DNF	38	38	43	DNF	207
46	S. Knell	134	Stardust	34	DSQ	44	44	DNF	210
47=	S. Cook	84	Marie	DNF	DNF	26	35	DNF	213
47=	B. Mackie	116	Frith	DNF	36	50	39	DNF	213
49	D. Munster	3	Anitra	37	44	47	DNF	DNF	216
50	G. Findlay	31	Sayonara	DNF	42	45	42	DNF	217
51	E. Frankham	171	Tania	42	35	DNF	DNF	DNF	229
52=	B. White	61	Hauti	14	DNF	DNF	DNF	DNF	230
52=	D. Homewood	120	Noby Dick	DNF	43	52	47	DNF	230
54	D. Underhill	103	TaoMaru	49	45	33	DNF	DNF	234
55	S. Bridges	124	Green Pepper	DNF	41	49	DNF	DNF	242
56	J. Vale	53	Technique	44	DNF	DNF	DNF	DNF	260
57	J. Spencer	210	Bluebird	DNF	DNF	46	DNF	DNF	262
58	R. Mercer	65	Woodwind	47	DSQ	DNF	DNF	DNF	263
59=	R. Wood	33	Rocket	DNF	DNF	DNF	DNF	DNF	280
59=	G. Austin	81	Scoundrel	DNF	DNF	DNF	DNF	DNF	280
59=	L. Holland	86	Cupid	DNF	DNF	DNF	DNF	DNF	280
59=	R. Alexander	101	Waingaro	DNF	DNF	DNF	DNF	DNF	280
59=	M. Parkinson	139	Aurora	DNF	DNF	DNF	DNF	DNF	280
59=	G. Guillard	220	Goldfinger	DNF	DNF	DNF	DNF	DNF	280

LETTERS TO THE EDITOR



Sir,

I wish to refer to Murray Sargisson's article in WEST WIND regarding fairing the hull. Murray suggests sanding down the bumps with a machine Sander. As a woodwork teacher and part time professional boatbuilder, I would suggest that by sanding down the bumps, one could get a series of localised thin areas

May I offer an alternative method which was used on my Kermit. The old paint was cleaned off back down to the wood all over. I used a drill gun disc sander but any method of removal would do. Next coat the hull with Everdure as per instructions, one thinned coat followed by a full strength coat. Now comes the tedious part. Mix up some more Everdure and add to it microballoons to make a thin whipped cream consistency. Ladle this mix over the hollow areas and screed off using a thin metal straight edge. (I used a discarded 12" steel ruler). When the mixture has hardened, sand back using the long sander as per Murray's article. You will now find that there are still holes. Repeat the Everdure and microballoons and sanding treatment until the hull is faired to your satisfaction, then paint. Note that the longer your straightedge screed the more fair your hull will be. I ran out of patience with my 12" rule but even with that, I finished up with a pretty fair hull.

Eric Jones  
Brown Bay

Sir,

Thanks for your continued good editions of WEST WIND.

The enclosed cutting from August 1957 issue of Sea Spray is interesting as it shows the start of the Zephyr happenings at Hamilton and I expect there were head shakings at the introduction of this "new class".

Peter Pascall, 194

Mt. Pleasant Y.C.

See Zephyros column for comments on one of the originals, Doc Skinner - Ed.

Sir,

Greetings from the winterless north. Well believe it or not a Zephyr not on the register has surfaced from up here just out of Whangarei. I have now purchased her, No. 204, Rosemary. While the sail (original) boom and mast are in remarkable condition the boat itself needs some work to bring it back to its former glory.

New Boats

Winter time is building time and usually Hamilton club members are hatching up something. This year activities are less than usual. A Cherub or two still in the early building, a couple of earnest fathers on P's with the skippers-to-be standing over them, and three Zephyrs on order, are to date the total. Some mild interest has been caused by the introduction of yet another class to the varied fleet. It is felt by many of the younger generation that craft of lighter construction and relative ease of building must gradually oust the heavy, though sturdy types which have enjoyed popularity in the past. The swing is becoming more pronounced in the club, as appears to be the case elsewhere as shown in Seaspray columns of recent years.

It has not been near water for the last 3 years, stowed away in a hay shed amidst the birds, opossums, and hens.

Robyn East,  
C/- P.O. Managpai,  
NORTHLAND

#### AUCKLAND CHAMPS

These are being organised by the Z.O.A. and French Bay Yacht Club and promise to be every bit as enjoyable as the Nationals.

##### Saturday 21 March

8.30 a.m. Briefing

9.30 a.m. Start 1st Race

Second Race to start as soon as possible after  
1st Race.

Barbeque and Dance Saturday Night

##### Sunday 22nd March

10.00 a.m. Start 3rd race

4th Race as soon as possible after third race

Prizegiving

#### Olympic Courses

Billets available:- Contact Mike Thorman (GLE 6287) also sleeping permitted in Clubhouse.

Lunches available in Clubhouse.

Members are asked to clearly number boat trailers with Sail No. facilitate launching and retrieving.

#### Prizes:

The Zephyr Owners Association gratefully acknowledges the support given by the following, by way of prizes donated for the National Championships whom we were unable to acknowledge at the time of printing the championship supplement.

Line 7. Ltd., A. Foster Ltd., West Systems

#### Yacht Club Membership:

Members are reminded that they are required to be current members of a recognised yacht club before racing in Z.O.A. sponsored events. This is a requirement of the N.Z.Y.F.

Over the range from about 450 degrees centigrade to upwards of 500 degrees centigrade, the coal passes through a phase of elasticity during which it can be moulded between the fingers like putty.

#### TUNING FOR SPEED - III

By Murray Sargisson

So far in this series various aspects of the hull and rigging have been considered and already many skippers have made alterations to their boat resulting in noticeable improvement in their performance. The third and probably the most important factor in determining a boat's speed through the water is its sail. Although all sails are cut from the one pattern, looking around the fleet you will see a great variation in the way each sail sets on the spars. Surprisingly some of the older sails are still capable of producing a fast combination (eg. Cindy, Gazelle & Marietta) and because a Zephyr sail is old (say more than ten years) this is no reason to discard it and buy a new one. Most sails can be trimmed to get them setting right.

##### 7. Battens

A good sail can look poor or a poor sail look good through the right or wrong choice of batten material, shape and pocket tension. The prime purpose of the battens is to assist the shape put there by the sail maker. Fibre-glass, Formica, Wood and Composite battens are most commonly used.

##### (A) Fibre-glass. ("Blue Streak")

If you can afford them and are careful with the shaping these battens can produce a nice shape in the sail and you don't have to worry about breaking them. Their only disadvantage is their weight.

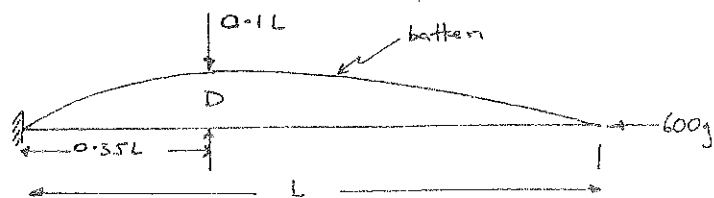
##### (B) Formica.

These battens should be avoided if possible. You cannot shape them like the Blue Streak or Wood Battens and are generally unsuitable for full length battens of varying length unless the sail-maker makes the sail to allow for them. This is not possible with the Zephyr sail so if you have them, keep them only for an emergency situation such as a lost or broken batten.

##### (C) Wood.

Cane and Kahikatea are commonly used for battens but I have found native Tanekaha to be superior to all other types. Although slightly heavier than Kahikatea, the grain is close, easy plane in both directions, (like Kauri), it retains its "springyness" and providing the grain is straight it is difficult to break. A set of Tanekaha battens would be about a quarter the weight of Blue Streak battens and cost (if you make them yourself) less than \$10.00. The big disadvantage is making them as you need a sharp plane and the skill to use it accurately. All battens are ideally planed to have the same camber (say 1:10) under a compression load (along

the length of the batten) of 600 grams. This is difficult to achieve on the longer bottom battens and careful planing is required to get the maximum camber in the right place (I work on 35-40% of the batten length) without the batten becoming too "Soft".



$$\text{Camber} = \frac{D}{L}$$

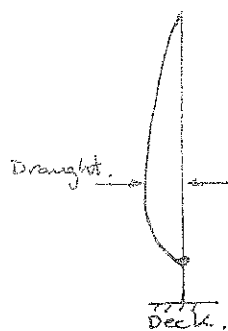
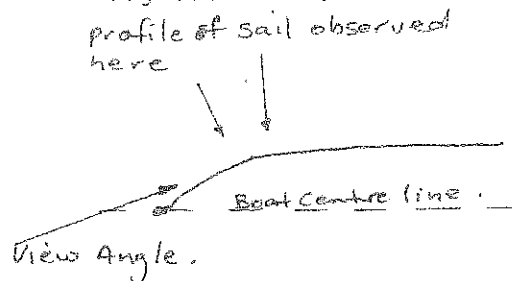
Maximum camber at approx. 35% of chord.

All wood battens should be coated with Everdure or varnish to retain their original properties.

(D) Composite.

These are a new type of batten consisting of a fibreglass - foam - fibreglass sandwich construction and tapered along their full length. Although expensive they are lighter than Blue Streak battens and no shaping is required.

The tension of battens in their pockets should be just sufficient to remove creases from the sail and maintain an even shape. This is best judged by pulling in the mainsheet (not tight) and viewing the sail from the bow at about 30° degrees to the centre line.



Observed Sail Shape.

Ideally the sail shape should follow an even line between the battens and the draught increase gradually as the chord increases until near the bottom batten, where it starts to reduce again until it is zero at the boom.

8. Luff Tension

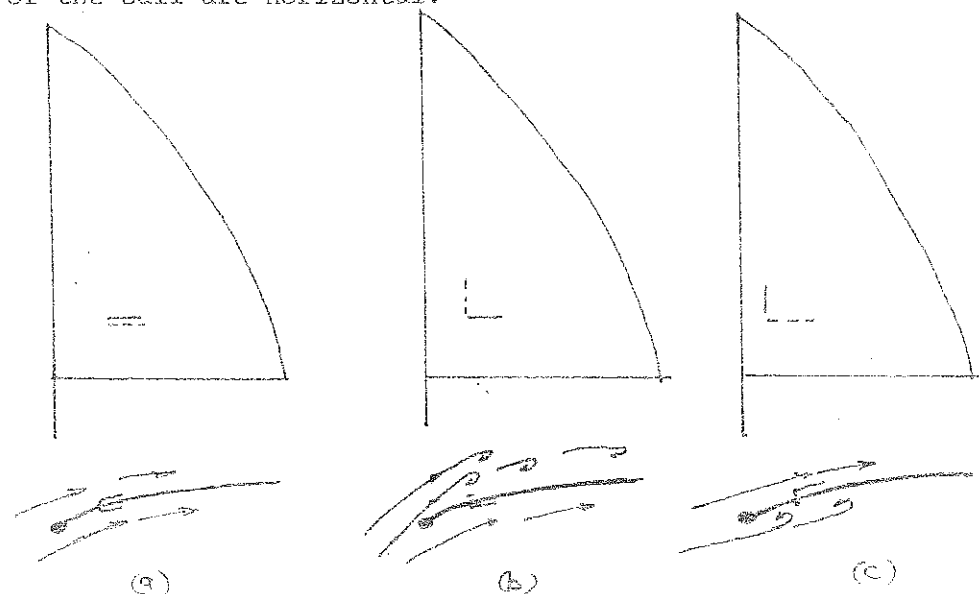
In light winds the luff tension should be sufficient to remove creases forming at an angle to the mast. As the luff tension is increased (in stronger winds) the camber in the sail moves forward

but this is counteracted by the stronger wind wanting to push it aft and mast bend which takes out some of the shape close to the mast. Because 'Cunninghams' are not allowed on the Zephyr sail some skippers use a free sliding gooseneck with a bottom stop. As the mainsheet tension is increased the gooseneck slides down increasing luff tension. In lighter winds it is allowed to remain high. Off - the - wind the gooseneck will also slide up (if it slides freely) by easing the mainsheet and working the adjustable kicking strap. If it doesn't slide up a bungy system may be needed to assist it.

The bolt rope in the sail has a tendency to shrink and the luff dimension (15'-4" under 20lb tension) should be checked regularly. If you can't stretch the luff to 15'-4" the bolt rope may need easing.

9. Tell - Tales

Tell-tales or "wools" 30-40% along the chord about 150mm above the bottom batten are essential in determining how the air is flowing over the sail when beating. They are far more sensitive than watching for the sail to backwind. Because of the stiffness of the sail cloth, backwinding of the sail occurs when you are already pointing too high. Maximum sail efficiency occurs when the tell-tales on both sides of the sail are horizontal.



Tell-tales on sail when beating  
 — windward side    --- leeward side.

- (A) Good
- (B) You are bearing off too much and stalling the sail. Point higher or ease the mainsheet or traveller.
- (C) You are pointing too high, bear off slightly.



There are many more aspects relating to boat tuning that would require a whole book to cover adequately. In this series the main points likely to show a significant increase in boat performance have been described.

I hope you now understand a little more about how to make your boat go faster.

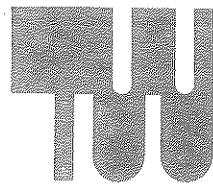
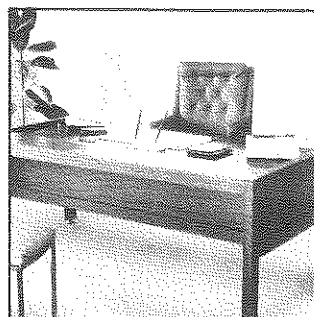
#### NEW SERIES

WEST WIND is extremely grateful to Murray for this series of articles. As a follow up he has agreed, amongst other experts, to answer specific questions tuning on Zephyrs, racing tactics, yachting rules, maintenance and any other queries readers may have. You are invited to submit questions for the next edition by 6 April 1981. Post them to the Editor, WEST WIND, P.O. Box 9324, Hamilton.

Wise people always get intoxicated before they go abroad, so as not to get malaria.

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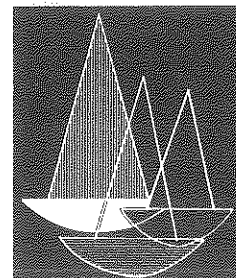
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