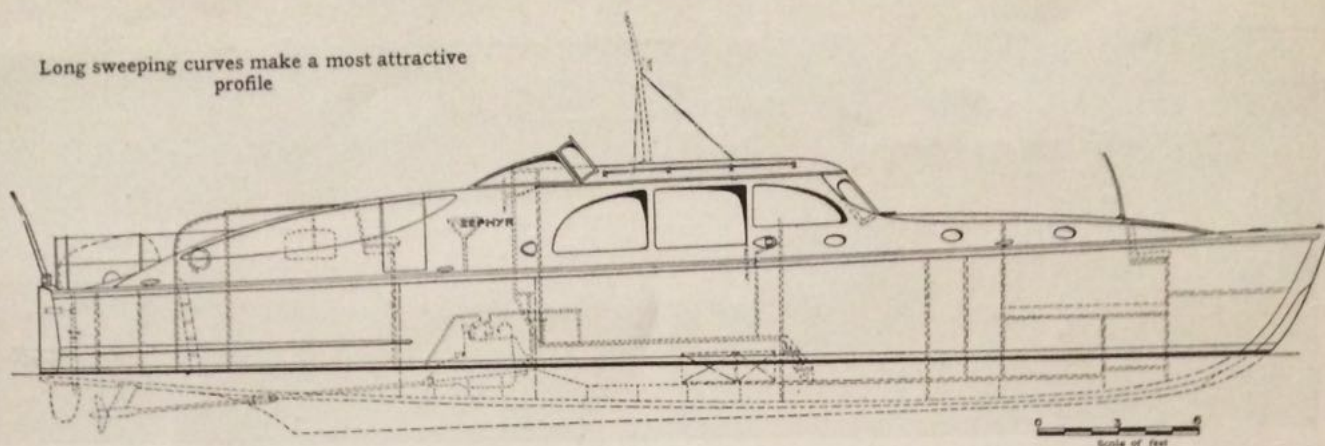


Long sweeping curves make a most attractive profile



Fast Cruiser Zephyr

MODERN DESIGN by DE VOOGT with TWO V8 ENGINES

VERY rarely in this country is it considered worth while to carry out a series of tank tests of a motor cruiser of less than 50ft. overall. But it is occasionally done in Holland if a high performance is required. In the case of Zephyr this was very carefully carried out in the tank at Wageningen, and it is to the credit of the designer that the scale model showed practically a straight line resistance curve up to 19 knots, which represents a V/\sqrt{L} figure of about 2.8. Actually, with a maximum power of 160 h.p., 16.2 knots were attained, exactly in accordance with predictions from the tank.

The designer of Zephyr is Mr. H. W. de Voogt, whose representative

DIMENSIONS AND DATA

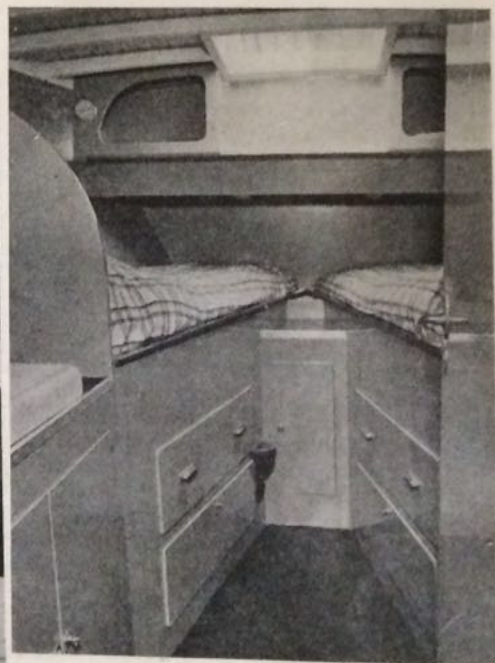
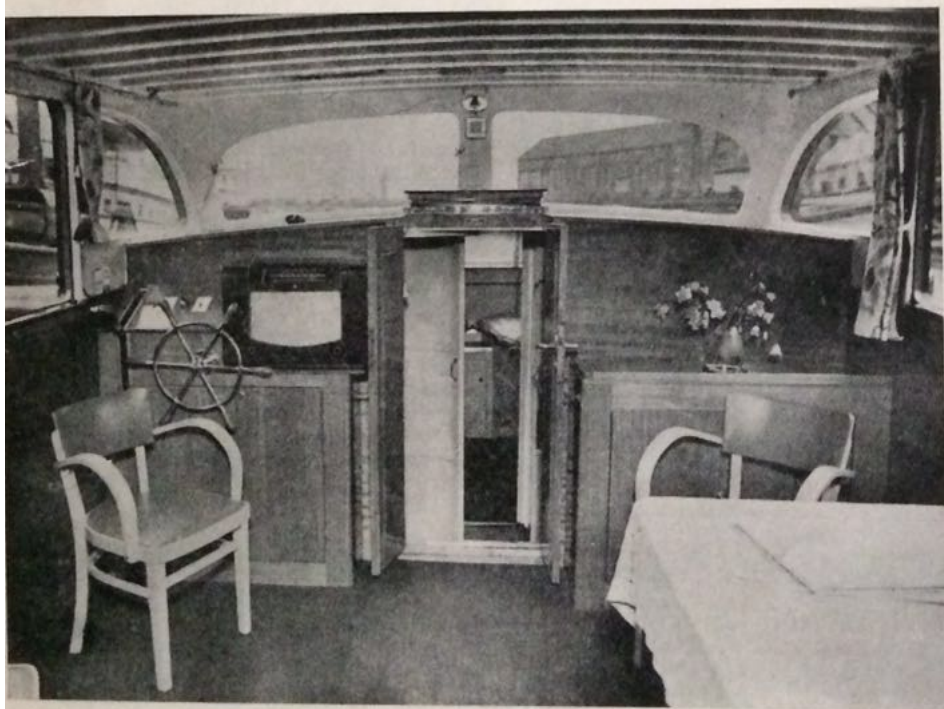
Length overall	49ft. 2½in.
Length l.w.l.	46ft. 10in.
Beam outside	11ft. 10in.
Displacement	8.16 tons
Draft	2ft. 6in.
Engines	Two Kermath Fords
Total Power	160 h.p.
Speed	16.2 knots

in this country is Chas. Powis and Co., of 7, Park Lane. Zephyr's predecessor, Nepos, was reviewed in these pages a little more than six years ago, and she has been a great success, but the owner wanted some-

thing a little faster, and returned to the same designer for his new boat.

Zephyr is most beautifully built. Her double-skin planking is on non-corroding aluminium alloy frames, and watertight bulkheads, floors and engine seatings of the same material. The inner skin is of oak, and the outer of teak up to about a foot above the waterline and mahogany above. Wherever possible, without loss of strength, the hull weight has been kept down, and that, of course, is the main reason for her excellent performance.

Mr. de Voogt certainly has an eye

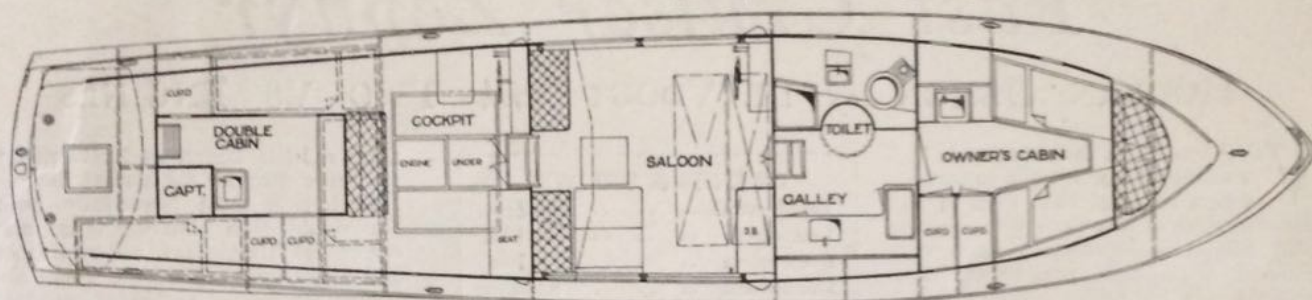


(Above) Two full-size berths in the owner's cabin forward

(Left) A comfortable saloon with excellent visibility all round



(Above) Such a sleek, light displacement hull leaves a clean wake



(Above) A layout incorporating many interesting features. (Left) Bottled gas cooker and stainless steel in a modern galley



for long, smooth curves in perfect harmony. Nepos was very easy on the eye, but Zephyr is even more so. In her cabins, too, a delightfully modern style of decoration and finish has been followed, as may be judged from the photographs. And, as usual, he has contrived something both

novel and effective in the semi-cylindrical revolving door between the galley and the lavatory, giving a useful amount of extra room in whichever compartment is occupied.

One feature about the accommodation seems to be open to much criticism. In this country we should not consider the space provided for the paid hand either adequate or convenient, but, with this exception, the layout is excellent. It is, of course, planned for sheltered or at least semi-sheltered waters, and that fact gives a designer more scope than if he were planning for open-sea cruising.

The machinery installation consists of two Kermath V8 units with Upton 2-1 reduction and reverse gears. Alternative control positions, on deck and in the saloon, are provided. Since the engines themselves are notably smooth running and silent, and since they are in an isolated compartment, well sound proofed, they are practically unnoticeable when the ship is under way. Central hatches make it an easy matter to attend to any normal servicing of the engines, and, although

they are already in an insulated space, each engine is further provided with an independent casing, as has been more than once suggested in these pages. It is strange that the practice has not yet been generally adopted in this country.

A most attractive feature of the design is the large deck abaft the saloon. The central trunk over the cabins aft is about table height, and there is plenty of room to walk all round it. On many fast cruisers there is far too little clear deck space. One is not always under way at full speed, and, although adequate protection must be provided, there is little justification for complete enclosure. For real enjoyment, too, there is nothing like a forward cockpit in fine weather. One gets a marvellous impression of speed when sitting almost in the eyes of the boat, even when at a mere fifteen knots or so. And one can handle ground tackle or bow lines with much more enthusiasm when standing even "knee-deep" in a deck instead of on it. It is a simple matter to cover such a cockpit for security at sea.

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