

Zephyr Owners' Association
Minutes of the Annual General Meeting
Worsler Bay Boating Club, August 25th 2017

1. **Attendance:** M Sargisson, R Ebert, A Aitken, B Peet, J Kliffen, P Williams, R Mackay, A Campbell, C Hargreaves, J Parkin, R Bryant, P Sutton, R Middleton, B Linton, H Garside.
2. **Apologies:** S Pyatt, A Knowles, T Snedden, P Stokell, T Crew, R Dreverman. *Accepted Sargisson/Ebert*
3. **Minutes of the Previous Meeting (Chch);** These had been previously circulated via email and posted on the web site. Taken as read and accepted as a true and correct record of the previous AGM. *Ebert/Sargisson*
4. **Matters arising from the previous meeting;**
 - a. The jig for the wooden boats had been destroyed by R Ebert
 - b. Alloy mast taper issue had been improved with an inspection and sign off process run by M Sargisson.
5. **President's Report;** M Sargisson spoke to his report, it having been posted on the web site.
 - a. *Membership:* Down a little, to be expected following the large 60th regatta, which boosts involvement.
 - b. *New Zephyrs:* Seven completed, three sailing regularly at present. All have been purchased by existing Zephyr sailors who have sold their boats. The second-hand price of boats has firmed up as the class continues its popularity.
 - c. *National Championship Winner;* Wayne Avery's winning of the National Championship in Akaroa was not recognised by Yachting NZ as he was not a member of an affiliated yacht club at the time. M Sargisson then awarded the trophy to Phil Williams and received the Runners Up trophy in return!
 - d. *Thanks:* Murray acknowledged the contribution from his Committee over the past year. *Accepted Sargisson/Ebert*
6. **Treasurer's Report;** M Sargisson spoke to his report and set of accounts – his first year as Treasurer.
 - Transferring the accounts from Tim Snedden's MYOB Account Right to MYOB Essentials was far more complicated and time consuming than appreciated. It took three days' work and the help of a supportive accountant.
 - Supply of seven new hulls contributed to a much greater trading revenue increase. It is likely that sales will fall back to a nominal two or three hulls per year, to be fitted into the Salthouse Boats production schedule.
 - GST registration would be required now that the ZOA income exceeded the GST threshold. Returns are six monthly.
 - Accounts query; Alex Aitken noted that the Total Members Funds at the end of 2016 (\$68217.00) differed from the Accumulated Funds figure in the 2017 set of accounts (\$65617.27) and suggested a query was in order.The Treasurer's report was accepted. *Sargisson/Aitken.*
7. **Subscriptions**
 - M Sargisson noted the potential impact of GST in subscription income and noted that subs were unchanged from 1993! He recommended they stay at \$20, but an increase may be indicated next year. *Sargisson/Kliffen*

8. Secretary's Report

R Ebert commented in the increased use of Facebook for commenting on class events. Even though Zephyr sailors are not "the demographic", Facebook figure showed considerable interest in the class.

9. Election of Officers;

The following positions were filled, there being no other nominations.

Patron; Alex Aitken,

President; Murray Sargisson.

Secretary; Rob Ebert

Treasurer; Murray Sargisson

Financial Scrutineer; Vacant

Committee Members;

Steve Pyatt

Peter Stokell

Andy Knowles

Richard Middleton

Regional Representatives (ex officio)

Richard MacKay (CZOA)

Ric (Wgtn)

Brian Peet (AZO)

The Treasurer vacancy was discussed. Murray commented that the transfer of the Treasurer function occurred at the time of intense building activity, requiring focus on several issues at the same time. Having the same people in charge of the class for long periods became onerous and was not good for the ZOA. It was also felt that the Treasurer and Trading roles could be formally split.

10. General Business;

1. **Trading Report;** M Sargisson spoke to his Trading Report. There had been renewed scrutiny of the transport crease in the new sails and it was desirable that this be eliminated. B Linton commented that he thought Mike Sanderson, or Doyle Sails would be reluctant to accept such a crease in his own sail! The potential cost of this was recognised, but the meeting felt sailor would tolerate a \$50 price increase to have it eliminated. An improved looking and performing sail was possible with a better cloth, but the current Contender 3.8 was felt to be satisfactory at present. Moved that "the ZOA investigate the feasibility of a maximum \$50 price increase for a Zephyr sail with without transport crease.
2. **Regional Round Up;**
 - 2.1.R Mackey, CZOA. Canterbury noted the passing of Andy Holland a great Zephyr Class stalwart. His contribution acknowledged by the Andy Holland Series at the Waimak. Gavin Bird replaces Murray Hay as Secretary. John Boraston has been appointed a Measurer. Waimak, Naval Point and Chch Yacht Club are the main Zephyr fleets, with 5-7 boats. Glen McKenzie was Canterbury Champion, but has now sold his boat. Daniel Smith, Sth Island Champ. No 328, an uncompleted decked Franklin boat had been sighted and was still owned by the Simpson family.
 - 2.2.Worser Bay; John Kliffen updated. Greg Wright Bourke was the Wellington Champion. Participation ranged from 6-23 boats. 35 local sailors with 22 members. Richard Dreverman was returning to Australia, but has retained his boat for the Nationals. National Championship organisation is the current focus, as is rebuilding the club house.

- 2.3. Auckland: Tony Miller has stepped down after 7yrs championing Zephyr sailing in Auckland. Brian Peet will take up the role. Auckland has some 35 active sailors competing in seasonal series. Current AKL champ is Tim Snedden. There are some signs that Zephyr sailing at Waiuku is reviving.
- 2.4. Hamilton/Tauranga; Tauranga has an active and enthusiastic fleet. Hamilton has been in a bit of a lull for a couple of seasons, but looks to be picking up sailors again.
3. **National Contest Guidelines;** A document laying out suggestions to assist organisers of National Championships has been formulated from a number of sources and circulated for comment. The most contentious item is the alternative penalty rule. Class preference from previous Championships contestant's forum is for a 360 penalty turn rather than a 720 but this remains controversial. The guidelines were included in the meeting agenda papers and will be published in West Wind.
4. **National Contests Venues;** Nelson and Queen Charlotte remain possible venues for National Championships. The 2019 Nationals will likely be Manly or Torbay, potentially late Feb.
5. **Glass Zephyr Variation;** The meeting spent considerable time reviewing construction of the 600 series glass Zephyrs, after the most recent hulls came out lighter than the initial boats.
- 5.1. Construction of glass Zephyrs is by Salthouse Boats, who lay up the hull and contract Don Currie for a "joinery pack" of centrecase, bulkheads, side tanks, and mast step. The joinery pack is inserted with the boat still in the mould. Once inserted, the hull is released from the mould, weighed and supplied to the owner. This is referred to as Stage 1. Experience with the initial boats is as follows;
1. 601; Weight unknown at Stage 1, but finished about a kg underweight despite a centrecase known to be at the high end of the weight range.
 2. 602; 47 kgs at Stage 1, but a centrecase known to be heavy installed. The 12mm Gaboon transom doubler was coved into position. It was realised that the final Stage 2 "full completion" weight would be tight but with care in finishing timber selection final weight was 58.7kgs. At this stage, it was apparent that a maximum Stage 1 finished weight needed to be no more than 45kgs. So, for subsequent boats care was taken with joinery pack timber selection and the transom doubler reduced to 9mm and not coved in place.
 3. 603-605; Finishing weights for the next three boats 603 (45.2kgs), 604 (43.6kgs), 605 (44.3kgs) had weights close to the target.
 4. 606-609; However, the next batch of boats, 606 (40kgs), 607 (39kgs), 608 (40.3 kgs), 609 (40kgs) were disappointingly, and puzzlingly lighter.
 5. Why the difference? A combination of factors most likely accounts for the drop in Stage 1 weight. A new roll of foam core mat was used for the latter boats. Each roll produces 4 boats and the resin uptake with each apparently standard roll can vary. In addition, timbers in the joinery pack, gaboon ply and yellow cedar have variable density.
- 5.2. Transom doubler and its coving/filleting; The class rules call for a 12mm transom stiffening doubler, which was fitted loosely and coved around. This was changed to a 9mm doubler and not coved after 602 in an effort to save weight. This should be confirmed by a rule change, but arguably, this detail should belong in the building spec rather than rules. The class rules are silent on the coving detail of the doublers installation.
- 5.3. 13mm doubler; 607 has a slightly thicker, balsa cored doubler coved into position, fitted at request of the customer. The meeting was unhappy at the involvement of

a knowledgeable customer in the building process, but recognised that, with the addition of the coving, it probably made little difference to the overall weight distribution in the boat.

- 5.4. Customer involvement in the build process; The ZOA needed to emphasise that customers were not entitled to interact with the builder, as the building contract and client relationship was with the ZOA. This includes the selection of timbers for the joinery pack. This is particularly important if customers have close personal and business relationships with the builder.
- 5.5. Poplar Plywood; 607 has been completed with poplar plywood, seemingly a relatively new boat building product. The class rules call for the use of “marine” ply, without defining it. Rules for other classes are;
 1. Sunburst; Marine bonded or external 6mm 3 or 5 ply.
 2. Jollyboat; The hull shall be constructed of timber and plywood with composite structures excluded. The plywood minimum thickness is 4mm
 3. 3.7; No plywood specification
 4. Starlings; The bottom, sides, frames, deck, bulkheads and side bulkheads are to be of plywood 6mm thick, conforming to BS1088:1966 "Specifications for Plywood for Marine Craft".
 5. There is now considerable variability in the available standards for “marine” ply. Some products are rated for exterior use if covered and would be suitable in a Zephyr – and in fact, all ply needs to be coated in a marine environment. Our class rule definition needs to be either refined, or eliminated from the rules entirely. Options for refinement were "Lloyds approved" BS 1088 marine ply or a European standard. As there is no way of checking the standard of ply used in a Zephyr, the meeting was of the opinion that the requirement for “marine” should be removed from the rules.
6. Make Weights; In the light of the discussion above, it was clear that boats 606-609 would need considerable make weights to bring them up to 58kgs final weight – the allowance for fitting a deck, adding fittings and paint being approximately 10kgs. There was considerable discussion over the best place to site this, to ensure the weight distribution in all Zephyrs was as consistent as possible. The options were;
 - 6.1. Retain the current rule that requires make weights to be readily visible, but most install them on the centrecase;
 - 6.2. Split the weights between the centrecase, aft bulkhead and mast step, with a limit on the centrecase weights. This received considerable discussion, but it would require the checking of centrecase weight during measuring.
 - 6.3. Require make weights to be placed at the mast step and aft bulkhead regions, these being the locations that were the most practical. After considerable discussion it was moved *“that the ZOA promulgate a rule to distribute make weights evenly between the mast step and aft bulkhead”*, Peet/Hargreaves, Carried
7. **Target Weight for Stage 1;** There was considerable discussion on the Stage 1 target weight and the amount of weight added in subsequent finishing by amateur builders with a range of skills. It was moved *“that the ZOA establish with Salthouse boats a target weight range for the supply of boats at Stage 1 completion. Suggested range 42-45kgs. Ebert/Williams, Carried* It was acknowledged that we do not want complicate matters for Salthouse boats as our supplier.
8. **Rules Compliance:** Phil Williams relayed a query from Steve Pyatt to the effect; "Does the class consider the rules absolute or guidance that can be loosely followed?" This had only a brief discussion, but the class rules are for a restricted sail and hull

plan, with certain freedom of finish and equipment, so as to ensure all boats have the same potential speed. Some of the Zephyr measurements arguably do not affect potential speed, but all variations are noted on the measurement forms. Deviation could be the subject of a measurement protest. Major departures can result in withdrawal of a measurement certificate and this threat has been used in the past.

9. **Rule Changes;** The meeting did not object to re-submitting the carbon fibre rule change. Wellington sailors had expressed the most reservations when this was first proposed and the rule was defeated. They indicated they now no longer opposed the suggested rule.

Meeting finished 2240hrs.

Accounts Query;

Hi Murray

Total accumulated funds includes the Royalty Reserve of \$2600 and because it is shown as a separate item that figure is deducted from the total accumulated funds to be carried forward. Another way to put it is the accumulated funds figure carried forward will be the sum of the previous accumulated funds plus the surplus for the year. Ie: \$61544 + Previous year's surplus \$4073=\$65617

Accumulated funds as at 31 May 2016	65,617.27	61,544.00
Current year's surplus	11,148.02	4,073.00
Royalty Reserve	2,600.00	2,600.00
Total accumulated funds	79,365.29	68,217.00

-----Original Message-----

From: Murray Sargisson [<mailto:murray.sargisson@gmail.com>]
Sent: Wednesday, 30 August 2017 9:05 AM
To: Don McBeth <don@mcbethconsultants.co.nz>
Subject: RE ZOA member funds

Hi Don

It was noted at the AGM last Friday that the Total member funds for year end 2016 was \$68217.00 but the Accumulated funds in the 2017 column for year end 2016 is showing as \$ 65617.27 . Could you please check and advise.

Many Thanks

Murray

Addendum;

Make weight strategies for other classes;

Jolly Boat;(a more recent class); Where the weight is less than 66kg weight correctors of 5kg maximum shall be fitted to make good the deficiency and shall be attached permanently in the forward buoyancy compartment to the mast strut in full view through an inspection port.

Sunburst; Corrector weights 650mm from bow and 300mm from stern.

Heron Class; CORRECTORS 12.(3) If required to bring the hull up to minimum weight, correctors shall be of metal and shall be attached by screws or bolts to the underside of the forward thwart adjacent to the centre-board case.

OK Dinghy; Corrector weights of not more than 10kg are allowed. However (b) If the weight of the hull is under the minimum limit, corrector weights of not more than 5Kg and of approximately equal weight and made of any material shall be fastened so as to touch the aft face of the bulkhead at station 2 and situated within an area of 150mm athwartships, 150mm vertical and 80mm aft from the intersection point of the sheerline and station 2 bulkhead. 10 OK Dinghy Class Rules (c) Additional corrector weights of not more than 5 kg and of approximately equal weight and made of any material may be used and shall only be attached to the underside of the deck at bow and transom.

3.7 Class; Weight correctors up to 5kg in weight may be attached to the bulkhead at station 2 above the false floor, and details of such shall be entered on the measurement form and Registration Certificate. Extra-lightweight composite hulls up to 15kg of weight correctors shall be attached as follows: the first 5kg shall be attached to the bulkhead at station 2 above the false floor. The remainder (up to 10kg) allowed shall be divided into halves. One half shall be attached to either the foredeck or the interior of the prodder tube, within 300mm of the bow.

DRAFT