

West Wind

The Newsletter of the NZ Zephyr Owners' Association

Volume 63 Issue 3

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August 2019

Editorial

The rule changes notified in the last West Wind prompted a fair degree of interest with members in most regions meeting to discuss aspects of the proposed changes and their potential implications. Most of the discussion as been circulated through the various email groups, but I have gathered it all here so that every member is exposed to the material and to create an historical record.

The carbon fibre rule sheathing proposal is contentious with reasoned arguments on both sides of the debate. I think the outcome is "too close to call" at this stage. Whatever the outcome, it will provide an firm indication of the members' position on the issue. The issue will either be resolved, or the resolution process will continue.

I also think that the ISAF open v closed class determination is not helpful for a "refurbishment class" where owners are looking to use the best materials to extend the life of aging hulls, but those same materials are perceived to create a performance advantage when used in newer hulls. The closed class determination, where items not expressly permitted are illegal will mean that the "certain freedom of finish and equipment" will need to be more precisely defined. The policy of the ZOA has been to restrict the hull form and sail plan, but increasingly members are interested in panel stiffness and hull weight distribution because of their perceived influence on the potential speed. We can probably expect greater detail to make its way into our rules over time if we want to adhere closely to the closed class philosophy.

There has been no enthusiasm for converting to an open class philosophy, an idea I floated some time ago. With the hull, mast, boom and sail provided by the ZOA and thus restricted, it seemed to me that it should be possible to construct a set of rules that restricted agreed aspects of hull fit out but left areas for owners to "personalise" their boats.

Tony Miller has done a lot of work on the fibreglass Zephyr as detailed in his report here. In response to feedback, the wooden deck can remain as an option for those who wish to take it up. The details of this proposal will need to be put to the membership under the provisions of the Constitution. It will help to have the initiative allowed by the class rules, but it won't be proceeded with if it does not make sense.

Clive Wright and myself have put some effort into on-line subs payment some members have begun using it. The issue will be canvassed at the AGM.

I did look at making the AGM available online via Zoom. Zoom works best when each meeting participant is logged in and is not really that much use in an AGM where some attend in person and others online. The meeting would need to be filmed in order for it to be broadcast to members and that is not feasible yet.

The SurveyMonkey rule change link will be circulated to members shortly after the AGM. The voting period has not been decided yet, but is likely to be two weeks after it has been issued.

The financial tables contained in this newsletter have been drawn from the circulated accounts. If there are any discrepancies, the accounts are "the truth".

Rob Ebert
Secretary

President's Report

The past year has seen the 5 or so regional Zephyr groups continue to do a good job in arranging regular sailing for their respective members and in other areas such as Waiuku and Whangarei several sailors have joined forces for some competitive sailing.

The Zephyr class has maintained a high profile nationwide with media coverage of major regattas and some in-depth coverage of individuals and their Zephyr restorations.

The special character of the Zephyr (and their owners!) is enduring and much of our enjoyment is on the beach or yacht club in addition to the competitive sailing. The Nationals held at the Tauranga Yacht and Power Boat Club in February was enjoyed by the near 60 participants. What impressed me was the friendly duals throughout the fleet - many in the middle and back of the pack had just as much fun as the front group duelling between boats of similar boat speed. We look forward to the 2020 Nationals in February at Picton and the various regional regattas nationwide leading up it.

Your Executive have met in person and held several electronic meetings through out the year and I am most appreciative of the dedication and expertise that each executive member has brought to the sometimes robust but always positive discussion on how we can further develop the Zephyr class.

One area the Executive has focused on is wishing to get boats to comply with the class rules. This may sound a rather fundamental requirement but it has been problematical for the class for many years now. In wishing to have boat owners respect and conform to the rules, we have looked at changing the rules to align with the common practice of majority of boats but still keeping restrictions in place so boats cannot have modifications to enhance boat speed.

The rule change adopted in 2018 requiring any under weight boat to have compensating lead weights placed at the mast step and aft bulkhead has negated the incentive to build super light weight boats but we now need to make our rules clearer in other areas so owners doing restoration of their boats know what materials can be used and where.

The soon to be voted on proposed rule changes, if approved by the required 66% of those that vote, will I believe, achieve the wish of the majority of the Executive. If not approved by the wider membership we will have to go back to the drawing board as having over 50% of the class not complying with our stated rules, particularly in regards to use of various composite materials not currently permitted by the rules, makes having rules a farce. I encourage you all to vote so we can resolve this matter in the best interest of the class.

All the best for an enjoyable sailing season.

Peter Busfield

Christchurch Comments on the Rule change proposals.

Ten Christchurch skippers attended the rules discussion recently and here are some of the points raised. We did not try and reach a consensus particularly, but left it to each person to decide their own view having heard the discussion.

Rule permitting a glass fibre deck

- Intention is to permit development of a boat which requires significantly less maintenance, perhaps becoming more appropriate as society changes.
- So why not just get a Laser?
- Rule change permits this but does not commit ZOA.
- It will no longer be possible to purchase a bare hull and fit a wooden deck oneself, increasing cost structure.
- Wooden deck is a major point of difference from other craft, retains an element of tradition.
- If we commit to experimenting with glass decks, the costs involved will be sacrificed if we then decide not to go ahead; hence we need to know what those costs will be.
- If we alter the mould to experiment with glass deck, can we then reverse these alterations if we decide not to proceed?
- How sure are we that Mackay's (and their sub-contractor) are the only options, and that therefore to interest Mackay's a FG deck is necessary?
- It appears to be in conflict with 1.3.1 "allowing a certain freedom of finish...." - essentially there will be no freedom of finish, though there will still be of equipment. Also it goes beyond 2.1.1 "Hulls shall be supplied with deck beams, gunwales, carlins.....etc" - yes, hulls will have these and decks as well.

Mast rule changes

- There seems to be 2 different questions or at least options, one of which enables the repair of a damaged mast, the other the stiffening of a mast ostensibly to prevent damage but which could be used to stiffen a mast for other reasons and negating the one-design mast feature.

Stiffer masts perform differently - some would say advantageously for some skippers. A good example is the rare Bavestock mast which some boats had until quite recently and was tried by a number of skippers in Canterbury and found to handle rather differently.

Carbon fibre limiting rule

- So far ZOA has managed to keep 60+ year old boats competitive with new boats and this is a great achievement.
- Everyone therefore agrees that prevention of "superboat" development is important.
- The appeal of Zephyrs is not about pure speed - if it was, just get a Laser.
- Some skippers remain reserved about the addition of extra stiffness by using CF.
- There is a need for boat renovators to have the best tool for the job, when many are dealing with very old and/or deficient hulls. We need to ask and answer the question "where do we want Zephyrs to be 5,10, or 20 years from now?"
- CF is no more difficult to use than FG - actually, it wets-out more easily.
- Tony rigged a mast on his old and damaged hull and used an R-Class rig tensioning system to pull on a enormous load - no

change whatever in the Zephyr measurements. Hence the hull is rigid because of its structure (geometry) and not because of its skin.

- The question of intention is critical to the CF discussion. If a boat has been sheathed on one side with CF was this done as a way of enhancing speed, or a way of remedying a poor situation? Another example would be the sanding off of much of the external veneer and replacing it with CF - apart from contravening several rules eg 1.3.2 "not within the spirit of the class rule...." it is more likely to be a potential speed exercise.

Richard Mackay

Auckland Report

The AZO AGM was held on July 21 with 23 members in attendance. The previous season's office holders remain after no other nominations were received.

With respect to Zephyr matters of a national significance, the GRP hull attracted the most discussion. The ZOA Treasurer presented the case for a full GRP hull and decks and pricing approximations, based on expressions of interest for four full GRP hulls. Despite Mackay Boats preference for this as a sole option, the members wished to retain an alternate option of a plywood deck. Voting was 18/4 in favour of the dual option. For the plywood deck boats, preference was for a GRP cockpit bulkhead/side tank configuration and GRP centrecase, in-line with the full GRP hull and decks configuration. (Mackays have subsequently advised both options can be supplied.)

The rules ballot discussion started with comment about the suitability of inserting the World Sailing 'Closed Class' descriptor for the Zephyr. Our class Chief Measurer has already ruled that this status is the correct classification available to Zephyrs under WS's current definitions. Even under the old IYRU class rules, Zephyrs were a 'Restricted' class, so inserting 'Closed' in the Zephyr rules simply formalises what has been 60 years of practice.

There was discussion on the carbon rule proposals with a couple of members suggesting there had been insufficient information presented on the topic. The alternate view expressed was that between the Nationals Sailors' Forum and West Wind reports, the subject had been covered in considerable detail. No rule clarifications were sought from members present.

The mast repair and stiffener rules attracted discussion with a variety of views expressed. The majority seemed acquiescent to the provision of upper-wind mast protection.

To sum the mood of the Auckland fleet, the great majority are supportive of the ZOA's direction and simply want the turmoil of the last two years settled by adopting the rule proposals as presented.

Brian Peet



HAZO Meeting, Tauranga

Thirteen sailors met to mull over the proposed changes Zephyr Class Rules and review the document prepared by Andy Knowles.

1.1 Expanding the Name definition; The potential problem of formally defining the Zephyr Class as closed at this stage in rule development was aired. It was recognised that closed classes have detailed, well defined rules, not our current class rules situation. It was suggested that this change should wait until the class formulated rules that cover all the variations within the class that sailors agree to allow.

2.1.3: Corrector weight position; Some boats do not have an aft bulkhead, so it would be preferable to have the corrector weight position in this situation as a measured distance from the ransom. In the interim, the CM could provide it as an interpretation.

2.1.4: E Glass weight; 200 g/sqm was thought too light and insufficiently versatile for restoration. The probable weight used for repair around the keelson area, and for taping, is more like 400 g/sqm. In addition, it is inevitable that there will be overlaps. The joints will be double, or quadruple layers, and will therefore breach the rules. Taping of the bottom/side-tank and bottom/centreboard case joints is potentially prohibited under this proposed rule, but this taping is highly desirable to extend the life of hulls, and very common throughout the fleet. Is a restriction on cloth weight necessary given most will not use more than needed, as weight is a problem when working on wooden Zephyrs?

2.15 Carbon fibre: Carbon fibre or any other relatively strong material, will always have a structural effect. Some parts of the boat are already strong enough, so increasing their strength or stiffness will be inconsequential. In the absence of a clearer definition, Measurer's will need to determine what carbon fibre use is "non-structural", when all use of carbon will improve the structural qualities. If an owner paints over the carbon fibre is it then no longer decorative and thus not permitted by this rule?

The absence of a definition of "non-structural" is a real weakness and places far too great a reliance on the CM to make case by case decisions. The only way around this is to publish a table of interpretations so members know if their current carbon fibre use is compliant. There has also been a suggestion that carbon fibre will be allowed on otherwise non-competitive boats, but again, this is highly undesirable.

The Chief Measurer should only be providing interpretations occasionally, not on a boat by boat assessment of competitiveness. That is an unfair ask.

Use of carbon on fittings is current standard class practice. It should be permitted.

2.1.6. Chainplates; This rule is based only on the fibreglass hulls, which have this configuration. Ideally, there would have been consideration of how other owners have used carbon fibre, fibreglass, plywood, or other materials to spread chainplate load to the rest of the hull. A rule along the lines of *Reinforcement of the stay attachment areas is permitted. Reinforcing may be made from any material. Reinforcing shall be limited to X mm from the centre of the stay attachment point.* X should probably be somewhere in the range of 200-300 mm.

3.4.3. Centreward Knees; Many boats have additional strengthening around the top of the centrecase. On the proposed strict reading of this rules, such are illegal. The proposed rule change will make a small knee legal, but will outlaw many other types of reinforcing. We need to do a survey of what owners have done, as this rule potentially makes a number of boats illegal.

3.8.1. Items not permitted; What is meant by "carbon fibre hull sheathing" could benefit from more definition, otherwise it potentially conflicts with 2.1.5. This restriction is in an odd place,

as statements on carbon fibre sheathing might be better off in the Hulls (2.1) section.

The proposed changes do not cover many class features, reinforcing the point made in the opening paragraph about the Name section.

- Wind pennants, or woollies. Most of the fleet have these.
- Mylar or similar fairings on centreboard slots. Many boats have these.
- Conduits for lines to pass through. These are found on at least 501, 32, 109, 239, 527 & 520 in the Tauranga fleet. Therefore, all these boats will become illegal if the proposed rule is passed. It does not matter what material the conduits are made of.

It has been suggested that most deficiencies in the rules can be covered by specific dispensations given to the affected boat(s). This is highly undesirable. It means that people with the affected boats will forever have a perceived advantage over other boats, with structural or otherwise desirable features that are not available to other boat owners. That approach is almost guaranteed to create a perception that some boats are forever and irretrievably better than others, and consequently lead to a serious "us and them" belief in the class, which will be problematic. It also creates a substantial work load for a Chief Measurer, a position that does not have a long history in the class. It will also require a robust recording system for the approved exemptions that will need to be forever maintained. Both these are huge asks for a small organisation.

Formulating these rules has taken a lot of time, effort and discussion, but a situation where carbon fibre use can be justified on some boats and not on others is impractical and potentially damaging for the class.

Also, we need to remember that this is not solely a carbon fibre issue. Reinforcing materials are continually evolving. Better ones than carbon fibre will be available at reasonable cost in the near future. It is the concept of additional reinforcing, and where it should be able to be used, not the use of any particular material which the class rules should control.

On the vexed subject of fibre reinforcing of the outside surface of the hull, there is no available engineering or scientific evidence that reinforcing the outer hull surface with carbon will produce a result which is any stiffer than a hull coated on both sides with glass reinforcing, as per our cedar strip planked boats, or the relatively thick foam sandwich, glass on both sides, cockpit floor found on our fibreglass hulls. A hull with a high modulus material, such as carbon, on both sides may well be stiffer, and perhaps should be outlawed, but there is no evidence to support why single sided carbon use should be outlawed.

**Rob Ebert
Hamilton**



Trading Report on the Fibreglass Zephyr

Development of a fibreglass Zephyr with a fibreglass or wooden deck

The Process So Far.

1. The ZOA commenced building a fibreglass hull with wooden deck in 2016. The main concern was that the speed of the new hull be no better or worse than current wooden boats. This was achieved. Some eight hulls were supplied, but the hull weight variation was unacceptable. It turned out to be due to variations in both glass weight and timber weight.
2. The capital cost of the mould was \$16,137. This low cost was due mainly to a massive amount of volunteer time in making the plug. The ZOA purchased #607 (August 2018) for \$9100 ex GST, replaced the centrecase in #602 than credited a discount due to the hull being well overweight and no possibility of a replacement boat being supplied. Total cost of the mould and resolving consequent issues, approximately \$28,000.
3. It was hoped that #607 could be used as a plug for the proposed fibreglass deck mould.
4. In 2018, Salthouse Boats, as the licensed builder, advised they were not able to continue building Zephyrs so the Executive sought a replacement builder.
5. Subsequently the ZOA commenced discussions with Mackay Boats to possibly build a Zephyr hull with wooden decks. It became clear over time that the class no longer wanted a wooden deck boat and that Mackay's preference was to build a fully fibreglass boat. Mackays' have built some 80 fibreglass Starlings. Their main business is production of one design dinghies to tight tolerances.
6. There have been no enquiries for a wooden deck Zephyr in the past two years. The weight variations cannot be totally resolved while we are using timber. The weight variation due to varying timber density is over 2kg.
7. At the National Championship sailors' forum Feb 2018, there was no interest in a wooden deck fibreglass Zephyr. There were however 11 sailors indicating an interest in a fully fibreglass Zephyr. We now have 4 firm expressions of interest for a fully fibreglass hull and decks.
8. At the Executive Meeting of 21 May 2019, approval was given to continue discussions with Mackays regarding building a deck, centrecase, side tanks mould for \$21,000 ex gst. The expenditure has not been approved at this point. It should be noted that this very low cost is due to being able to use #607 which will be modified free of charge by Brian Peet. Without this volunteer time the deck mould would be considerably more and the ZOA would not be able to proceed as we have insufficient funds.
9. As with the wooden deck fibreglass hull, there is no valid business case or payback for a fully fibreglass Zephyr. The margin does not provide a payback for many years. However, one aim of the class is "To develop and protect the interests of yacht racing and yachting generally and the Zephyr dinghy class in particular." We consider this project will further develop the class.

The Plan.

1. September 2019. The class pass a rule to permit a fully fibreglass Zephyr. There is no point doing all this work on a fibreglass Zephyr if the class objects to this quite significant change. There is also no point in spending any money if the class later fails to permit a fully fibreglass Zephyr. This is also the only way to be able to offer boats in 2020. The alternative plan to build a hull and deck, trial, prove it, then request a rule change will take at least another 12 months and also expose the class to potentially righting off a further

\$21,000 (cost of the deck mould).

2. September 2019. The class must exclude carbon fiber sheathing from wooden boats. It is believed that a carbon sheathed wooden hull could be superior to a glass hull. This risk must be excluded.
3. September 2019. Mackays to finalize the plans and specifications for a fibreglass Zephyr. It is proposed so far to almost copy the current boats. Forward bulkhead forward of the mast and a separate centrecase as now. Centrethwart as now. Their brief is, of course, to duplicate as near as possible the weight distribution of the current boat. They believe this is not a problem. The current deck is around 12kg including deck beams. The current centrecase is around 3.2 kg. Total weight for the boat is 58 kg including fittings, so the proportion of the deck to total hull weight is small. In fact, I suspect we will need to add weight to the completed hull and deck to meet specification.
4. September 2019. The ZOA Executive to approve the expenditure of a deck mould at \$21,000 ex gst
5. September October, November 2019. Brian Peet to complete work on the deck mould.
6. September thru December. Mackays to modify the current hull mould to be suitable for a fibreglass deck. This modification will still permit the addition of a wooden deck if required.
7. January thru March 2020, commence production of 3 complete boats. Target price \$19500 incl gst including \$500 for ZOA reserve fund/ margin plus the usual trading margin on mast, sails boom. A complete boat to include, mast, sail, fittings, beach trolley and foils. That is "sailaway". The first boat will be trialled to ensure its acceptability, but given the we have proven and accepted the hull shape and performance, the additional fibreglass elements are not expected to affect performance. prove performance is no better or worse than current hulls. Changes to the boat will be made if necessary, to achieve this. However, given we have proven and accepted the underwater hull shape and performance it is expected there will be no performance issue few if any performance issues with adding a deck.

Comments.

1. There has already been a massive amount of work going into this planning. So far it has taken over 12 months to get to this stage.
2. This is an exciting change for the class and we hope to attract a number of new sailors who do not wish to spend time and/or money sanding and varnishing decks.
3. It is necessary to make rule changes prior to expenditure.

Tony Miller

July 2019



These statements have been taken from the official financial reports which will be presented at the AGM

| Zephyr Owners' Association Statement of Financial Position as at 31 May 2019 | | |
|---|-----------------|-----------------|
| | 2019 | 2018 |
| CURRENT ASSETS | | |
| ASB Cheque Account | 27,211 | 11,654 |
| ASB Fast Saver | 8 | 8 |
| ASB Term Dep 0072 | 14,883 | 14,503 |
| ASB Term Dep 0074 | | 21,491 |
| Accounts Receivable | 47 | |
| CST Refund Due | 182 | 179 |
| Inventories | 13,717 | 16,582 |
| | 56,048 | 64,417 |
| NON CURRENT ASSETS | | |
| <i>Property Plant and Equipment As per schedule (at book value)</i> | 16,138 | 16,138 |
| TOTAL ASSETS | 72,186 | 80,555 |
| CURRENT LIABILITIES | | |
| Accounts Payable | | 130 |
| TOTAL LIABILITIES | | 130 |
| NET ASSETS | \$72,186 | \$80,425 |
| ACCUMULATED FUNDS | | |
| Accumulated Surplus | 69,586 | 77,825 |
| Capital Reserve | 2,600 | 2,600 |
| | \$72,186 | \$80,425 |

| Zephyr Owners' Association Statement of Financial Performance for year ended 31 May 2019 | | |
|---|-----------------|---------------|
| | 2019 | 2018 |
| INCOME | | |
| Sails | 16,800 | 14,268 |
| Battens | 875 | 610 |
| Spars & Rigging | 4115 | 5,184 |
| Hulls | | 5,625 |
| Subs Auckland | 1,457 | 974 |
| Subs Central | 813 | 426 |
| Subs Wellington | 890 | 626 |
| Subs Canterbury | 540 | 365 |
| Subs Prior Year | | 87 |
| | 25,489 | 28,191 |
| COST OF SALES | | |
| Opening Stock | 16,582 | 17188 |
| Purchases Sails | 15,209 | 15,478 |
| Purchases Battens | 708 | 177 |
| Purchases Spars & Rigging | 1146 | 1230 |
| Purchases Hulls | 10,695 | 7,650 |
| | 44,340 | 41,723 |
| Closing Stock | 13717 | 16,582 |
| Cost of Sales | 30,622 | 25,141 |
| GROSS MARGIN | -5,133 | 3,050 |
| INVESTMENT AND OTHER INCOME | | |
| Interest Received | 459 | 1221 |
| Other Income | 96 | 2,242 |
| | 554 | 3,463 |
| TOTAL INCOME | -4,579 | 6,513 |
| EXPENSES | | |
| Accountancy Fees | 757 | 806 |
| Advertising | 495 | 495 |
| Bank Charges | | 40 |
| Contest Promotion | | 1,200 |
| Insurance | 1,284 | 666 |
| Meeting Expenses | 961 | 741 |
| Nationals Costs | | 1,320 |
| Subscriptions | 117 | 117 |
| Sundry Expenses | 44 | 44 |
| Travelling Expenses | | 23 |
| TOTAL EXPENSES | 3,659 | 5453 |
| NET SURPLUS/DEFICIT | \$(8238) | \$1059 |

| ZEPHYR OWNERS' ASSOCIATION STATEMENT OF MOVEMENTS IN ACCUMULATED FUNDS YEAR ENDED 31 MAY 2019 | | |
|--|-----------------|-----------------|
| | 2019 | 2018 |
| Surplus (Deficit) for the Period | -8,238 | 1,059 |
| Total Recognised Revenue and Expenses | -8,238 | 1,059 |
| ACCUMULATED FUNDS AT START OF PERIOD | 80,425 | 79,365 |
| | 72,186 | 80,425 |
| ACCUMULATED FUNDS AT END OF PERIOD | \$72,186 | \$80,425 |

ZOA Subs Proposal

Hamilton Areas Zephyr Owners' paid their subscriptions on-line via the ZOA web site last season as a "proof of concept". A number of other out of area sailors also used the on-line payment system. With decreased use of cash and cheques, it is expected that this method will be increasingly attractive. Auckland and Christchurch regions have expressed interest in on-line subs collection and some AKL members have already "jumped the gun" and discovered" the option.

One important advantage is a far more accurate membership register and boat ownership record.

Proposal

- ZOA registration and regional subs are entered and collected via the ZOA website and DebitSuccess and paid into the ZOA account. Regional collection of ZOA and Regional subs is still possible, but a standard system is preferable. DebitSuccess "clips the ticket" for 5% of the fee so we need to retain 5% more members. Once a member is registered, they are captured and can be prompted to renew in subsequent years.
- The ZOA financial year runs from 1st June – 31st May, but this is the accounting period, which can differ from the "membership" period.
- Subscriptions are set as usual at the Annual General Meeting, as part of the financial reporting and budgeting process.
- Subscription collection begins after the AGM. It is normally held in August, so nominally 1st September would become the due date for subscription collection. This conforms to the pattern of subs collection used by the yacht clubs our members also belong to. Subs will clearly be accepted after this

date but it just sets a time period for the expiry of membership for those who paid in previous seasons and did not renew.

- Membership is valid from 1st September to 31st August the following year (12 months).
- Membership is resigned by simply not renewing it. Under rule 5.1 of our Constitution "Any member who has failed to pay any membership fee set by the Association three months after it is due will cease to be a member." This three month expiry period in the Constitution is really a mechanism for ensuring that once someone becomes a member, they are not a member forever-and that they are not required to resign. Subs would thus be due on 1st September.
- Online registration and payment will close on the 24th May to allow a clean reconciliation with the bank and the DebitSuccess online payment system. If a member really wants to join during this week, they can but will have to email zoasecretary@outlook.com to open up the online form. This is highly unlikely.
- If a regional representative accepts payment by cash then it is suggested they keep the cash and register/pay online for the member. This means all payments are channelled through DebitSuccess as an audit trail.
- Regional Payments from the ZOA are made in mid-November (after October 31st) and at the end of the financial year. Additional payments can be made as agreed with the Treasurer.

The latest Membership list is available to the Regional reps at any time in Excel format via BoardPro in the 'Subscriptions' folder under 'Governance Documents'. Alternatively, we can provide access to the website form environment.\

Rob Ebert

24th July 2019

**ZEPHYR OWNERS' ASSN
ANNUAL GENERAL MEETING
1900hrs, Wednesday, August 14th 2019
Armadillo's Tavern**

**155 Colombo St, Christchurch
Drinks from 1800hrs, post meeting nibbles 2030ish
Meals available**

Agenda

1. Apologies
2. Minutes of the previous meeting
3. Matters arising from the previous meeting
4. President's Report
5. Treasurer's Report
7. Subscriptions Recommendation
8. Election of Officers
 - *Patron:* Alex Aitken has agreed to another term.
 - *President:* P Busfield has agreed to stand for a further term.
 - *Secretary:* R Ebert has agreed to stand for another term.
 - *Treasurer:* T Miller has agreed to stand for another term.
 - *Financial Scrutineer*
 - *Regional Representatives.* AZO, HAZO, CZOA, WAZO
 - *Chief Measurer:* Graeme Robinson has agreed to continue
9. General Business
 - National Contests
 - Fibreglass Zephyr
 - Rule Changes
 - On line Subs.
 - Other

2020 Zephyr National Championships Queen Charlotte Yacht Club, Picton.

Saturday, Feb 1st - Wednesday Feb 5th, 2020

Phil Folter will again be the R/O. The Nationals will be the first national event in the new QCYC building which sounds pretty exciting.

- BBQ Saturday night - welcome
- Event formal dinner Tuesday night
- Skippers forum Wednesday morning
- 2 races Sunday, 3 Monday, 3 Tuesday at least 1 Wed (+ any cancellations), travel home Thurs 6 Feb (Wellingtonians may elect to head home Wed night on the late ferry).

Arbitration will be available. At this stage RRS rule 26 will be operative (as you know any change is less than popular down here).

South Island Contest will be held at QCYC 14/15th December, R/O is Phil Folter, we would welcome any North Island skippers to this event, it's totally open.