

Zephyr Owners' Association
Minutes of the Annual General Meeting
Mt Pleasant Yacht Club, 1930hrs, 20th July 2012

1. **Attendance:** M Sargisson, R Ebert, T Snedden, R MacKay, A Holland, A Ebert, C Moss, R Ineson, A Knowles, R Dreverman, J Foster, B James, D McKellar, P Crofts, P Stokell, L Ebert, T Bird, R Wenham, D Le Page

Chairman M Sargisson opened the meeting and invited Regional Chairpersons to introduce their members in attendance.

2. **Apologies:** R Mackie, T Kite, M Hay, J Quealy, C Bridges, P Holland, G Bird, M Agnew, T Miller, S Pyatt. *Accepted Ebert/Snedden.*

3. **Minutes of the Previous Meeting (Pt Chev);** These had been previously circulated in the West Wind and were taken as read. Accepted as a true and correct record of the previous AGM. *Snedden/Sargisson*

4. **Matters arising from the previous meeting;**

- a. Brian Peet provided a paper detailing the Starling experience with developing Carbon masts.

5. **President's Report;** Murray Sargisson commented on facets of his previously circulated President's Report. He made one correction, noting that C Bridges, not H Garside, had won the Women's National Trophy, attributing this error to some confusion in the ranking of results within the various classes. He commented on the ongoing updating of the class rules, welcoming new members to the class, and our current strong financial position. He alluded to the many people that had contributed to the ZOA over the last year. Report accepted *Moss/L Ebert*

6. **Treasurer's Report;**

Tim Snedden spoke to his previously circulated report (West Wind, July 2012). Issues dealt with over the past season have been;

- Veneer for a further eight boats left. ZOA agreed a price increase for new boats from the ATBS, with only a modest margin for the ZOA on each one, with a view to keeping the boats affordable.
- NZ Rigging masts have generally been well received, but a couple of puzzling failures lead to the realisation that the wrong grade of alloy had been used. The original masts will be recalled and replaced. A batch of new masts from the correct material is just about ready for a production run and the bend characteristics will be checked.
- New sails continue to be well received and are selling well.
- Insurance on stock was put in place, at a premium of \$700, after realising up to \$24000 of stock was potentially at risk at times.
- New hull #526 has been sold since balance date.

After discussion, the Treasurer's report was received *Aitken/Ineson*

- Subscriptions recommended to stay at \$20 *Snedden/Sargisson*

7. **Election of Officers;**

The following Officers were elected, having previously agreed to nomination;

Patron; Alex Aitken, *Ebert/Sargisson*

President; Murray Sargisson. *Ebert/Snedden*

Secretary; Rob Ebert, *Snedden/Sargisson*

Treasurer; Tim Snedden, *Ebert/Sargisson*

Financial Scrutineer; Matt Hannah, *Snedden/Sargisson*

Committee Members;

Steve Pyatt, *Sargisson/Ebert*
Peter Stokell, *MacKay/Foster*
Andy Knowles, *Sargisson/Ebert*
Brian Peet, *Sargisson/Ebert*
Don Currie, *Sargisson/Ebert*

Regional Representatives (ex officio)

Richard MacKay (CZOA)
Richard Dreverman (Wgtn)
Tony Miller (AZO)

8. General Business;

1. ***YNZ Service Award***

- Alex Aitken spoke to the contribution Rob Ebert had made to the ZOA since the mid 1990s and moved that he be recommended for a YNZ Service Award. Accepted, *Sargisson/Aitken*

2. ***Building Report***

- Issues related to Masts, Hulls and Sails dealt with in the Treasurer's Report..

3. ***National Contest 2013-2014***

The meeting confirmed the expectation "that the 2013-14 Zephyr National Championships be held in Canterbury" *Ebert/MacKay*. The likely locations were Lyttelton Harbour, or Charteris Bay, the latter venue being tidal, with more limited rigging area.

In discussion, A Knowles suggested a Northern, Central NI and Sth Island rotation be formalised, with Taupo as a possible venue at some stage. The advantages of having a local fleet organise the Nationals were once again recognised, as were the difficulties of Canterbury sailors having to cross to the Nth Island two years in three.

4. ***Make Weight Rule Change***

The meeting received a rule change proposal from Wellington members proposing to revert to the previous rule of having make weights on the transom. Richard Dreverman spoke to this rule proposal, restating the perceived advantage of being able to place large amounts of weight in the centre of a yacht, and that this possibility had not been foreseen when the original rule change had been passed. In discussion, the following points emerged;

- The importance of make weights being visible
- While many class members believe central weight placement conferred an advantage, some believed that placing weight on the transom also did so.
- Weight can be incorporated into the boat's structure, increasing local strength.
- Past strategies in managing the weight of Zephyrs were outlined, noting that they had been far too heavy in the past. Boats were coming off the mould at 38.5kgs approximately, and with 17- 19kgs required for finishing taking them to around 55-57kgs at finished weight. Only small amounts of weight would likely be required in future.

5. ***Carbon Fibre***

R Ebert outlined recent discussion in the ZOA Executive on the use of carbon fibre sheathing of Zephyr hulls. This discussion had been outlined in a recent West Wind and had its origins in a request for rule clarification from Brian

Peet, rule “tidy up” proposals from Andy Knowles and the Owners’ Forum at Worsler Bay.

Andy Knowles outlined his past experience with class rules within Yachting NZ and spoke to a paper circulated in advance of the meeting. When he bought his Zephyr hull, he noted that carbon fibre was used for spot reinforcing and to coat the centrethwart, so he assumed carbon use within the class was condoned. It was likely that a number of carbon fibre sheathed boats existed, though it was impossible to be sure. He also asked from a Measuring perspective “How would I control this”, as carbon and other fibres, once applied to a hull, are unable to be detected without “invasive” measures. He also noted that the carbon fibre discussion “is a symptom” of the wider availability of a range of future fibres, such as Dyneema, which may well be inexpensive. Possible approaches include attempting to confine carbon fibre use to local stiffening/spot reinforcement, with the grandfathering of boats currently carbon fibre coated, and the limitations of these approaches discussed. Ideally, any rule should gather in all existing boats. In the discussion, the following points of view were advanced;

- Zephyrs were initially a pretty basic shell of triple skin wooden construction, with no consideration given to achieving a consistent minimum weight. Buoyancy tanks were often not fitted until well after boats were first built. Variation between boats may well have been more than it is now. Des Townson only envisaged a “life” for the boats of around 10 or so years.
- Sailors were generally happy with a wooden boat, with fibreglass used to control “delamination”. Those seeking to use carbon fibre may just be seeking a short term speed advantage for their time in the class.
- Cost of carbon fibre coating would increase the price of ownership/entry to the class.
- Carbon fibre use in bulkheads changes the structure of the boats.
- Boats could be inspected at various stages of construction, in a similar fashion to buildings, recognising the implications this would have for measurers.
- Zephyr Class Rules were deficient in a number of aspects, and need to define more accurately what was permitted. This was a task for the incoming committee, to be lead by Andy Knowles and Rob Ebert.

6. Regional Reports

- Wellington; Richard Dreverman outlined recent activities in the Wellington region. The intention is to encourage some Muritai sailors to take up Zephyrs. Consideration is being given to a Facebook page and a “loan” Zephyr.
- Canterbury; All Estuary clubs will operate, with Pleasant Point sailors sailing from Mt Pleasant, with separate results for their members. Good attendance at local races. Alex Aitken had taken over from Geoff Hutt as CZOA Treasurer. Zephyr sailors were heavily involved in CYA and will have a hand in determining the direction of sailing in Canterbury. Interchange with Wgtn sailors was being explored possibly via the Rotoiti Classic boats regatta, and other avenues.
- Hamilton going through a quiet patch, future of the Hamilton Zephyr weekend in doubt, being undermined a little by the establishment of the Nth Island Champs in Taupo in what looks like a regular fixture.

- Auckland; Good fleet numbers, steady growth in numbers, with interest from Manly Sailing Club and a number of female sailors. Some 40 sailors anticipated at the Nationals.

7. **Female Sailors**

Andy Holland alluded to the problems female sailors faced in Zephyrs, with the generally more powerful rig. He asked if a smaller rig could be considered, but this was not generally favoured. The advantages of a reef were outlined and it was considered that this was under utilised.

8. **Penalty Turns at National Championships**

The intention to use a 360 penalty turn at the Nationals was commented on, noting that this had arisen in catamaran classes initially, and was not necessarily appropriate for centreboard dinghies.

Meeting closed 2145