

2016 A.G.M. of the New Zealand Sunburst Association, held at the
Worser Bay Boating Club, Wellington on 13 August 2016 @1.30 pm

Present : Andrew Patterson, Michele Governale, Todd Olson, Steven Knowles, Sophie Lloyd, Nicola Crook, Maurice Scott, Greg Scott, Nick Sceats, Jeremy Winter, Wal Louden, Nick Olson, Nigel Price, Craig Smith, Roy Roker, Craig Tomlinson.

Apologies : Keith Fraser, Brett Linton, Mary Clare McCarthy, Chris Ward, Murray Walls.

- Move the apologies be accepted : - Andrew Patterson,
- 2nded Craig Tomlinson

Obituaries : There were no obituaries.

Minutes of the last AGM. Printed copies of the 2015 AGM held at Mt Pleasant YC in Chch were circulated, and several minutes were given for people to read them.

-moved they be accepted as a true and fair view of proceedings – Nick Olson

2nded - Craig Smith

Matters Arising : Sunburst Facebook Page : A big thank you to Nick Olson for setting it up on the same day as last year's AGM. Postings were put up immediately of the visit to Davie Norris boatbuilders and the sunbursts under construction, and a lot of regular activity since.

Chairman's Report : Roy Roker read out his report which accompanies the AGM notes.

-moved the Chairman's Report be accepted

Wal Louden

- 2nded

Nick Sceats.

Treasurer's Report :

Craig Smith made various points to the full report that accompanies these notes :

Revenue stream is +\$500 more than last year. Membership has been maintained. We need to be aware of our mix of membership. The Wellington region has done a great job of getting a lot of Sea Scout boats into the mix, but one of these is a full registration and the rest are \$10 secondary boats. Very much better to have them. Auckland needs to do this to the Sea Scout and Young Mariner fleet we are slowly gathering into our regatta races.

Interest rates are dropping regularly. This funds our travel subsidy. 5 North Island boats last season went to The Nationals at Lyttleton and were paid the subsidy that totalled \$1980. Interest income has averaged about 30% of the total income in the past 5 seasons. Rates have fallen from 5.3% in 2011/12 season to 3.5% for last season and continue to fall. There is \$41,000 on term deposit, and \$6,600 in the cheque A/C at financial year end. The balance sheet is similar to past years. We are cash positive in a small way. Subscriptions are pitched at the right level.

The accounts have been reviewed by a Chartered Accountant as per the constitution. We had a discussion in the planning meeting this morning on the term deposits and are they

doing the right thing for the class ? Do we need to spend some on areas such as coaching etc ? If any one comes up with a god idea make it known to the committee.

- Move the accounts be accepted ; Craig Tomlinson
- 2nded Wal Louden

Registrar's Report : Rob Daniel had a graph of the numbers of boats registered over the last 5 years, and by region. This was projected on the screen. Similar number this season to last (111 vs 109 boats) but we are down from 136 boats in 2012/13 season. It is important to rope in Sea Scouts and Young Mariner boats into our fold, even if it is just for 1 or 2 regattas per season.

We had quite a few at the Auckland Champs – a 30 boat fleet included 20 S/S & YM boats, including boats from Waiheke Island, Hamilton & Tauranga. They say the key is to get your main regatta dates to them early so they can get these dates in their program to fit into and around their normal activities. Andrew Brown & Nick Olson did a boat set up and tuning session for the Sea Scouts and YM's at the Auckland Champs, and this was very much appreciated. They were much closer to the "racing fleet" than at last year's event and certainly footed it well off the start line. Put up a non-spinnaker division for them as most of them are not rigged for kites. – Craig Smith

What is the incentive for the Sea Scouts to be members of the NZSA ?

We just do not have the people sailing in Otago – a lot of sunbursts are in the club lockers. All age groups are light across the region in all classes. – Roy Roker.

Election of Officers :

Chairman :	- Roy Roker -	moved by Craig Tomlinson 2nded by Jeremy Winter
Reigstrar :	Rob Daniel -	moved by Roy Roker 2nded by Nick Olson
Treasurer :	Craig Smith	moved by Wal Louden 2nded by Andrew Patterson
Secretary :	Nigel Price	moved by Roy Roker 2nded by Maurice Scott
Chief Measurer :	Nick Olson	moved by Nigel Price 2nded by Craig Tomlinson

These were voted on and passed.

General Business :

"Our goal is to get more boats out on the water on a regular basis "- Roy Roker

At Worsler Bay, there are boats, but they are not being sailed. If any club has a successful way of getting boats out onto the water regularly in club races please share what you are doing.

Wakatere is going to use the Facebook page to put out each week what is on the program, and follow up after that with the results of the club races that weekend. There is incentive to go out if you have a club boat locker – if you don't sail enough over a season your boat will be elbowed out for someone else's. (and maybe from a different class). We are getting our key regatta dates out to the Sea Scouts & Young Mariner's groups now for next season. Also there are 4 or 5 boats in the club that have been bought by people new to sailing and we will have some "start to race sunbursts" training by Andrew & Nick at the beginning of the season. Get them confident in their boats. This hopefully will get them onto the start line for club races.

Should we have a spot prize to encourage regular sailing ? Committee will discuss ways of doing this.

New boats for the racing fleet are not being built :

The Davie Norris Boats are nearly all going to Sea Scout & Young Mariner fleets. (5 new glass boats registered this year – 2 for Britannia Sea Scouts- Evans Bay Wellington, 2 for Rotorua Young Mariners, 1 for Pakuranga Young Mariners).

For example the Hawkers are getting requests to sell #1322 "Embers" on a regular basis – one of these "old " boats that are considered fast. – Roy Roker. It is not being sailed at a club level, but they won't sell it. Brett Linton borrowed it for the Nationals in Lyttleton.

Nick Olson – Last year at the AGM we talked about building measurement jigs to measure existing boats so we can see what differences there are in measurements. The current plans do not have measurements and tolerances written on them. Somewhere in the past, about 10- 15 years ago, the building tolerances of the early plans were tightened up. Tolerances in certain areas were reduced from 20mm to 5mm. In the distant past, fast boats were built to the extremes of the tolerances by very skilled builders who were using the available tolerances to get a sunburst shape that they thought would be fast. . Since the rule changes /tightening, very few wooden boats have been built – either from scratch or kitset. Nick Olson knows of several people who would built new boats if they could build them to the wider tolerances of the original plans. Just before the AGM Nigel Price looked carefully through a box of items from the late Barrie Wintle, a previous chief measurer, and found a document dated 1992 whereby a number of hulls had been measured in an organised way by Harold Jacobs & Colin & Peter Beavis, and a table drawn up. This has been copied to Nick Olson & Murray Walls. Murray Walls had done some costing work on either making jigs to measure existing boats or laser scanning certain old boats and new boats to see what the differences in hull measurement are.

In summary, Nick thinks we should widen the tolerances to what they were, and he believes a number of new boats would be built by people at the front end of the racing fleet, and a number of new people or returning people with their young kids will come into the class with new boats. If this process is followed, it would have to be done by ballot, following the rules in the constitution, and there can be no changes within 3 years, so 2 more years have to pass before a vote can be taken if a proposal is put up. The process of measuring of existing hulls both old and new, and informed interpretation of the measurements made in 1992 can be done in the meantime. Nick also says that the new plans do not have measurements on

them. How do the measurers prove if a hull is in or out of measurement ? Nick does not think that people building new boats to the tolerances of the distant past will be a threat to the class.

Maurice Scott : “ About 40 years ago there was an article by Harry Kingham in the SeaSpray magazine on tolerances.”
Nigel will try to find a copy of this...

Maurice had a copy of a list of boat measurements that he lent to Simon Manning. Nick Olson says that Simon Manning has a list of measurements from about 4 boats.

Not new rules but repealing the changes from a decade or so ago is where Nick is coming from. He is trying to encourage the pointy end of the fleet and add to the total number of boats sailing in club and regatta fleets regularly.

Sophie Lloyd – “It may be a perception that these so called named boats are faster than a standard glass one.”

Todd Olson – “I used to own ‘Sequel’. There are only two boats that I would want to buy – they are not available. I would build one if I could build the right shape of hull.”

Roy Roker – “I would like to know what the measurements are of these fast boats. We need to know the design numbers and shapes of what these so called fast boats are”

Nick Olson will look at the measurement numbers of this work done in 1991/2 and report back to the committee.

Regattas for Next Season :

North Islands at Taupo – 12/13 November

South Islands at Vauxhall – 25/26 November

Nationals at Wakatere – Waitangi weekend 4/5/6 February 2017.

Wooden Masts :

Wooden masts were in the original sunburst plans, and were generally replaced by an untampered alloy extrusion, usually fosters F5 section from a few years after the class started. Wooden masts were allowed to be tapered.

Nick would like to see wooden masts to be grandfathered, on the basis that to build one, wood only, no glass reinforcement is allowed in the rules as they stand, would cost a lot of money, and may start an arms race. These carefully constructed wooden masts would be very expensive to make.- about \$3000. It is not clear if a wooden mast is faster than an alloy one. It is not clear if the wooden masts are robust enough. They are an engineered multidimensional wooden structure. They may be fast .They may be too flimsy so getting a wooden mast turns out to be a no brainer.

Stephen Knowles- “ Are our class objectives clear ? On one hand we want to go back to hull tolerances of long time ago, and on another hand we want to grandfather wooden masts from a long time ago. Sometimes we want to build boats that are faster, other ways we want

to stop that. And sometimes we want to reign costs in. We need to set the Class Objectives and do this before we go changing class rules”

Sophie Lloyd- “ Should the committee use the ‘Survey Monkey’ website to set out a survey for what we want as class objectives ? It is quite easy to set up.”

Nick Sceates -“We need a vision for what the class wants to achieve over the next 5 years. The committee should choose 10 things as a vision for the next 5 years.

What are the important things to the class ? What do we want to get out of the Sunburst Class ? A broad view. We should have some objectives on how to grow each club’s sunburst fleet – another 2-3 boats each season ? Should there be a spot prize or prizes to encourage regular participation in club races etc etc etc “

It was agreed the committee will have a good think and do this survey on class objectives and work forward and get everyones views.

We also need to put a facebook feed from the Sunburst website to the sunburst facebook page. In parallel, Sophie Lloyd will set up a Worser Bay sunburst facebook page.

Meeting closed at 3.05 pm.