

**Zephyr Owners' Association**  
**Minutes of the Annual General Meeting**  
**Becks Alehouse, Christchurch, 4<sup>th</sup> September 2015**

1. **Attendance:** M Sargisson, R Ebert, T Snedden, D le Page, L Ebert, P Stokell, A Ebert, K Maynard, A Aitken, R Mackay, T Park, R Wenham, D McKellar, B James, B Peet, R Dreverman, J Kliffen.

Chairman M Sargisson welcomed members to the meeting and invited members to introduce themselves.

2. **Apologies:** R Ineson, G Bird, J Boraston, M Hay, T Miller, S Pyatt, R Mackie, D Currie, G Beck, A Knowles. *Accepted Ebert/Sargisson*
3. **Minutes of the Previous Meeting (Pt Chev);** These had been previously circulated in the West Wind and were taken as read. T Snedden asked for the following corrections (italicised or struck through) to his 2014 Treasurer's Report.
  - ZOA provided \$1000 initial funding to CZOA for the Lyttelton Nationals, on the expectation that this was to be returned *in the event of surplus*.
  - ~~NZ Rigging arrangements improved now able to place orders directly into the NZ Rigging on-line ordering system.~~ Masts to be inspected and stamped before despatch, focusing on straightness, taper and overall quality. Improved packaging of masts for freighting being investigated to minimize damage.

With these corrections, the 2014 minutes were accepted as a true and correct record of the previous AGM. *Ebert/Sargisson*

4. **Matters arising from the previous meeting;** Nil
5. **President's Report;** Murray Sargisson spoke to his report, it having been circulated in the West Wind.
  - a. *Glass/composite hull progress;* Murray outlined the progress on the glass/composite hull. Initial progress was quite slow owing to the nature of hull construction, but Salthouse Boatbuilders are now at the stage of taking a mould off the plug built by Don Currie. Murray acknowledged the contributions of R Brooke, D Currie, Marco Scuderi, G Beck, B Peet and G Salthouse for their part in the process to date. The ZOA was very fortunate to have access to highly competent boat builders within its membership and accorded them a vote of thanks. Don Currie had accepted a sail in recognition of his contribution to the project. There was a degree of interest from boatbuilders in eventually building the hulls, and the ZOA would accept the recommendations of the glass/composite sub-committee when this stage was reached.
  - b. *YNZ Service Award:* Murray acknowledged R Ebert's being awarded a YNZ Service Award last year, in recognition of his services to yachting and the Zephyr Class.

6. **Treasurer's Report;**

Tim Snedden spoke to his previously circulated report (West Wind, August 2015). Issues he noted where;

- The difference in trading results for 2014 and 2015 are due to some transactions being recorded after the year end date. When these are taken into account, the overall trading margin over the two years is very similar.
- NZ Rigging continues as our mast supplier. There are often delays in providing masts, but they are now quality checked before leaving the factory.

Alloy and anodising prices have increased, so an increase in the price of masts is likely. Considerable skill is needed in tapering the mast and this area is the main quality concern. It was suggested fibreglass tip for the masts would simplify this area and remains an area to be explored. Carbon masts remain in the background as an option, but their potentially transformational on the class was recognised, so that alloy remains the preferred option.

- Insurance on stock remains in place and will be extended to the newly constructed mould.
- Construction of the mould proceeding as budgeted, the philosophy of the new boats being as good as, but no better than, the current 500 series boats.
- Subs, overall slightly down.

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

## **7. Budget and Subscriptions**

- Tim Snedden presented a budget for the coming year. He noted a write down in veneer stock after a thorough stock take and its use in building the new plug. He outlined a cash flow forecast and noted that cash reserves will drop as the new glass hull is paid for. Estimated costs for the new Zephyr are \$22k.
- Matt Hannah's contribution to the Financial Statement Review noted. Moved "that the Treasurer be empowered to express the ZOA's appreciation of his contribution of the Financial Statement Review" *Accepted Ebert/Snedden*
- Subscription recommended to remain at \$20. *Snedden/Sargisson*

## **8. Secretary's Report**

R Ebert outlined the Secretarial Initiatives over the past year;

- Membership and Measurement Certificate database has been revised and is now in a Microsoft Access database. This will smooth the eventual hand over of secretarial responsibilities.
- A Facebook page has been established for the ZOA and is being well received.

## **9. Election of Officers;**

With the exception of Rob Bryant, Wgtn, replaced by John Kliffen, all members have agreed to stand for another term and were elected en-mass. *Ebert/Sargisson*

**Patron;** Alex Aitken,

**President;** Murray Sargisson.

**Secretary;** Rob Ebert

**Treasurer;** Tim Snedden

**Financial Scrutineer;** Matt Hannah

**Committee Members;**

Steve Pyatt

Peter Stokell

Andy Knowles

Brian Peet

John Kliffen

**Regional Representatives (ex officio)**

Richard MacKay (CZOA)

Richard Dreverman (Wgtn)

Tony Miller (AZO)

R Mackay commended the outgoing Committee on its work and offered a vote of thanks.

## 10. General Business;

1. **Glass Composite Hull Construction;** M Sargisson passed around trial panels for the traditional and glass composite construction, asking the meeting to note the near identical weight per unit area. He elaborated on some of the construction details aimed at ensuring the cockpit area had adequate strength. This prompted a discussion on general construction details. The option of a second Sth Island mould was raised, but it was thought that the approximately \$9k cost of a mould would rule out having more than one. R Mackay noted the potential interest of a number of builders. The meeting agreed that the method of appointing or selecting a builder would be referred to the Glass/composite sub-committee. The proposed construction still requires considerable wooden joinery and this may influence prospective builders. 016 Nationals.
2. **Building Royalty:** A Aitken requested the need to retain this \$2600 book keeping entry, prompting a discussion of its origins. Moved that “the \$2600 royalty be incorporated in the general accounts” *Aitken/Snedden*
3. **National Contest 2015-16:** The Manly event is in the capable hands of Harold Bennett. Race Officer Steve Parish. Difficulties of promoting attracting Sth Island sailors to the event acknowledged due to the cost of transport. Resolved that “the Zephyr Owners’ Association apply to the Lion Foundation for \$1750 towards the cost of transport costs to the Manly venue”  
*Ebert/MacKay*
4. **National Contest 2016-17:** Planned for Akaroa, likely late January, although Auckland members suggested a February timing.
5. **Proposed Rule Changes;**  
A number of tidy up rule changes were proposed, possible wording as below.
  - 5.1. Mast Hole Collar, 2.5.3, to be re-phrased to eliminate the minimum size.  
*The hole shall be a maximum of 67mm diameter circle.*
  - 5.2. Consistency of wording with 2.7 Chainplates. The mast hole shall be 2625mm ± 10mm from the ~~outside face of the tuck~~ **aft face of the transom** to the centre of the hole.
  - 5.3. Rigging, 3.1.5, add a second bullet point to tighten up the rule and allow adjustment systems. At the moment, it would be legal to have a short wire stay and a long length of adjustable Dyneema. *Each stay may have different materials-for example, lashing, purchase system or adjustment plates-within 300mm of its lower end.* This would also rule out forestay adjustment systems within the mast. A member had recently inquired if these were permissible, but the feeling of the meeting was that they were under current rules, but were most likely a disadvantage.
  - 5.4. Booms 3.2.6, to eliminate partial “loose footing in the tack end of the boom; *The sail bolt rope shall remain within the boom sail track at all times, except for accidental and temporary removal after the start of a race.*

**Meeting closed 2110**