

**ZEPHYR OWNERS' ASSN
ANNUAL GENERAL MEETING
Mt Pleasant Yacht Club, Chch
1930hrs, Thursday, August 26th, 2010
*Agenda***

1. Apologies
 2. Minutes of the previous meeting
 3. Matters arising from the previous meeting
 - Noel May proposal to restrict ZOA Championship events to bona fide Zephyr Owners.
 4. President's Report
 5. Treasurer's Report
 6. Secretary's Report
 - Letter from Grant Beck
 7. Budget and Subscriptions
 8. Election of Officers
 - *Patron:* Noel May has agreed to stand for another term.
 - *President:* M Sargisson has agreed to stand for a further term.
 - *Secretary:* R Ebert has agreed to stand for another term.
 - *Treasurer:* A Aitken has resigned. T Snedden has agreed to accept nomination.
 - *Auditor:* Richard Ineson (Richard is a ZOA member, but is not a signatory for ZOA accounts and has no financial input other than general accounting advice).
 - *ZOA Committee members:*
 9. General
 - ***Notice of Motion: Constitutional Amendments***
That Paragraph 6.2.5 "The Appointment of a Chief Measurer" be inserted in Section 6 of the Zephyr Owners' Association Class Rules. *Ebert/Aitken-*

 - That Paragraph 7.1.5 "Chairpersons of regional Zephyr Associations shall be ex-officio members of the Executive." be inserted in Section 7 of the Zephyr Owners' Association Class Rules. *Ebert/Aitken*
- Measuring Zephyrs
 - Building Report
 - Mast/Sail Report
 - National Contest 2010-11
 - Other Items

**Zephyr Owners' Association
Annual General Meeting
Point Chevalier Yacht Club
1930 hrs, July 29th, 2009**

Attendance: A Aitken (Chair), R Ebert, R Smyth, A Geddes, R Wilson, J Foster, T Snedden, R Allen, M Sargisson, T Sadler, R Dew, R Turner, A Miller, A Knowles, R Martin, A McGlennon, D Foley, K Henderson, A Crew, T Ross, D Blair, G Gager, C Maddren, Noel May.

Alex Aitken opened the meeting, welcoming Tony Crew, Kevin Henderson from Wellington and John Foster from Christchurch.

Apologies: R McKay (Canterbury), Robert Brooke, Steve Pyatt, Greg Salthouse, Bruce Hopwood, Don Waterer. *Snedden/Geddes.*

Minutes of the previous meeting: Circulated in a recent West Wind and taken as read. Accepted as a true and correct record for the previous AGM. *Snedden/Foster*

President's Report: A Aitken's report had been circulated in a recent West Wind and was taken as read. Alex drew attention to his intention to relinquish the Presidency and Treasurer roles and moved his report be accepted. *Aitken/Ebert.*

Treasurer's Report: Financial Reports were circulated at the meeting. Discussion points included:

- **Margin on trading:** Bob Allen queried the margin on trading activities in view of the healthy surplus the ZOA had built up over the years, suggesting it could indicate members were paying too much. A Aitken indicated a 10% margin on average, but that this varied somewhat across the various items – hulls, sails and spars and also depended on the sailor's specification, freight equalisation, courier fees, and discounts available for bulk purchase of spars and sails. Alex noted that interest on the surplus enables subs to be kept moderate, although interest rates were dropping. The ZOA funds meant support could be given to assisting boats to National Championships, mast development and other initiatives. Alex did re-iterate the time consuming nature of the trading activities and the need for meticulous record keeping.

At the conclusion of the discussion, the Treasurer's Report was accepted. *Aitken/Ebert*

- **Subscriptions:** Alex Aitken outlined the proposed budget for the coming year. He had included Honorariums for both President and Treasurer in recognition of the considerable work involved. Some items of expenditure from last year, such as travel and a donation for Des Townson's funeral, would not recur (hopefully). Tim Snedden queried the need for paper publication of a physical newsletter and suggested electronic dissemination.

Moved that subscriptions remain at \$20. *Aitken/Ebert.*

Election of Officers;

Patron: Noel May. *Aitken/Ebert*

Secretary: Rob Ebert. *Aitken/Ebert*

Auditor: Richard Ineson. *Aitken/Ebert*

President: A nomination was received for Murray Sargisson as President (*Wilson, Snedden*). Alex Aitken then withdrew his nomination, allowing Murray to be elected unopposed. Murray Sargisson then assumed the Chair. He thanked Alex for his work as President and indicated his own involvement with the Zephyr class started at age

15 on Hamilton Lake, and has continued steadily since then with minor diversions into other classes. His first involvement with the ZOA was in 1971- predating the formation of the CZOA and other regional associations – and ending in the 1980s. He commented on the pleasing strength in the class, and aimed to keep it that way.

Treasurer: Alex Aitken. *Allen/Foster*. Alex indicated that this would be his final year as Treasurer and that a new auditor would need to be appointed if the role moved from Christchurch. The meeting applauded Alex's contribution to the ZOA over the last 12 years. In recognition of this it was moved "that the Executive Committee consider the nomination of Alex Aitken to Life Membership". *Geddes/Snedden*

Executive Committee; M Hannah, R MacKay (Chch) *Ebert/Wilson*, R Smyth, *Ebert/Wilson*. R Wilson, *Sargisson/Ebert*, R Turner. *Sargisson/Geddes*. Consideration to be given to amending the Constitution to expand the representation.

General Business:

1. **President's Honorarium:** That the Past President be allocated an honorarium of \$250 for services rendered. Carried. *Ebert/Sargisson*

2. Measuring Issues

- o R Ebert outlined the current issues in measuring Zephyrs.
 - Measurers supply details about boats and any peculiarities are noted on the measurement certificate. There is no time line for correction of any abnormalities, or enforcing compliance as a condition of entry for National Championships.
 - Canterbury built Zephyrs, and Townson Zephyrs completed in Canterbury, had strong back mounted mast steps that do not strictly comply with the class rules. These have been tolerated as there is no perceived advantage, and they were installed at a time when construction guidance was not readily available. However, there has been no formal position on them, and their existence does undermine the validity of the rules.
 - The current situation of Measuring, issuing of certificates and compliance with rules for national championships was recognised as being unsatisfactory. The custom of encouraging and allowing the participation of "illegal" or non – compliant boats in National Championships was increasingly being seen as self – defeating.
 - Measurement at National Championships was seen as overdue.
 - Greater involvement of Measurers in supervising the construction and finishing of Zephyrs was seen as desirable.
 - The Secretary, as issuer of Measuring Certificates on behalf of the ZOA, becomes the de-facto rules enforcer.
 - Publication of all Measuring Certificates on the web site was seen as a desirable option.
 - At the end of the discussion it was moved "that the incoming Committee take urgent steps to formalise the measurement of Zephyrs in accordance with the sentiments expressed at the AGM. *May/Allen*
 - o Andy Knowles drew attention to the silence of the rules on internal halyards and recommended greater clarity in the rules on the stiffening permitted in hulls. He suggested the practice of glassing hulls may not actually be permitted under the rules.
3. **Building Report:** A Aitken reported on Zephyr hulls, indicating that the Auckland Traditional Boatbuilding School was happy to continue production. #522 was planked up, awaiting an order. The mould is likely to require some refurbishment after a few more boats. Resorcinol glue had increased in price, this and other

overhead costs had pushed the price of new hulls to \$4500. Alex indicated that commercial labour rates (\$65 per hr) in the general boat building industry would actually make Zephyr hulls much more expensive. Concern was expressed that Zephyr hulls were now being built too lightly and that minimum weights to various stages of construction were highly desirable. The incoming committee was directed to attend to hull construction issues.

4. **Sails:** Alex Aitken indicated a good relations existed with Doyles, who valued relationships with class associations as a steady source of business. The double Velcro sail ties seemed to have resolved batten retention issues.
5. **Yachting NZ:** Alex Aitken and Rob Ebert had visited YNZ earlier in the day in a “meet and greet” session, updating them on a range of class and club activities. YNZ remains appreciative of any efforts to improve retention in the sport and was aware of the difficulties of club and class administration.
6. **Spars:** Alex had worked extensively with Northern Spars on Zephyr masts, indicating an improved emphasis on quality was required for our continued business. There is considerable skill in the production of a tapered alloy mast. The introduction of a new mandrel and batch production was anticipated to improve the situation.
7. **Mast Bend Testing:** ZOA’s reliance on a single mast supplier had prompted us to explore the use of a carbon fibre mast for the Zephyr. Some preliminary bend testing on some 20 masts had been conducted that day by R Ebert, D Currie and R Turner - and results are awaiting analysis.
8. **National Contest 2009-10:** Bob Smyth indicated arrangements were in hand. The \$90 entry fee included a dinner. Accommodation options were available through a link on the Tauranga YC web site. Moved “that the ZOA advance \$1000 to the organising committee for the 2010 National Championship” *Aitken/Ebert*. Also, that \$100 per entry be granted for boats from the Sth Island, to a maximum of \$1200. *Aitken/Sargisson*
9. **2010-11:** Worser Bay expressed interest in the next National Champs, at a time when it would normally rotate to Chch. Strong possibilities for the growth of a Zephyr fleet in the region existed as ex-Sunburst sailors looked to move in to monotypes. A Nationals would be a real boost and a 30 boat fleet could eventuate. Points of discussion were;
 - o There are risks in moving away from strong Zephyr bases and that perhaps the Tauranga Champs should be evaluated as a guide to a Worser Bay event.
 - o Would the Worser Bay Champs effectively be a “Sth Island” event, and return to the AKL region the following year? This would mean a two year break for Canterbury. The burden of alternating year Nationals in Canterbury on a small band of organisers was recognised. They may like a break!
 - o Canterbury to offer advice on its attitude to a Worser Bay National Champs at its September meeting.
10. **Web Site:** The need to invest in a web site upgrade was recognised. Suggestions as to how were offered and this was passed to the incoming Committee.
11. **Tightened participation in Zephyr Events:** Noel May proposed “that the ZOA looks at presenting a Notice of Motion for the next AGM along the lines of the following: Add a rule, or clause, as follows: Championship events under the auspices of the ZOA, both local and national, are restricted to bona fide Zephyr Owners who must be able to satisfy the controlling sailing committee that they

predominately sail, or intend to sail, Zephyrs in the Yacht Club to which they belong.” *May /Snedden* . Gus Gager spoke briefly on the difficulties of determining a bona fide Zephyr sailor, and this issue passed to the incoming Committee.

12. ***Mistral Link:*** Tony Miller alluded to the similarities between the Mistral and Zephyr encouraged looking for opportunities for collaboration between the classes in future.

13. ***CZOA report:*** John Foster spoke briefly to the CZOA report tabled at the meeting, it will be published in the next West Wind.

Meeting closed 2215hrs.

The Chairman,
Zephyr Class Assoc AGM,
Christchurch

16th August 2010

Why are we considering Dumbing down the Zephyr class ?

I have some thoughts I would like expressed at the AGM following on from Bruce Hopwood's sensible email early this year regarding the minimum wt.

If we think the differential of hull weights is producing a difference of performance then what about the fact we have at least three significantly different designs which without question produce very different performances.

Zephyrs are not one design, other than the mast and boom section and sail they are all different and to be frank you couldn't now get the Zephyr class into a one design without excluding the bulk of the boats !!

A big part of the enjoyment in owning a Zephyr is working on it, tweaking and fiddling with the boat, centre board, rudder etc and work on keeping our boats in pristine condition including down to weight.

If you really want to race a one design then there is the laser , except it requires new spars every season, new hull at least every couple of seasons and 2 new sail every season to be competitive.

So if you want to be competitive in your yacht racing you have to accept it is an equipment sport and the Zephyr is one of the least expensive to be involved in thanks to the full battened sail and sensible rules.

57 kilos bare for a 11 foot boat is a very sensible minimum weight when you consider Des Townson's 9'6 " Starling is 41 kilos and the much larger 12' long Des Townson 2 man Mistral has a minimum wt of 64 kilos complete including a compass and anything else that is attached to the boat other than ropes.

Light boats are fast, yes, which is why we sail them and not Sea Scout cutters. Our boats do get up and go down wind and it really is one of the reasons they are enjoyable. It seems crazy to reduce their ability to zip along when you consider every other class in the world is trying to go faster not slow down!!!

If we are trying to expand the class it is not by getting new people into old boats. That doesn't increase the numbers at all. The only way is to get new people into new boats. And why do people want to buy new boats, because they are fast to sail, competitive and possibly with an edge over an older heavier boat.

Rather than dumbing down the class lets further review the construction rules so old heavy boats can easily and cheaply be brought down to wt without compromising strength. The current changes to the rules allow for lighter timbers to now be used allowing heavy transoms and centre cases to be replaced with much lighter ones so up grading an older boat to a competitive wt is quite achievable and we only have to look at Bruce Hopwood to see how well this can be done to produce a very competitive boat

For the new boats modern materials and technique mean the new boats are being built well under the 57 kilos (I know of one new 500 series boat that's around that's at least 4 kilos light) So for the new boats the future looks bright and this is the area we need to pushing hard as this is where the new owners will be looking.

Hull wt does affect the optimum crew wt and if sail boards are anything to go by then a small increase in the wt of the hull requires a much larger reduction in the wt of the crew in order to go the same speed when you not overpowered.

A typical increase of say 1 kilo in the wt of a semi displacement windsurfer hull needs the wt of the person standing on it to be reduced by two kilos to get the same performance around the course when not heavily overpowered. Now I am sure this is not the same for a bigger volume boat like a Zephyr but the same principle does apply. Increasing the hull wt does decrease the optimum all round crew wt in order to get the same performance. Of course the reverse is true; making the boats even lighter would allow heavier crews to perform.

We currently have a strong and growing class with the rules that are in place now. If we are trying to make the class grow more then we need new boats on the water, not the recycling of old boats where the nos remain static. New boats can be built easily down to the min of 57 kilos and this is attractive to new owners. Old boats in most cases can be restored down to or close to wt.

As Bruce Hopwood has stated, if you want to be competitive then it does take some effort and if you pay peanuts you get monkeys.

We have a great little boat and rather than dumb it down keep it as high performance as we can as in the long run it's the only way it will survive.

Grant Beck Zephyr 511