

NOVEMBER 1983



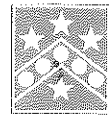
West Wind

TO BE PHASED OUT?



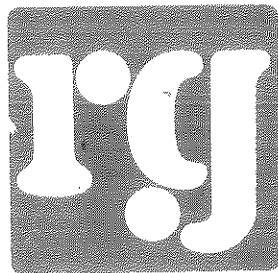
West Wind is published by the Zephyr Owners Association Inc.

BNZ - with over 380 offices
We're always here when
you need us



BNZ

Here when you need us



RIVERLEA
GLASS CO. LTD.

Contact us for:

- Glass, mirrors, table tops, repair work
- Automotive glass
- Flyscreen doors and windows
- Aluminium doors and windows
- Shower doors
- Caravan windows

P.O. BOX 11013, HAMILTON TELEPHONE 69-119 RIVERLEA ROAD,
HILLCREST HAMILTON, NEW ZEALAND



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

NOVEMBER 1983

Registered at P.O.H.Q. Wellington as a publication

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



EDITORIAL

The season is now well underway in all areas and it is appropriate to publish the first issue of WEST WIND. News from most Zephyr ports are included but unfortunately two Christchurch areas did not meet the delayed deadline. Hope to hear from both of these fleets next time.

In this issue we reprint copies of letters sent to NZYF and "Zephyr" clubs about our concern over the levy of \$5.00 per entry at the Nationals. So far we have had one reply, a reply that did not support our stand at all! This club maintains that Federation finances are such that it requires the imposition of the levy. If this is so we can only say the proposers of the motion at the AGM would have been aware of this. Why then did they espouse the "user pays" principle so strongly when in fact a small section of the membership is being asked to carry the can for financial good of the majority? On the basis of "user pays" we have pointed out to Federation cogently the fallacy of this argument - it does not fairly or equitably apply this "user pays" principle and should be scrapped. If Federation finances are in such a state it should say so. If it did this the class (Zephyrs) would be amongst the first to lend positive support provided all affiliated member clubs and class owners associations did likewise and it was on an equitable basis.

On the basis of private conversations with "other" classes owners we feel there is a strong and growing measure of support for ZOA's stand on this issue. We await the reply from NZYF to our letter with interest.

The next Zephyr event of note is Hamilton Zephyr weekend, on next weekend 27 and 28 November. First race 10.30 a.m. Saturday. Waiuku and French Bay visitors welcome as always.

Zephyrs For Sale

115 Calpretta, excellent order, revarnished deck, two sails, fore and aft buoyancy. With road trailer 16" wheel hubs. Price \$875. M.E. Ellett, 18 Temple Street, Meadowbank, Auckland, phone 09-502.970.

Zephyr wanted. I would like to buy a Zephyr. Please send details to: Ian Davie, P.O. Box 4490, Auckland.

COVER: Dave Crossan had his hopes and mast shattered in the invitation race at the 1983 Broadlands Nationals at Christchurch, but as usually happens on these occasions somebody came up with a spare mast for Dave to continue in the contest. This shattering agony has been experienced by many skippers over the years. With the probable introduction of alloy masts (guaranteed not to splinter) this scene, hopefully, will not be so frequent in the future.

Christchurch Press, photo.

WEST WIND is photocopied by courtesy of
THOMPSON & WARD (1971) LTD.

WHAT IS THE ZOA COMMITTEE DOING?

Extracts from the minutes
By Secretary: Joy Homewood

The Committee has a new meeting place at the offices of Franklin Machinery at Pukekohe. Thanks to Tony Hume for arranging this. Thanks should also go to Sue and Cam Duncan for the use of their home during the years that Cam was a committee member.

Arrangements for the 1984 Nationals are well in hand by a band of stalwarts at Waiuku Yacht Club.

The boat show stand was successfully organised by the Auckland members of the committee and our thanks go to them for their publicity effort.

A letter has gone to the Federation recording the committee's disapproval of the \$5 levy on all boats entering National Champs. It has also been circulated to all clubs sailing Zephyrs.

We now have three sub committees: Masts: Kevin Dolores, Murray Sargisson, Ian Bourgeois; Sails: Max Walker, Barry Mackie, Kevin Dolores; Hulls: Alan Retter, Gary Adams.

The following are copies of letters sent to NZYF and Yacht Clubs with Zephyr class members. Sir,

Levy on National Contest Entrants

The Committee of the Zephyr Owners Association was concerned when the above levy was proposed in the notices of the Federation's Annual Meeting. This concern was expressed by our President at that meeting.

At our recent A.G.M. it was unanimously agreed that the Association should make further representations to the Federation, expressing our dissatisfaction at the nature of the levy.

We cannot accept that the contribution we can expect to make, which will average \$250, fairly represents the costs of the Federation in respect of our National Contests, and we cannot therefore agree that the "user-pays" principle is being fairly applied.

We recognize that some changes are necessary, and would make the following suggestions, which we see as being more equitable.

Our first preference would be a levy added to the existing levies, charged through the clubs. Alternatively, we suggest a flat fee of say, \$40 charged either as part of the affiliation levy, or with the application for the National Contest, plus additional charges for services provided by the Federation relating to the Contest, e.g.

1. The cost relating to the supervision of an "Officer of the Day",
2. Attendance of appeal committee members, where exemptions from appeals have been granted.

This way we believe a class would fairly meet the cost of staging their Contest. At the same time, those costs can be fairly distributed.

We would point that the responsibility for staging the contest lies with the class as a whole and the cost should be distributed over the entire membership, not just those attending.

We would ask that you consider these representations as part of the review of Federation finances, which was undertaken at the Annual General Meeting. Alternatively, we would propose to submit them as a notice of motion to the next A.G.M. of the Federation.

B.J. Homewood, Secretary

Sir,
On behalf of our members, we are taking up with the Federation their concern at the recently imposed levy of \$5 per boat on National Championship entries.

Our class strongly believes that this charge does not fairly represent the Federation's costs associated with the staging of a class National Contest.

Our letter to the Federation, setting out our views, is attached. We are approaching all clubs with Zephyr fleets, asking them to lend their support to our case.

We would be pleased therefore, if your club could give its support in whichever manner it feels appropriate.



C.Y.C. opened its 94th season on 17 September with lovely weather, which seems to have been a good omen for at least the first quarter. We have had mainly light to moderate winds and sunny conditions so far. Labour weekend was enjoyed by those who took advantage of two days of team racing on the low tide course. Racing generally has been close with one or two seconds often being the winning margin.

Masts: By the time you read this, most of those who have ordered masts and booms will have taken delivery, thanks to John Morrison and his helpers who have done a good job.

Otago Fleet: We would like to welcome the first of the Deep South Zephyr fleet, No. 321 Alcyone, Nicola Dale, granddaughter of Bill Bayne, 301 Vave. By the time WEST WIND is published, Nicola will just have turned 16 and we wish her and her new boat well and hope to see a good fleet of Zephyrs at Queenstown in the not too distant future.

Jottings: Estuary skippers, particularly one from Mt Pleasant, will be pleased to see that Austin Ebert and Ken Maynard have renewed and relocated Tripod which has been a hazard over the last year or so because of the sharp shape which was liable to shred any sails coming into contact. It has now been rendered safe - if changed in shape a little.

Welcome to Helen Park, daughter of Jim and sister of Eric who has acquired No. 134 Star Dust. We hope to see a lot of Helen after exams have finished.

No. 181 Runaway should soon be returned to its rightful owner Liz Galbraith, and 154 Moana taking its place. Liz and family are leaving Christchurch soon for the southern city of Temuka but Runaway will still be based at C.Y.C.

Maurice Hines reckons it's pretty difficult to launch the rescue boat when sea elephant Elizabeth will persist in lying across the rails.

After a rough count, it looks as though at least eight boats from C.Y.C. will be going north to the 1984 Nationals.

I am still getting enquiries from people wanting Zephyrs. Can anyone help please?

Results:

Canterbury Champs - first heat, very light and patchy, w.s.w.

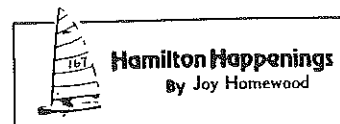
Murray Hay (Muscatel) 1; John Morrison (Hauriki) 2; Paul Stemmer (Gamble) 3.
- second heat, light n.e.

John Morrison 1; Sandra Hines (Zippy) 2; Murray Hay 3.

Estuary Pennants - 1, light n.e.

Ken Maynard (Runaway) 1; Sandra Hines (Zippy) 2; Rema Maynard (Westerly) 3.
- 2, moderate s.w.

Paul Stemmer (Gamble) 1; Ken Maynard 2; John Morrison (Hauriki) 3.



Here we are at the start of a new season. We can all make new resolutions to keep our boats in good order and ourselves fit. Some people have obviously been working on their boats during the winter months. Perhaps that is why there was not interest in the monthly winter races at the club.

Graham Cook reports he has a nice smooth bottom now. He took several layers of paint off the boat and built it up again to his satisfaction and obvious advantage.

We have several newcomers to the class and would like to welcome them. Annette Walker has forsaken her Starling, and having nowhere else to go, has taken over her father's spare Zephyr No. 111 Solitaire. We hear that she enjoys sailing it and are not surprised, judging by the number of races she has won already. She is going to be a force to be reckoned with at the front of the fleet. Meanwhile, Roger Walker is showing us all how to get to the front and stay there, in No. 118 Vooka. Congratulations to the Walkers. Jim McFarlane has sold his Frostply and is getting used to the feel of his Zephyr No. 125 Sabre. His ex-crew Norm Stannard, has also bought a Zephyr, No. 138 Agon, so we can expect some keep competition there once he gets it into the water.

Max Walker has so many boats around his house that he has trouble deciding which one to sail. He seems to have chosen No. 18 Shiralee for the club champs in the meantime.

Jack de Leeuw is going extremely well with good boat speed. However, he kindly lent Hobbes to his son Robin at Labour weekend, and it is now undergoing repairs.

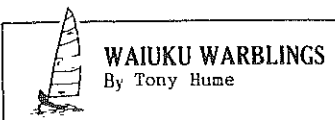
We haven't seen much of Stan Cook or Arthur Mohring so far this season, but most of the other stalwarts have appeared. John Waite is gaining experience and creeping up in the fleet. He is breathing down John Vale's neck. Russ Rimmington came out for the first club champs race and spent some time at the front of the fleet. Ron Thompson is still with us and is an example to all of us as someone who enjoys his sport. Allan Richardson still shows us how to sail. Hopefully he won't give up the Zephyr in favour of board sailing.

The season started with a turn-out of 17 boats in the first race which was won by Roger Walker on championship and handicap. In the second race, Graham Cook was first to the line, Roger second and John Waite third. It was later named survival day as only three boats finished in a hailstorm and high winds. There were 14 boats in the third A series and first club championships. In light conditions Roger Walker once again romped away into first place, with Max Walker second and Ralph Skinner third. Handicap Placings - A. Walker 1, J. Waite 2, J. Homewood 3.

Labour weekend was a popular contest starting with light winds and finishing on Monday with a gale. Placings were - Championship: G. Cook 1; R. Walker 2; M. Walker 3. Handicap: A. Walker 1; F. Ward 2; M. Walker 3.

Trophy Day had a close finish after a Mark Foy start: B. Tayler 1; F. Ward 2; J. Brokenshire 3.

Hamilton Zephyr Weekend is to be held on November 26 and 27 and we look forward to plenty of visitors from French Bay and Waiuku on this occasion!



We've only had two sailing weekends of our season so far, the second of which was Labour weekend and a series of races run in what we call our Icebreaker series. These were very aptly labelled as it rained and blew and only the hardy souls ventured out on the Monday to their cost, though the only

boats to suffer damage remarkably enough were the Zephyrs and all with the same complaint - broken masts and booms resulting in torn batten pockets and elsewhere. All our other classes have aluminium masts and are giving our Zephyr skippers further food for thought. We have had an influx of Lasers to the club and there will almost be enough for class racing.

A Zephyr Owners meeting has been held to consider changes to class rules and we will be making submissions to the Owners Assn on some points.

We have new skippers who have joined our ranks - Dennis Mayos and Kevin McGee (ex Colin Barlow's No. 40 Aroha) and so are looking forward to a good season's racing with a fair sized fleet.

Letters to the Editor

Sir,

Progress for the Nationals is good: we've organised good tides so far. We're working on the winds now and expect to reach a satisfactory conclusion to our negotiations shortly!

The Clubhouse has seen successive working bees painting and tidying up while others organise publicity and catering arrangements.

A quick check with the local motelier indicates only two people have booked so far. Contractors from the Steel Mill will be increasing in numbers and the demands for accommodation will be heavy. You may like to reinforce the need for early bookings in your editorial, Sir.

By the way, I note an article in SEA SPRAY suggesting people should book accommodation through me. It was felt that bookings would be done far quicker and more satisfactorily if made by the contestants directly. I will however help with billets or camping needs.

Alan Abernethy, Waiuku.

Many a mickle makes a muckle - said Albert, Bruce, Tam, Ian, Angus and Wally Mickle - Muckle Makers.

ZEPHYR NATIONAL CHAMPIONSHIPS - 1984

WAIUKU - 17 TO 22 JANUARY INCLUSIVE

RACE PROGRAMME:

DATE AND RACE	TIDE	START	
TUESDAY, 17 JANUARY INVITATION RACE:	10.29 AM	9.45 AM	Registration and briefing at 9.00 am. "Get to know you" barbeque starting at 4.00 pm.
WEDNESDAY, 18 JANUARY RACE 1:	11.22 AM	10.45 AM	Briefing at 10.00 am
THURSDAY, 19 JANUARY RACE 2:	12.12 PM	11.30 AM	Resail if required.
FRIDAY, 20 JANUARY RACE 3:	12.59 PM	12.15 PM	Resail if required.
SATURDAY, 21 JANUARY RACE 4:	1.45 PM	1.00 PM	Race to be followed by North versus South Teams Race. Barbeque and Social evening starting at 5.00 pm.
SUNDAY, 22 JANUARY RACE 5:	2.30 PM	1.45 PM	Prize Giving to be approximately 1 hour after last boat has finished.
MONDAY, 23 JANUARY	3.15 PM	2.30 PM	Reserve day if contest not completed.

If it is necessary to resail any race it will be resailed at the earliest practicable opportunity with a second race on the day chosen.

One skipper was asked how he liked his new watch. Terrific - he said, if you wind it up really tight it does an hour in 55 minutes.

LUNCHES:

Tea, coffee and cordials will be available throughout the day. Lunches may be purchased at the Clubhouse.

BOAT STORAGE:

Yachts may be left overnight on the rigging area behind the Clubhouse.

SPECTATORS:

Good viewing of the racing from the shore is assured. Pamphlets will be available listing local attractions.

MILL TOUR:

A tour of New Zealand Steel may be arranged for the afternoon of 18 January.

Please note that visitors must be suitably dressed - shoes, slacks and long sleeved tops are the minimum requirement. Age limit is 12 years and over.

ACCOMMODATION:

A reminder to make bookings as soon as possible.

Sign on Clubhouse Wall - Be Alert - your Club needs Lerts.

At Tavern time - Sorry Frank, the bar doesn't open for half an hour, but would you like a drink while you're waiting.

Two natives in Borneo - "I don't really care for our President" - "Never mind, just eat the vegetables".



French Bay Froth
By David Brown

French Bay's new season, which opened on 8 October, has been dogged by adverse sailing conditions and cancelled races. Turnouts have been below average but our Zephyr Day saw seven boats (all Club Zephyrs - potential visitors must have been discouraged by the weather) take to the water for Race One.

First across the line was Murray Sargisson, followed by Bubbles Foster, both passing Alan Retter who fell into a hole at the flukey finish, after leading for most of the race. Peter Wieringa was Officer of the Day and found it necessary to cancel Race Two through the absence of wind.

Pisces looks particularly smart this season and John Barber must have worked hard on his boat over the winter months. The hull is glossy black. Murray Sargisson's Gazelle also looks good with its experimental aluminium spars which Murray plans to use for a while yet. We await his comments on the other aspects of the metal mast and boom.

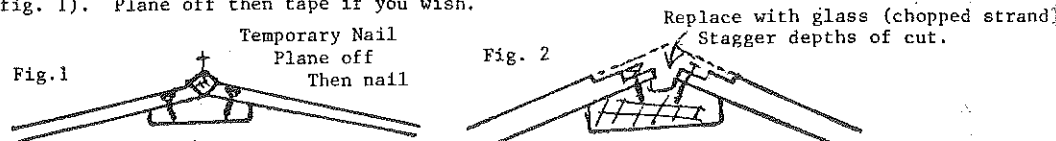
PROLONG YOUR ZEPHYR LIFE

By Merv Holland

While renovating Zephyr No. 86 it soon became obvious that the glue was no longer holding the planking to the keelson; when I leaned in to unscrew the hiking straps the bottom just fell off where I had placed my spare hand. This led to thorough examination and I found the glue perished along the keel from stem head to transom. This glue failure is beginning to show on a number of elderly Zephyrs down here in Christchurch. The message to me seems clear, don't wait for this to happen to your boat. During the winter, do something about it.

I suggest 3/4" x C/S brass, stainless or bronze screws (remember brass doesn't last forever either) at about 100 mm spacings the whole length from transom to centrecase and centrecase to stem head (case area is already screwed). Don't put your hopes on fibreglass tape. It might stop leaks but from the strength angle it wouldn't even hold a mother-in-law's mouth closed!

If you are already having trouble, clean the old glue out of the centre line and with a chisel, lift planking, reglue and screw one side at a time. Follow this up by cutting a vee with a rebate plane and glue in a new piece of timber down centre to centrecase (see fig. 1). Plane off then tape if you wish.



The keel on No. 86 had also split under mast step area. The method I used there was to groove with a router deep enough to get a good fibreglass patch in the area and screwed screws, leaving heads proud in the rebate then glassed around screw heads until the area was filled (see fig. 2). If you glass on top of existing timber, you simply distort hull shape by the time you've put enough glass on.

SAWDUST, WOODCHIPS & PAINT PEELINGS By Zephuros

Well, yours truly finally got his "new" boat in the water two weekends ago still needing a paint job on the hull, but nevertheless going (just). I hope all other owners are a bit better prepared than I was, but some I've noticed are obviously not so. Hopefully in between writing for WESTWIND, training Optimists, racing, mowing lawns and doing more sailing, we'll all get time to finish our boats off. Did I forget to mention going to work? Bit of a nuisance, that, but still necessary as those who have bought any fittings lately will have noticed.

The alloy mast testing is now in full swing in the north while in the south rumour has it that a new batch of wooden masts is providing the answers to many a sailor's prayers. Not to mention new this, that and the other thing they've all been making.

Staging the last National contest at Christchurch seems to have really set things alight down there and all this work they are putting in is, I understand, aimed at lifting the title at Waiuku. Even had their spies in to eye the ground (the tide was out).

We had hoped to have a new hull in the Boat Show but Ian Cook could not quite make it so the hull finished by Nick Benfell was again used along with Bob Foster's and both in tip top condition and again doing the class proud. I was a bit disappointed in the show. The recent changes seem to have left it without the sparkle and interest it used to have when under the previous organisers. Seems the R class has its uses after all.

See you on the water.

ZEPHURUS

P.S. Don't forget to enter the Nationals in time to beat the penalty date.



RACING TACTICS PART I

By Max Walker

Tactics for Back Markers

Very little seems to be written about tactics for those further back in the fleet. In fact most tactical advice assumes you are in front, particularly as far as windward work is concerned e.g. staying between the mark and your opponent is difficult if you are coming last.

No matter where you are coming the first rule must always be to go the right way. For those further back this will probably mean taking more dirty air from the boats in front than we might think is desirable but this is more often than not, better than going the wrong way.

A judgment has to be made as to which course of action offers the greatest potential loss or gain. Sailing in other boats dirty air whilst avoiding unfavourable tides, heading towards favourable shifts etc versus bucking the tide or taking the unfavoured tack.

One does not have to sail far on a knocked tack to lose considerable ground. On the other hand being in the right place to take advantage of the next favourable shift can gain you several places.

"And what is the right way to go?," you ask. Well there has been plenty written about that and I don't intend to go into it here other than to say, "those in front are more than likely to be going the right way (with the exception of myself)."

One big advantage in being behind is that you can see how the boats in front are going. Which board is being lifted, which boat has gained when boats cross tacks etc. One should get into the habit of spending the maximum time on this aspect rather than on what your nearest neighbour is up to. Having decided which way to go then start thinking about your position in relation to the boats around you.

Two things to remember if you are slower than the boat covering you are that a faster boat will soon leave you in clear air without you losing too much ground and if you are slow you must favour the shortest possible course to the next mark.

Once around the windward mark you should again closely watch the boats ahead. Almost invariably when sailing in tides boats sag down with the tide and those following behind blindly follow the boat in front.

As soon as you round the mark sight the next mark and if the fleet is sagging make the required adjustment in your course to take you straight to the next mark. If the tide is taking the fleet to windward you may have to initially break off sharply to leeward to gain clear air. In doing this care must be taken in the angle you take in relation to the direction of the tide.

This has been a general outline. Next issue some specifics on tactics in wind shifts.

"Order, order in court", said Judge Richardson
"Whooee", said solicitor, John Faire. "I'll have a double whisky."

One skipper was seen chatting up a waitress. He was playing for bigger steaks.

Your wife has run away with your best friend and taken your car.
Oh NO - not my new car!

EPIGLASS

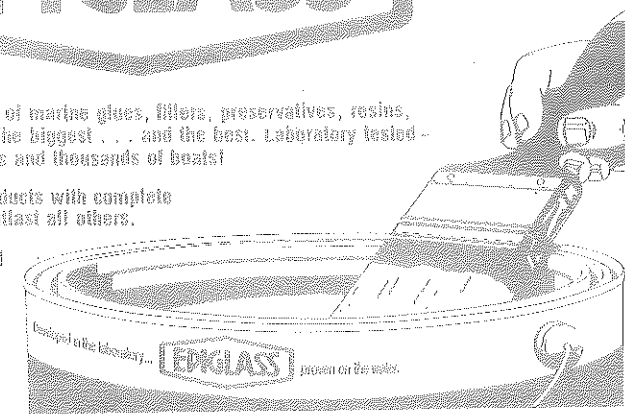
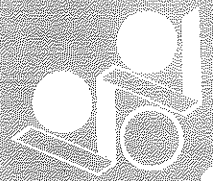
Epiglass gives you the biggest range of marine glues, fillers, preservatives, resins, skinning systems and paints going. The biggest . . . and the best. Laboratory tested - and proven in the water on thousands and thousands of boats!

That's why you can buy Epiglass products with complete confidence. If it's Epiglass, it will outlast all others.

Just ask the man who uses Epiglass!



PRODUCT OF
HEALING
TECHNOLOGY.

DRIVE INN
Waikato Wines & Spirits
'the friendly folk'

Bridge Street
Hamilton
(Opposite
police station)

you can't go wrong
PHONE INN 80-049