

Q33 Any Comments on these changes?

Answered: 25 Skipped: 73

#	RESPONSES	DATE
1	1. I am unsure about the 'open' 'closed' class rule. If having a closed class meant that any change not specifically in the rules could be contested - would that add too much time and complexity to the measurers process?	9/1/2019 11:29 PM
2	Regarding the mast reinforcing I am worried that those with the means may end up with a 'quiver' of masts that they can select from depending on the conditions.	9/1/2019 8:14 PM
3	How are the boats with carbon fibre sheathing. Going to measure going forward. The stiffness gained is neglegable but the fact gets lost through the emotion of the fibre use. If a boat is sheathed both sides with fibre Glass that is stiffer. Also that is a legal with class rules as I understand. The class executive have done a good job on sorting out a couple of boats that poor decisions had been made during the building and m	8/31/2019 7:32 AM
4	Grandfather rule should be considered. However boats that have been deliberately planed or sanded to significantly less thickness and then carboned for strength should not be granted grandfather status. Same should apply to glass sheathing. le if blatant cheating no g/f clause should be applied.	8/30/2019 11:01 AM
5	Sorry for late response - just returned from overseas!!	8/30/2019 2:49 AM
6	cant see any reason why old hulls cant be worked over with modern materials to get them down to weight and competitive..this is the most contention aspect..boats not down to weight..	8/29/2019 6:41 AM
7	In my view the wording allowing the use of carbon fibre does not go far enough	8/25/2019 10:49 PM
8	WHY DO WE NEED TO BAN CARBON FIBRE? THERE IN NO EVIDENCE IT MAKES A BOAT GO FASTER.	8/24/2019 6:08 AM
9	Would like to see a fully fibreglass/carbon fibre option	8/24/2019 6:06 AM
10	all good	8/24/2019 5:36 AM
11	I like the fact its a traditional class, and i like that your all trying to keep it that way.	8/23/2019 10:45 PM
12	These rule changes hopefully allow substitution of a heavier (compliant) centrebase instead of corrector weights.	8/22/2019 6:43 AM
13	The use of technologically advanced materials will ensure the survival of the class and is inevitable. The question is, - how to compensate for the difference in performance of these differing mediums.	8/21/2019 10:11 AM
14	I have no problem of using carbon fibre. Any where.	8/21/2019 1:06 AM
15	There seems to be 1 rule saying no Carbon Fiber to reinforce (2.1.5) then another saying it is in fact put in to reinforce Glass hulls?(2.1.6)	8/21/2019 12:16 AM
16	I believe carbon fibre hull sheathing needs to be re-examined. It should be allowed at measurer's discretion if it is a solution to keep old boats viable options and competitive in the fleet. This is a contentious issue, but at 26 I am passionate about seeing a great fleet of boats in 20-50 years when I will still be sailing, and I value the longevity of boats and affordability/accessibility of the class for this. Without multiple options and quotes to consider put to members for a fully fibreglass boat, I cannot support it. Thank you for all the effort & time put into organising this survey!	8/20/2019 10:41 AM
17	I support a fibreglass option with wooden deck. I oppose inserts into the mast for repair or stiffening, as both change the mast from one-design. The binary choice of "open" or "closed" class rules is unfortunate; if a choice needs to be made "closed" class rules does not reflect reality. Why for an indigenous not international class do we need to slavishly follow the international prescription?	8/19/2019 10:20 PM
18	Well done. A lot of work sorting these issues out.	8/19/2019 10:54 AM
19	These proposed rule changes will render many current Zephyrs outside the rules. If passed, we will have 2 groups of boats, one being legal, the other illegal.	8/19/2019 9:17 AM
20	1.10.11 I propose all boats need to measure to current class measurements. No grandfathering. 4.3.3 not sure what it meant so disagreed.	8/19/2019 7:36 AM

21	i agree if the existing boats with carbon fibre sheathing are grandfathered because boats have been brought and sold with carbon sheathing which the new owner didn't know and was relying on the measurement cert from the zoa to say the boat was compliant, if the zoa was doing there job correctly and policed this early on this situation would never of happened. i feel the zoa let the class down as carbon boats were let threw and the new owners of these boats should not be penalised and if they are made to remove the carbon the zoa should pay the costs like they did for grant becks boat	8/19/2019 7:28 AM
22	I agree with strengthening knees along the top of the centre case but 50mm is far too short - the length should up to the owner to reinforce this important area of the hull - especially when stressed by hanging onto the centreboard when re - righting the boat after a capsize.	8/19/2019 6:34 AM
23	Test text.	6/22/2019 9:30 AM
24	3.4.1 should only apply to Centreboards and not centrecases	6/21/2019 11:01 PM
25	Well done Rob. I can't spot any obvious errors or omissions.	6/17/2019 8:22 PM