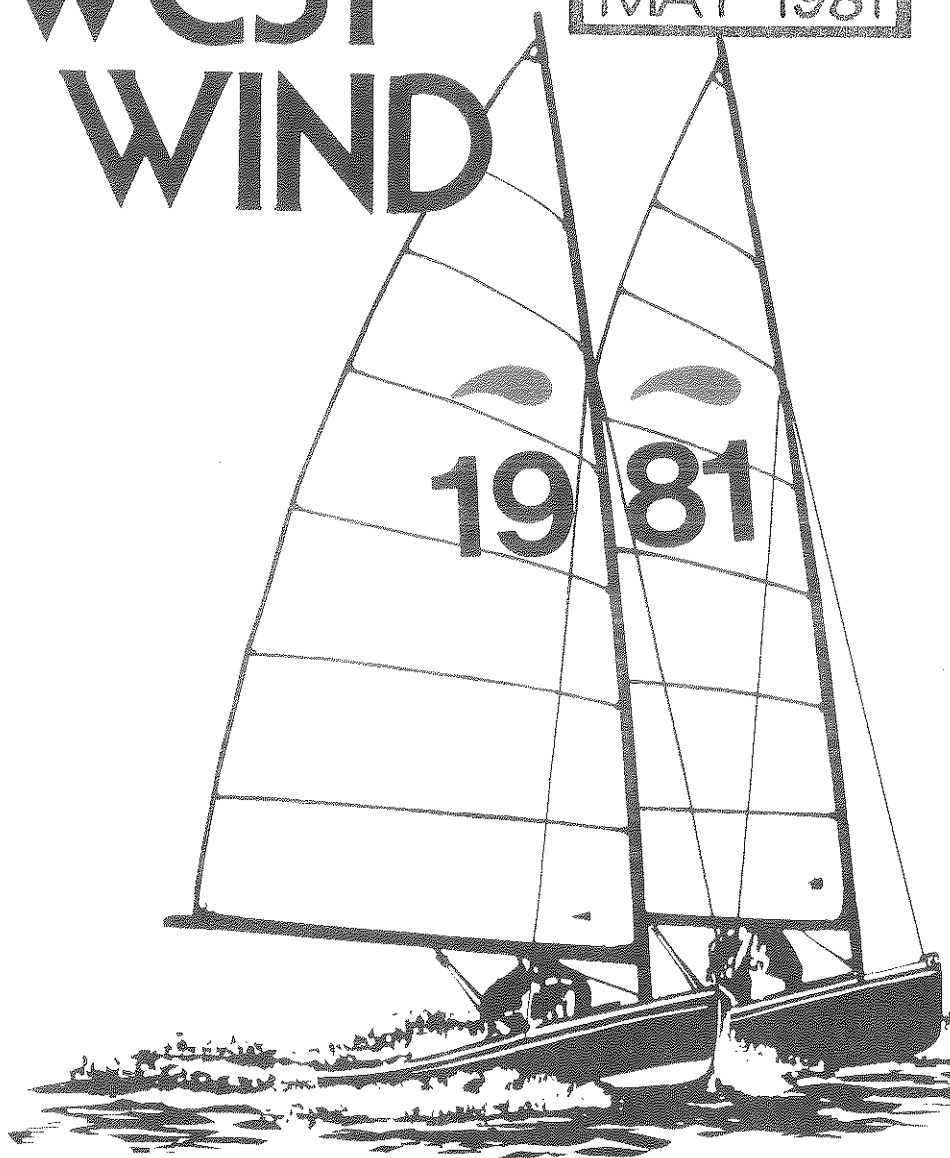


WEST WIND

MAY 1981



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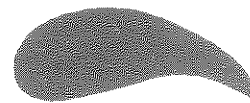
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WEST WIND

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

VOL. 1.

NO. 6.

- EDITOR JOHN VALE -

MAY 1981

EDITORIAL

The season just drawing to a close must in all respects be one of the best ever for the Zephyr class from the curtain raiser at Hamilton in October to the Weekend at Waiuku prior to Easter and all the events in between, support has always been evident. Not less than 30 entries for each of the minor events and a magnificent 66 at the Nationals plus 19 at the South Island Champs surely indicates the lasting popularity of the Zephyr. The sporting but keen competition on the water was always complimented by the renowned Zephyr spirit of friendship amongst skippers, their families and friends on shore. The unique togetherness is the envy of many other classes.

The orders for new hulls in Auckland is beginning to accelerate and the building of new hulls in Christchurch shows no signs of abating. The future of the Zephyr for another 25 years is assured.

MATCH RACING

The long awaited match racing series is scheduled for 17 May at Tamaki starting at 9.45a.m. Further details Page 6.

ZEPHYRS FOR SALE

Nº 3 Anitra, Good order. Price \$650. Dermott Munster, 3 Fow Street, Hamilton Ph. 395.690(res) 80.044(bus)

Nº 174 Spot On, Hull excellent, deck good, full buoyancy tanks, sail poor. Road/beach Trailer. \$490 complete. Graham Curd, 38 Prospect Tce. Pukekohe, Ph. 86.471(res) 89.349(bus)

Nº 138, Good working order, complete with Road Trailer, \$600, Graeme Ferrabee, 53 Waratah St. Tauranga Ph. 69.326(res) 82.159(bus)

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CANTERBURY CAPERS

By Rema Maynard

The sailing season is now drawing to a close with (at time of writing) only two more weekends racing. Taking it all round, it has been an average sailing season, with perhaps a bit too much wind at times for some of us.

The last two heats of Estuary Pennants were held in very different conditions. The 3rd heat was sailed in near perfect conditions, 10 knots N.E., sunny and warm. Really one of the best days this season. The 4th heat was enjoyed only by those who revel in the blistery stuff. Results were: 3rd Heat: Zippy, Sandra Hines 1., Nexus, Ian Jackson 2., Bambi, Lyndsy Ebert 3.

4th Heat: Zippy, Sandra Hines 1., Hustle, Austin Ebert 2., Ripple, Bob Park 3.,

Overall Result: Zippy Sandra Hines 1., Hustle, Austin Ebert 2., Karyn, Peter Pascall 3.

Two more new boats are complete and on the water, John Rhodes, 313, and Choral, 314 Max Cullen. Three more are still to be finished so we are ending the season still as keen as ever and with more enquiries for new and second hand hulls coming in. In fact 147 Zero has been bought by G.L.B. Sherwood, from Napier. A pleasing indication that the Zephyr boom is continuing.

It is great to see good fleets of Zephyrs out each week from both Mt. Pleasant and Christchurch Clubs. As we sail in the same water, there are usually a few greetings exchanged between each Club's Zephyrs some where along the course. I didn't catch what Jack Willcox said as he was caught round Tripod mark last Sunday, by the C.Y.C., fleet on starboard tack going the other way! I think he was leading the Mt. Pleasant fleet at the time too.

It seems that winter is going to see a lot of work done in the Canterbury area this year. I have heard a lot of mumblings from Zephyr skippers as to what they think needs doing to their boats after a full season's sailing and what can be done to improve their performance next year. Paint and varnish brushes will be flying, (after the sandpaper etc. of course!). The enthusiasm is catching so hopefully by next September we will see many sparkling, newly painted Zephyrs out again and raring to go.

All Canterbury team members to the Nationals enjoyed themselves very much and are most grateful for the help and assistance given to them by the Z.O.A. We are looking forward to next year!

FUND RAISING

The effort of the Christchurch Zephia in having five entries at the Nationals deserve more than just compliments for attending. And so it was that a successful raffle was conducted to give financial assistance. Approx. \$500 was raised this way and with the subsidy charged on the National entries a worthwhile contribution to their considerable expenses will be made. Assistance in selling tickets is gratefully acknowledged to all those that helped.

RESULTS 1981 AUCKLAND CHAMPIONSHIP - FRENCH BAY

PLACE	NAME	NO.	BOAT	1	2	3	4
1	M. Sargisson	82	Gazelle	1	1	1	2
2	C. Duncan	98	Blue Stræk	2	2	3	1
3	M. Murray	171	Tania	4	3	2	3
4	M. Walker	85	Gamble	6	4	5	4
5	C. Leuty	23	Contessa	5	8	6	6
6	B. White	61	Hauti	3	10	8	8
7	C. van der Pol	146	Sandpiper	11	5	4	11
8	R. Foster	62	Winsome	12	7	5	5
9	P. Wieringa	222	Twirri	13	9	7	7
10	A. Walker	1	Zephyr	9	15	7	10
11	D. Thorp	83	Springbok	7	11	9	17
12	D. Waterer	68	Cascade	10	12	13	15
13	D. Brown	43	Pinocchio	15	13	16	13
14	S. McFetridge	29	Taboo	16	16	14	16
15	J. Homewood	167	Rebel	17	17	19	14
16	J. Couch	168	Baloo	8	6	DNS	DNS
17	K. Delores	185	Blue Max	14	14	18	17
18	G. Finlay	31	Sayonara	20	18	15	18
19	P. Rotherham	125	Sabre	21	20	21	12
20	S. Shackleton	34	Pussy Foot	19	19	17	19
21	A. Leuty	38	Fever	DNS	DNS	11	9
22	W. Means	71	Demon	22	21	22	23
23	S. Little	14	Karoro	18	DNF	DNS	20
24	D. Homewood	120	Moby Dick	23	22	24	21
25	C. Guillard	220	Goldfinger	24	23	23	DNF
26	D. Willmott	184	Petrouschka	DNS	DNS	20	22
27	C. Austin	81	Scoundrel	DNF	DNF	DNS	DNS
28	R. Durrant	221	Cherie	DNF	DNS	DNF	DNS

REALLY HEAVEN

A middle aged Zephyr owner was extremely devoted to the sport and began to worry about old age and having to hang his booties up for the last time etc. He spoke to a spiritualist friend about his fears. The friend said that the medium's uncle had passed away some time ago and that as he was a keen yachtsman, the friend would discuss with the medium and try and get contact. Some time later the M.A.Z.O. again met his friend who said he had some good news and some bad news... When asked for the good news he said that old uncle reported that heaven was a marvellous place with wonderful sailing conditions, a beautiful new clubhouse, nice fleet of Zephyrs, saintly handicapper and everything a skipper could ask for.

When he got round to asking the bad news he was told his boat comes off the mould tomorrow.

FRENCH BAY FROTH

By David Brown

After almost two season's absense 188, Pisces is sailing at French Bay. It is now in the hands of Laurie Cranfield. Another Zephyr that hasn't been seen lately here is 36, Foxy Lady which has been bought by Paul Mullings. We would like to welcome Laurie and Paul to the keen band of Zephyr enthusiasts on the Manukau.

A strong contingent went to Waiuku for that Club's Zephyr Weekend and had a really good time. Michelle Parkinson was a member of the French Bay party but unfortunately had to get out and walk at the end of race two!



Auckland Champs:-

The season's Auckland championships at French Bay began with a bang when Russell Durrant's mast seemed to explode early in the first race of the series, unhappily putting him out of the running. The Champs were held in winds averaging 12 knots, mainly N.E. but swinging further east for the last race. Competition was close between the 30-odd skippers, especially in the first three races when every boat had entered the final leg at the time the winner got the gun. In race four the fleet was rather more extended with skippers either going to the far left or far right of the course when beating, to avoid the effects of the outgoing tide. Here Cameron Duncan (Waiuku) chose the left hand side on all three beats, a move which helped him win this race.

Murray Sargisson (French Bay) sailed impeccably to win the first three races and the Championship with Cameron Duncan second overall. Michael Murray, a French Bay member and son of the G.D., Denis Murray, borrowed Ted Frankhams "Tania" while Ted was in Australia, and sailed it into third place.

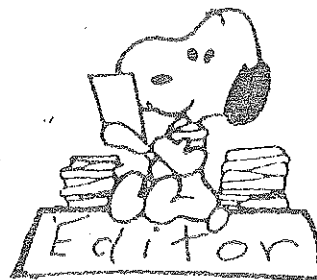
Peter Rotherman (French Bay) was first on handicap with his recently redecked Sabre a suitable recognition of a well sailed series.

All in All, an enjoyable Championship sailed in perfect conditions with clean starts and fair courses. The running of races back-to-back does expose lack of fitness and some of the less fit were observed sitting on the sides of their boats instead of stacking when beating in races two and four. Last of all, competitors should watch out for cement boats - against whom no one can win a protest - although Joy Homewood was last heard shouting "It's not fair!" after she had got on the wrong side of the Westport.

BRAIN TEASER

How can six sticks be placed (without bending or breaking any of them) so that each of the six sticks will touch each of the others?
HINT: The sticks do not all have to rest on one surface.

LETTERS TO THE EDITOR



Sir,

Thank you for the Tuning for Speed series. The latest, on battens was as good as the previous was with one exception.

How do you keep battens from being lost?

In my experience with Sunburst, Starling and OK sailing, I have never had any trouble with the elastic tension pockets. Always, if a batton is to be lost, it is the one tied in with cord.

My daughter's Zephyr 312 Spirit Wind has lost several through the season. Today, I launched my new Zephyr. Gaining from her experience I put another, extra tie of bell wire on all but the bottom one. It was blowing hard and guess what one started to slip out? I am not keen to spend more time and money on battens until this problem is solved. Your comments would be welcome.

Max Cullen

314 Choral

I don't think I've ever lost a batten from a fully battened sail so I feel confident in responding to this query.

The answer is to make sure they are properly tied in as follows:-

Tie the first reef knot - a granny knot is not good enough.

Then following the same pattern i.e. over under, over under, over under tie a further turn making sure all knots are pulled tight.

This method carries our normal Winter Woollies unconditional guarantee of satisfaction or your money back.

P.S. Don't forget to untie the battens after sailing for longer sail life and better shape. - Zephuros

Sir,

I wish to express to all concerned my appreciation of the organisation of the National Champs in the 25th Zephyr year. Both my wife and myself greatly enjoyed the friendly and social activities. No doubt many others have already expressed the same opinion.

I have always thought the Z.O.A. is unique and Tamaki 1981 confirmed it. Thanks to Alan Walker for the loan of the rudder blade at the Nationals. I have now made two and I have started to upgrade Wangara.

Bob Alexander 101

Wellington

HAMILTON HAPPENINGS

By John Vale

Two additions are reported to the Hamilton fleet. Trevor Bridges has bought 142 from Arthur Mohring who bought 205 Corino from Alistair Taylor and Colin Barlow has bought 40 Aroha. Welcome back Trevor

(he formerly owned 215 Minx) and greetings to Colin.

The club champs were a close run thing between Max Walker 85 Gamble and Brian Smith 12 Cindy. Max clinched the title in the last race sailed. He won by 1.6 points to be on the right side of a narrow decision for a change. Next in order were Alan Richardson, Roger Walker, Peter Williams, Peter Hutchinson and Jim Brokenshire.

Jim has definite plans to upgrade this result next season. He has succumbed to New Hulls Available Now message on Gamble's starboard side.

Did anyone, including Brian Hutchinson (haven't seen him at the lake since he was married) notice the unique result of Free'N'Easy the Nationals. Well, his boat is 42 and he finished 42nd. Mr Ripley please copy.

By the way French Bay and Waiuku, we are quite happy to accept challenges for the Tonkin Trophy. How about bringing down a team to Hamilton soon?

ZEPHYR JUBILEE MATCH RACING CHAMPS

A sub-committee of Murray Sargisson (convenor), Ian Cook, Stuart McPetridge, Cor van der Pol and Dave Willmott have organised the match racing series at short notice.

The series is to be held at Tamaki on Sunday 17 May 1981, briefing commencing at 9.30am. Entry fee is \$5.00 and is open to any skipper who has or can borrow or steal a Zephyr regardless of any Club or Z.O.A. membership.

The event consists of all entered boats firstly sailing in three short races sailed back to back. The top eight boats from this series qualify for the match racing after lunch. A slalom course laid close inshore will provide for at least two matches to be sailed at the same time. This will provide a continuous stream of boats in very close racing as a public spectacle.

The four winners from the first round of match racing will swap boats in each of a further three match racing starts and the skipper with the most wins in this round robin series will be the winner.

Ian Cook will be the officer of the day.

The aims of the match racing series are:-

1. To promote the Zephyr Class yacht
2. To publicise the 25th year of the Zephyr and promote the availability of new hulls
3. To encourage Zephyr racing at Tamaki
4. To provide another and unusual event for the enjoyment of Zephyr sailors. All entrants will sail at least three races.

Cor van der Pol has arranged sponsorship of a Trophy for the first prize. It is hoped prizes will be provided for the qualifying series

RESULTS 1981 SOUTH ISLAND CHAMPS - SUMNER

<u>PLACE</u>	<u>NAME</u>	<u>NO.</u>	<u>BOAT</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>POINTS</u>
1	L. Ebert	26	Bambi	2	6	1	1	14.7
2	A. Ebert	304	Hustle	3	2	3	5	24.4
3	D. lePage	4	Nutcracker	1	5	6	2	24.7
4	S. Hines	302	Zippy	6	4	2	10	38.7
5	C. Bridges		Sirocco	4	7	5	4	39
6	E. Jackson	305	Nexus	5	11	4	8	48
7	R. Robertson	311	Tui	10	3	DNS	3	53.4
8	K. Maynard	181	Runaway	9	1	12	DNF	59
9	H. Cullen	312	Spirit Wind	13	10	10	7	64
10	J. Willcox	309	Pilatus	15	12	9	6	65.7
11	R. Maynard	151	Westerly	8	9	11	DNS	71
12	P. Ashdown	154	Moana	7	8	15	DNS	74
13	P. Pascall	194	Karyn	11	13	8	DNS	76
14	R. Park	141	Ripple	16	16	13	9	78
15	R. Glue	70	Charade	12	17	7	DNS	80
16	P. Cutts	308	Titan	18	18	16	11	87
17	M. Hines	303	Warau	14	14	DNS	DNS	92
18	D. Richardson	153	Carousel	17	15	DNS	DNS	96
19	D. Colby	197	Mystic	DNS	DNS	14	DNF	98

MARK FOY

WHO WAS HE?

By Hermes

A Sydney department store proprietor who formed the "Sydney Flying Squadron" in 1892.

Prior to this time, 20ft x 24footers were the most popular and carried crews of up to 25 men. The boats were heavy and took about 2 hours to cover the 12 mile course.

A complicated handicap system of adjusting finishing times was used to decide the winner, irrespective of which boat crossed the finishing line first, and this did nothing to encourage public interest in what was considered a rich man's sport.

Mark Foy designed and built an open light 18footer, with a beam of 8foot and draught amidship of 2'6". She carried a huge sail area even in strong winds and showed terrific speed, with 12 to 15 men up, planeing down wind. She proved a little ungainly and slow in stays.

To further arouse public interest he planned a three mile course with boats in full view throughout. Also he introduced the Mark Foy start where boats start on handicap times and so creating exciting finishes, much appreciated by spectators and competitors alike.

Instead of sail numbers, which are hard to identify, he introduced coloured identification patches on the sails. Sportsmen rallied

around Foy to form the Sydney Flying Squadron. Racing on Mark Foy's system proved a great success and crowds flocked to the harbour for every race.

The unenlightened Committee of the 1892 Anniversary Regatta would not accept any craft without conventional sail numbers and so automatically outlawed the most spectacular racing fleet on the harbour. Mark Foy's reaction was immediate and dramatic. Providing the prize money himself he staged a rival regatta on Anniversary Day and stole the show from the official Celebrations Committee.

The Regatta was such a huge success that the Officials had to accept the 18footers, coloured patches and all, to all future Regattas. Some 40 years later, there were estimated 190,000 fans following the Squadrons races from ferry boats and vantage points along the shore - such is the success of Mark Foy system.

SAWDUST, WOODCHIPS AND PAINT PEELINGS

An interesting experiment was carried out during the Waiuku Weekend when a number of boats were weighed in order to check if the new hulls, when finished, might be at a distinct advantage weight wise. Surprise, surprise, the lightest hull was 125lb and the heaviest 148lb - most falling between 130 and 138lb.

The difference of 20lb fades into insignificance when compared to the difference between the skippers who weighed in between 142 and 196 lb a difference of 54lb. The clear message is that your spare time this winter will be better utilized by getting to work on your spare tyre otherwise known as middle age spread than in trying to pare a couple of pounds off the hull weight.

Whilst on the subject of paring weight off hulls I have been horrified at some of the suggestions and some of the methods adopted to take paint off hulls. In my opinion the use of an orbital or disc sander is taboo. Even an orbital sander tends to hollow out the soft grain in pine.

The only ways to do it are to either burn it off or use paint stripper followed by the sanding board recommended by Murray Sargisson.

On a more relaxing note I see Rob Alexander our intrepid Wellington member has sired a champion in his son who with A. Ballantine won the 1981 FF Nationals in Wellington in what was reported to be a great series. Congratulations Bob.

Finally what can only be described as another "Hot Tip" directed at the M.A.S. mentioned above, prepare you for all that hand sanding, keep you bright and shining for the office girls - not to mention the boss - have you guessed?

A run a day keeps the weight away.

Good sailing or good sanding.

ZEPHYRS WANTED

Norris Wright, Ronald Rd. Glenbrook, R.D.1. Waiuku Ph. GLB-879

WAIUKU WARBLINGS

By Alan Abernethy



Murray
Sargisson

With the season rapidly coming to a close, the final of the club championships was held in conjunction with the recent Zephyr Weekend; Unless we can fiddle the score sheet it looks as if Dave Thorp has done it again! Graham Wilson in Rewa has been pushing Dave hard this season and the final result may well show very little between them.

Dave tells me he has placed his order for a new hull so look out Cindy and New Hulls Available Now!

Kevin Dolores (your bawdy D.J. at the Waiuku weekend) has been doing a smooth job on Blue Max (note new name) bottom lately, while Pal-O-Mine shows the desire to go fast from time to time, her biggest handicap in her skipper!

The big event of course was the re-uniting of a large part of the Zephyr fleet at Waiuku on the 4th and 5th of April.

The 4 race series was sailed in mainly 0 to Zephyr breezes although Sunday brought fresher winds. Fleet strength rose to 37 boats on Sunday and good competitive sailing was seen.

Murray Sargisson (French Bay) took his fourth title of the season, the only contest he didn't win was the national championship. He sailed consistently for three wins and a third.

Hamiltonian Brian Smith who won the first race and with a second overall.

There was a tie for third place between another two Hamilton skippers - Russell Rimmington, who caused a surprise with a second and a fifth in the last two races and Max Walker.

Max did not fare to well in the light conditions on Saturday but improved considerably on the second day.

Cameron Duncan was the first of the locals in fifth place and Jim Brokenshire (Hamilton) was sixth with the next Waiukun Dave Thorp, seventh.

Handicap prizewinners were: Alan Abernethy 1., Alan Walker and Kevin Dolores 2., Ross Wilson 4., A. Leuty 5., Laurie Cranfield 6.

Socially it was great starting with the haunting sound of Cameron's pipes at the Bar-B-Q followed by the pulsing of the clubhouse to the rhythm of Kevin's disco and the jiving crowd.

As a post note to the occasion; Dave still tries to get into the underpants and we wish Brian Smith well - trust the joints have straightened out now Brian.

RESULTS 1981 ZEPHYR WEEKEND - WAIKUNU

PLACE	NAME	NO.	BOAT	1	2	3	4
1	M. Sargisson	82	Gazelle	3	1	1	1
2	B. Smith	12	Cindy	1	2	3	4
3=	M. Walker	85	Gamble	10	12	4	2
3=	R. Rimmington	137	Miscka	9	11	2	5
5	C. Duncan	98	Blue Streak	7	5	9	9
6	J. Brokenshire	50	Harlequin	8	10	7	8
7	D. Thorp	83	Springbok	5	6	8	17
8	A. Walker	1	Zephyr	19	9	14	3
9	A. Richardson	215	Minx	4	3	31	10
10	A. Abernethy	27	Pal'O'Mine	18	4	5	21
11	R. Wilson	105	Pandora	13	8	15	12
12	C. Leuty	23	Contessa	2	14	24	16
13	C. van der Pol	146	Sandpiper	16	DNF	10	6
14	D. Brown	43	Pinocchio	12	15	22	13
15	G. Wilson	11	Rewa	17	21	12	14
16	R. Foster	62	Winsome	22	DNF	6	11
17	J. Vale	53	Technique	11	13	23	23
18	P. Wieringa	222	Twirri	6	DNF	20	19
19	A. Leuty	38	Fever	20	16	18	20
20	J. Homewood	167	Rebel	15	19	21	25
21	S. Shackleton	34	Pussyfoot	14	20	DNF	18
22	P. Bridges	124	Green Pepper	DNS	DNS	11	7
23	G. Findlay	31	Sayonara	21	23	25	28
24	K. Delores	185	Blue Max	27	17	27	29
25	C. Guillard	220	Goldfinger	23	22	28	31
26	K. Smith	99	Vendetta	DNS	DNS	17	15
27	I. Cook	183	Kerry	26	7	DNS	DNS
28				DNS	DNS	19	22
29	G. Langham	77	Raffele	30	DNF	26	30
30=	S. McFetridge	29	Taboo	DNS	DNS	13	27
30=	C. Barlow	40	Aroha	DNS	DNS	16	24
32	L. Cranfield	188	Pisces	28	24	29	34
33	M. Parkinson	139	Aurora	DNF	25=	33	32
34	R. Mercer	65	Woodwind	24	18	DNS	DNS
35	G. Maine	20	Zeehaen	29	DNF	32	33
36	D. Willmott	184	Petrouscka	25	25=	DNS	DNS
37	W. Dove	160	Angelique	DNS	DNS	36	26

KEEPING SAILS CLEAN

By Boyd & McMaster

Advice on the removal of particular stains has frequently been sought. Here are some suggestions which it is hoped will be helpful in dealing with similar cases. They are given in good faith but without any warranty.

WASHING

'Terylene' sails should be washed in a liquor consisting of soap and soda or any proprietary brand of detergent in water as hot as the hand can bear. At localised areas where soiling is particularly heavy, neat detergent can be applied and the treated sail left overnight before washing. If general soiling is persistent, the sails should be steeped in a solution made by dissolving 1 lb of sodium metasilicate to every gallon of water used. Avoid the use of vessels made of aluminium or galvanised iron. After this treatment the sail should be handwashed and scrubbed lightly.

REMOVAL OF STAINS

The suggestions below refer only to white material. Coloured sails which become abnormally stained should be dealt with by an experienced finisher or dry cleaner especially when solvents or bleaching agents are involved in the stain removal technique.

BLOOD - Soak the stained portion in cold water containing half a cupful of ammonia to a half-gallon of water. If residual stains are present after this treatment, damp the stain with a 1% solution of pepsin in water acidified with a few drops of hydrochloric acid. Allow to stand for 30 minutes then rinse thoroughly.

MILDEW - Scrub lightly with a dry stiff brush to remove as much of the mould growth as possible, then steep the stained portion for 2 hours in a cold solution consisting of 1 part Jenola to 10 parts of water. Wash thoroughly in water and then steep in a solution containing one part of sodium bisulphite to every thousand parts of water. Rinse finally with water. Repeat the treatment if necessary.

GREASE, OIL AND WAXES - Small stains of this nature can be removed by dabbing with trichlorethylene. Heavy staining is best removed by brushing on a mixture of detergent in a solvent. This can be prepared by dissolving 1 part of SHELL "NONIDET" "P.40" in 2 parts of clear benzene. These 'solvent / detergent' mixtures should be brushed well into the fabric, left for about 15 minutes then washed in warm water. A well ventilated place should be selected for applying this treatment and precautions should be exercised if the solvents are inflammable. These treatments will remove oils, greases, vaseline, lanolin and most lubricating mixtures but they will not remove stains caused by fine metallic particles often associated with lubricants. These can be removed by the methods described below, after the oil or grease has been dealt with.

METALLIC STAINS - Stains caused by metals, in the form of rust, verdigris or finely divided particles can be removed by either or both of the following methods: (a) Immerse the stained portion in a solution of 2% oxalic acid dissolved in hot water (1 oz. of oxalic acid dissolved in each pint of hot water). The hands and the fabric should be well washed after using oxalic acid solutions as this chemical is poisonous. (b) Immerse the stained portion in a hot solution containing 2% hydrochloric acid in water. Rinse well after treatment.

PITCH AND TAR - Solvent Naphtha, white spirit, Shell x 7 Solvent, or trichlorethylene may be dabbed on to the stain to effect removal.

PAINT - Dab the stain first with trichlorethylene and then with a mixture of equal parts of acetone and amyl acetate. Paint strippers based on alkalis should not be used. Wash well afterwards.

VARNISH - This can be removed in the same manner as for paint. Shellac varnish is easily removed with alcohol or methylated spirits.

SOLUTION TO CROSSWORD N^o. 5

ACROSS: 1.EEEEE 2.BBBBB 3.OOOOO 4.NNNNN 5.YYYYY

DOWN: 1.EBONY 2.EBONY 3.EBONY 4.EBONY 5.EBONY

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WEST WIND CROSSWORD NY 6

By Peter Pascall (194)

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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.

1	2	3	4	5
2				
3				
4				
5				

ACROSS

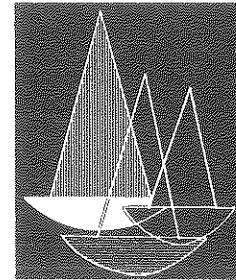
1. May, if not lubricated
2. Employ for a purpose
3. They came in pods
4. Down for a full house
5. Plural of dis

DOWN

1. Roman God of Love
2. It's coming to Christchurch
3. 86
4. Never runs out of arrows
5. Mentioned p.2. January WEST WIND

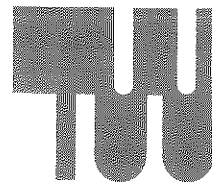
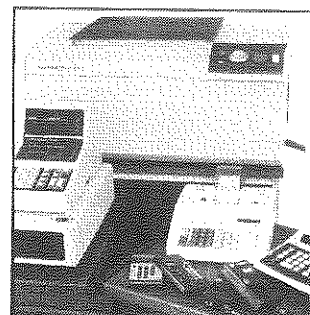
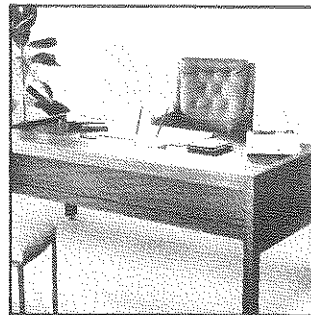
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