



Compliance issues?

CANZ Members Chat offers help and support

Page 3



Campus to Career

MAST provides pre-trade excellence

Page 4



Business efficiency

A Quality Management System is essential

Page 5



OFFICIAL PUBLICATION OF  
**COMPOSITES  
ASSOCIATION  
OF NEW ZEALAND**



# Conference 2025!

## CANZ showcases its real member value

We need **you!**



The CANZ Executive Committee is ready for some new energy!

We welcome those keen to contribute to the running of our Association. Executive positions are voluntary and often included as part of a staff member's role of member businesses. This is a great way to influence association direction, build collaboration and leadership experience or give back to the sector that has supported your business or career. Please send nominations to Caroline (caroline@composites.org.nz) by September 4, 2025.

From CANZ President  
Catherine Holyoake Taiapa

**It has been a busy quarter for CANZ.**

**The many areas of activity give a great overview of the value of CANZ association to members – providing a point of contact for composites expertise to government, industry and the public and driving initiatives that would otherwise fall flat.**

The list of planned and completed initiatives over this past quarter really showcases the value of the association, made possible by the many contributors from within the membership.

Responding to feedback to include more practical components, this year's Conference on October 2 and 3 at IBIS in Hamilton will include two site visits (NZ Aero, Action) with a third waiting on confirmation.

Included this year will be Go Karting on the Thursday before Conference dinner. Please include this in your registration if you would like to be part of the competition.

The speaker line-up is shaping up, with only a few spaces left. Please email Simon Robb (IFS) asap if you would like to be included in a speaking slot. Thank you to Simon, Steve Bond (Fibreglass Developments), and Greg Simons (HS Composites) for assistance in securing visits and speakers and Caroline Gibson (CANZ Secretary) for all the event organisation.

**Other projects on the horizon are listed on Page 2.**

## President's report

## 'Lots of projects on the go . . .'

Continued from Page 1

We've been busy . . .

**CANZ Constitution**

This has now been sent around members for feedback and additions.

The new constitution will be formally adopted at the Conference in October in line with the requirements of the new Incorporated Societies Act. Thank you to Susan Lake (Thalasso) for working with me in this drafting process.

**Composites 101**

The CANZ Technical Review Team is providing feedback to MAST for Composites 101 content, which is targeted for completion this year with the aim to launch at the October conference.

Thank you to Chris Moors (Gurit), David Stevenson (Allnex), Johan Verbeek (UoA), Glenn Campbell (Campbell Composites) and Vineeth Babu (Consultant) for contributing to this.

**Activating Innovation 2025**

The first cross-sector online composite reuse and recycling collaboration event will be hosted by CANZ this November. See the QR code and display on this page to sign up for more information.

This is a significant milestone and aims to stimulate a more linked up system to include users and waste management specialists in discussions. Thanks to Rich Little (Nuenz), Peter Wright (Gurit), Johan Verbeek (UoA), Hamish Mellow (EVMaritime) for working with me on developing this initiative.

We have submitted an article to JEC 2025 Sustainability Report on this leadership initiative.

**Composites Pool Manufacture and Repair**

Standards New Zealand has contacted CANZ to provide input for adopting a New Zealand standard for a pool manufacturer as AS1838 and AS1839 are being reviewed for any amendments before adoption. Thank you to Andrew de Lautour (Composites Group) for bringing this to our attention.

MBIE is looking at a pool manufacturing and repair training program. Swimming pool building : key skills and practices., Greg has looped in MAST and we look forward to letting you know the outcome of this.

Greg Simons is leading a working group on composites pools, if you would like further discussion on it please contact Greg.

**VET (Vocational Education and Training) consultation and Industry Skills Boards**

Quick action has been required to request an amendment when the draft released by the Government moved composites into and infrastructure industry group (away from MAST).

We're grateful for Susan signalling this issue and Chris van der Hor (MAST), Karl Burke (Hanga Aro Rau - WDC), and Catherine Lye (AMA - Advanced Manufacturing Aotearoa) for letters of support.

Composites is now grouped in Manufacturing and we await further news of the establishment boards for ISBs. Glenn has agreed to represent CANZ on an ISB.

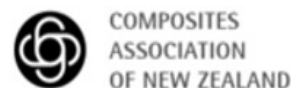
MAST has retained their function. Thank you to all those who responded to surveys, calls for feedback etc over the process of the consultation. Through attending many webinars and emails where we have communicated composites' unique solutions, we have managed to avoid disruptions and retain a structure involving MAST.

**Resource Recovery Qualifications**

Lead by Hanga Aro Rau, this workforce development represents many group meetings for Glenn and myself to ensure composites materials remain visible in this new qualification development. Led by Jude Robertson, this is now approved by NZQA.

**ACTIVATING INNOVATION  
NOVEMBER 2025***A NZ Composites Online Cross-Sector Event***REUSE & RECYCLING**

- Fibreglass & carbonfibre composite products
- Collaborate for solutions
- Get involved in research & trials
- Insights from NZ & international projects
- Contribute to future opportunities

*Register Here***Other projects on the horizon**

- Styrene Project: Work to summarise for a final report and recommendations for reference based on the feedback from Dr Sam Keer at previous conferences is under way.
  - Thank you Mark Batley (UoA) for leading this. An FRP dust sample has been provided to Hynds for trials for incorporating into concrete. Thank you to Jackson MacFarlane (Hynds) for arranging this with the Hynds Lab.
- Testing of composites materials for use in Golden Bay Cement Kiln, thank you to Glenn who has agreed to lead this project.
- Refresh of CANZ Code of Practice. To bring the guidelines up to date 2025 use. Thank you to Tracey McKenzie (Maskell Productions) for assistance with this.
- CANZ MS Teams - Microsoft has agreed to sponsor CANZ with a non-profit user licence for MS Teams platform. We are in the process of connecting and transferring files to allow visibility and a central digital location for CANZ projects and activities. Thank you to Vineeth for securing sponsorship and setting the platform up. We anticipate this will streamline CANZ systems.
- CANZ Rebrand and website refresh, options are being planned by the CANZ executive.
- Options for resourcing to allow more CANZ activities and drive key projects are being explored.
 

Thank you to all involved with CANZ. Our people are our greatest strength, providing direction and purpose. If you have news, concerns or ideas for composites-related initiatives, please continue to get in contact with the Association so we can provide a united voice for our industry. See you at the conference. – Catherine. ■



If you are considering a new compliance certifier or your previous one has sold their business, we encourage you to reach out for feedback from fellow members. This is free and might save you thousands of dollars along with a lot of stress. Join the CANZ members' WhatsApp group ([scan the QR code below](#)) or contact Caroline Gibson, our CANZ secretary, via email. Together, we can navigate the compliance landscape more effectively and ensure that our safety practices are genuinely beneficial. -- Simon Robb, Vice President CANZ.

## Location compliance woes?

# CANZ Members Chat can offer help and support

Contributed by Simon Robb  
Vice President CANZ

As many CANZ member companies navigate the complexities of compliance, it's essential to understand the implications of obtaining a Location Compliance Certificate.

Securing this certificate is a requirement for many members' business operations and the responsibility falls on individual businesses to engage a compliance certifier to complete an inspection and provide a compliance



certificate. However, caution is advised — not all certifiers are created equal.

Recent reports from our members have highlighted troubling practices from a specific compliance certification company that appears to be holding businesses hostage.

This company has been enforcing stringent and often unattainable technicalities, leaving companies in precarious positions. What follows is a costly process: the certifier charges an hourly rate to sift through compliance issues while simultaneously notifying Worksafe of non-compliance, which triggers the start of a legislated enforcement process and inspection by Worksafe.

This can be a very stressful and frustrating process, however we understand that Worksafe has been sympathetic about this situation and have been trying to work with businesses, giving plenty of time to get compliance rather than proceeding with enforcement.

CANZ members as well as other non Composites Association businesses have shared their frustrations about this company, revealing that they have spent thousands of dollars on this process, with little to no real improvements in safety measures. This is not how the compliance process should operate and feedback is that the majority of test certifiers are great to deal with.

At CANZ, we are committed to supporting our members through these challenges. One of the advantages of being part of CANZ is having access to a community of peers facing similar issues.

If you are considering a new compliance certifier or your previous one has sold their business, we encourage you to reach out for feedback from fellow members. This is free and might save you thousands of dollars along with a lot of stress.

Join the CANZ members' WhatsApp group (scan the QR code on this page) or contact Caroline Gibson, our CANZ secretary, via email.

Together, we can navigate the compliance landscape more effectively and ensure that our safety practices are genuinely beneficial. ■

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## Campus to Career – Pre-Trades Excellence



FAR LEFT: Thadje Ferrer (left) with his class mates and their Paddleboard project.

BELOW: Thadje receives his certificate from MAST CEO Chris van der Hor and Pathways Consultant Tracey Eaton.

*“We’re not just training students for today’s marine and composites industries – we’re preparing them for where the industry is heading, staying ahead of the curve.”*

– MAST CEO Chris van der Hor

The marine and composites industry is built on craftsmanship and innovation – and today, investing in skilled tradespeople is more important than ever as businesses navigate shifting economic conditions.

MAST Academy CEO Chris van der Hor has seen the industry’s cycles – from booms to quieter periods. “Even during downturns, we’ve learned that losing skilled workers means years of rebuilding when demand returns,” says Chris.

This insight helped shape MAST’s decision to introduce pre-trade training at its new campus in Auckland’s Westgate.

“Our campus-based programme offers a career pathway into the marine and composite trades,” Chris explains.

“It’s about building a workforce with specialised skills – ready to power the next growth phase in this unique and highly skilled sector.”

As New Zealand’s only training provider in this space, MAST Academy works closely with industry to train work-based apprentices in boatbuilding, composites, marine engineering, powerboat systems, sail and spar making, marina operations, marine interiors, industrial textiles, yacht rigging and marine coatings.

With a strong focus on the future, the campus-based pre-trade training delivers value for both students and employers. Students enter the industry with practical skills and confidence, giving businesses the assurance they need when building their teams.

Lloyd Stevenson, owner of Lloyd Stevenson Boatbuilders, strongly advocates for the initiative. The core skills developed through the programme offer exactly the depth of training that employers initially look for.

“If they come to us with their eyes wide open – having tested the waters and chosen a career in boatbuilding – that’s exactly the

commitment we want to see. Combined with a solid foundation of skills, it makes them valuable team members,” says Lloyd.

The six-month programme offers three specialist strands – Boatbuilding, Composites or Marine Systems – providing a focused career path. This is followed by industry work experience that puts new skills into practice and opens doors to employment.

Earlier this year, the first cohort completed their training at the MAST campus. For Thadje Ferrer, it was a turning point.

“Learning the basics of composites opened my eyes to a world I didn’t even know existed,” he says.

“I really love the hands-on and precision work involved.”

Knowing composites was the right fit, landing an entry-level role at Rocket Lab after the programme was a dream come true.

Dylan Ewing, Senior Manager of Operations at Rocket Lab, is enthusiastic about the programme and was pleased to bring Thadje into the team.

“Instead of starting from scratch, we can focus on teaching new apprentices the specific processes related to Rocket Lab, knowing they already have the core skills to step into the work confidently.”

While MAST has strong roots in work-based apprenticeship training across the country, the new campus marks a major step forward in building tomorrow’s skilled workforce. “We’re not just training students for today’s marine and composites industries – we’re preparing them for where the industry is heading, staying ahead of the curve,” says Chris. “Our ultimate goal is a large purpose-built centre of excellence where training can quickly adapt and evolve alongside industry needs.” ■



# Improving your business efficiency

A Quality Management System is no longer an option, it is essential



By Vineeth Babu  
Adviser to CANZ

In today's competitive manufacturing environment, composites producers face growing pressure to deliver high-performance products with minimal defects, reduced lead times, and cost-effective processes.

Composites, used extensively in aerospace, automotive, marine, and renewable energy sectors, demand precision and consistency. To meet these requirements and maintain a competitive edge, adopting a robust Quality Management System (QMS) is no longer optional, it is essential.

## Understanding a QMS in the composites context

QMS is a structured framework of policies, procedures, and processes designed to ensure that products consistently meet customer requirements and regulatory standards.

For composites manufacturing, this means applying systematic control over the entire production lifecycle, from raw material handling to final inspection, to prevent errors, reduce waste, and foster continuous improvement.

Industry standards such as ISO 9001 and sector-specific frameworks like AS9100 provide proven models for implementing a QMS. These standards guide manufacturers in defining responsibilities, controlling documentation, monitoring processes, and verifying product conformity.

## Efficiency gains through a QMS

Implementing a QMS in composites manufacturing ensures clear, repeatable procedures for each production stage, including resin mixing, lay-up, curing, and machining. This standardisation reduces variability, minimises rework, and shortens the learning curve for new employees, leading to more consistent and reliable results.

By embedding in-process inspections, statistical process control, and root analysis, a QMS helps identify and eliminate sources of defects early in production. This reduces waste, prevents costly rework, and ensures expensive materials like carbon fibre and advanced resins are used efficiently. Enhanced traceability further



Implementing Industry 4.0 technologies in self-healing materials and digitally managing the quality of manufacturing -- M Ammar, October 2021.

supports compliance with industry regulations and customer requirements, reducing the risk of non-conformance during audits.

In addition, a QMS supports data-driven decision-making by tracking performance metrics such as defect rates, cycle times, and on-time delivery. Analysing this data enables companies to identify bottlenecks, optimise resources, and validate improvements. Formalised training under the QMS framework ensures staff are competent in technical processes and quality standards, creating a culture of shared responsibility for quality and efficiency across the organisation.

## Steps for implementation

Implementing a QMS in composites manufacturing involves conducting a gap analysis to identify deficiencies, mapping processes for clarity and consistency, engaging staff through training and participation, and establishing robust document control procedures to maintain compliance.

Once in place, continuous improvement tools such as the PDCA (plan-do-check-act) cycle and Six Sigma are applied to reduce variation, eliminate defects, and sustain performance gains. This combination of standardised processes, employee involvement, and data-driven improvement enhances product quality, increases efficiency, reduces waste, and strengthens competitiveness in the composites sector.

By embedding quality into every stage of production, manufacturers can meet stringent customer and regulatory requirements with greater reliability. It also fosters a culture of accountability where employees proactively identify and address potential issues before they escalate.

Over time, this structured approach positions the organisation to adapt more quickly to market demands, technological advances, and evolving industry standards.

In an industry where precision, reliability, and cost control are paramount, a well-designed QMS becomes a strategic asset. Over time, it not only ensures product quality but also enhances operational efficiency, reduces waste, increases customer satisfaction, and strengthens the manufacturer's competitive position in the global marketplace. ■



# Sailing toward sustainability

## Reducing the environmental impact of race boat construction

For decades, race boats have been at the cutting edge of marine technology. They are built to test the limits of speed, strength, and endurance, where every gram counts and every design decision is scrutinised for performance gain. Many of the composite solutions now common in commercial and leisure boats were first proven under the pressure of competitive race boats.

Yet in recent years, the spotlight has widened with sustainability now an increasingly common focus of the racing world. Questions are now being asked about the environmental cost of building these highly optimised vessels and how the race boat community can reduce its environmental impact without dulling its competitiveness.

This is where Life Cycle Analysis (LCA) has provided clarity.

Studies on new IMOCA builds between 2020 and 2024, from cradle-to-gate, show that more than 75% of the global warming potential, or tCO<sub>2</sub>eq, comes from materials and tooling. Tooling alone represents 44% of emissions, followed by the hull platform at 32%, with foils, appendages, and rigs making up the remainder. These insights point to very specific areas where change can deliver meaningful results.

The IMOCA Class has already acted on these findings. Since 2024, new builds must comply with a strict CO<sub>2</sub> budget, with penalties for non-compliance. Teams are encouraged to share moulds across campaigns, extending tooling life and reducing the footprint associated with each new hull. A simplified LCA tool has also been introduced, giving designers the ability to quantify trade-offs and select solutions that balance speed, strength, and sustainability. These measures show how technical rules, when well-targeted, can reshape industry practice.

Beyond construction, other series are turning their attention to impact during the use phase. SailGP, for example, now publishes a detailed Purpose Report

each season, tracking not only operational emissions but also progress against longer-term sustainability goals. This level of transparency highlights that the challenge is not confined to the yard floor but also extends across the full life-cycle of competitive sailing.

At the heart of the issue is material choice. Carbon fibre delivers unmatched performance but also carries the highest environmental cost, and the higher the modulus, the higher the impact. Despite this, its benefits in terms of durability and performance can justify its use when applied thoughtfully. At the same time, new options are emerging, including recyclable fibres and bio-based resins, and ongoing research into end-of-life recycling for composites is helping to close the loop. This mix of the old and the new expands the toolkit available to designers, enabling smarter combinations of materials to balance performance and sustainability on a project-by-project basis.

Equally important is the concept of sobriety. This means building fewer moulds, extending the service life of yachts. Practical examples already exist such as Class40 and Multi50 which have rules restricting carbon use, while the America's Cup has mandated limitations on mould materials. Even keel materials are carefully controlled, showing how class rules influence not just fairness but also sustainability. In fact, while materials like uranium (historically used for its higher density than lead) or even gold (19.28 T/m<sup>3</sup>, around 1.7 times denser than lead) could in theory make a boat faster, it's easy to see why such options are unreasonable.

Rules prevent these extremes, ensuring competition remains practical, safe, and responsible.

By doing so, they reduce both emissions and costs which are crucial components in a sport where budgets and climate responsibility are under equal scrutiny. What makes these advances particularly powerful is not that

race yacht solutions themselves can simply be copied elsewhere, but rather the process of using Life Cycle Analysis to understand where emissions occur and which levers matter most for each application. In competitive sailing, the unique drivers include frequent new hull moulds, high-temperature tooling, and one-off builds. In other sectors, like ferries or commercial shipping, the CO<sub>2</sub> balance is very different with most emissions coming from years of operation, so design trade-offs must reflect that reality. The true trickle-down benefit of the race boat world is learning how to analyse and balance these factors, ensuring that each project finds its own path to reducing impact without assuming that one material or approach is good or bad.

At Gurit, we see sustainability as a technical challenge every bit as demanding as performance optimisation. By combining advanced composite materials with engineering expertise, we support teams and classes in balancing the transition of both competitiveness and environmental responsibility, and we believe race boats can continue to lead the way in demonstrating how the marine industry can meet the climate challenge while retaining its competitive spirit. ■



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Bonding and welding are two crucial processes for the effective joining of composite structures without the need for fasteners . . . But they are not interchangeable.

## Good vibrations

By Graeme Stilwell  
Journalist and Director  
Imagine Print Ltd  
EDITOR  
Flexi Magazine

Like most small boys, I gained my first insight into bonding and joining two dissimilar objects when building my first model aeroplane — a truly technical and amazing piece of aviation technology that began with two sticks of balsawood, some potent smelling aeroplane glue that left me high as kite, and a whole bunch of unbridled enthusiasm.

So happy to just see the contraption fly, it didn't seem to matter that it destroyed itself on a nearby barbed wire fence.

And so began lesson number two, bonding and joining in repair mode, which introduced the need for a whole new level of skill.

So when I was invited to join an online seminar on the bonding and welding of composites, I began to research this topic in greater detail.

Bonding and welding are two crucial processes for the effective joining of composite structures without the need for fasteners, but they are not interchangeable it seems.

Bonding requires an adhesive or bonding agent to "attach" parts and structures made of dissimilar materials together, creating a strong, structural connection. Welding joins two composite parts together through the use of heat and/or force, resulting in the "disappearance of joint surfaces ... creating a unitised structure."

What are their advantages? Unlike a balsa wood model aeroplane, both methods are for achieving complex shapes and customised joint designs that may not be possible with traditional mechanical fasteners. Adhesive bonding, a popular method for automotive applications, enhances structural integrity, joints can distribute stresses evenly across the bonded interface. Welding, which is playing an increasing role in thermoplastics joining for aerospace, is considered a strong assembly option for its ability to remove the identifiable interface between joined materials, creating a strong joint.

### Delicate process

Welding carbon fibre parts together is a delicate and precise process, as traditional welding techniques, like those used with metals, don't work due to carbon fibre's composition. Instead, specialised methods are employed. Here's an overview:

### Surface preparation:

The surfaces of the carbon fibre parts need to be cleaned thoroughly to remove any contaminants like dust, grease, or oils. This ensures proper bonding.

### Adhesive bonding:

Instead of melting and fusing the material like in metal welding, a structural adhesive (epoxy or resin-based) is applied to the prepared surfaces. These adhesives are designed for high strength and compatibility with carbon fibre.

### Clamping and alignment:

The parts are carefully aligned and clamped to maintain the desired position while the adhesive cures. Precision is critical to ensure the joint strength and the overall integrity of the part.

### Curing:

The adhesive is cured under controlled conditions—sometimes at room temperature, but often using heat or pressure to enhance the bond. This can be done in an autoclave or under heating lamps, depending on the application.

### Post-processing:

After curing, any excess adhesive is trimmed or sanded down for a smooth finish. The joint is inspected to ensure strength and durability.

### Ultrasonic Welding

Alternative methods, like ultrasonic welding, have also been explored, where

vibrations generate heat to melt a thermoplastic matrix in composite parts. However, these techniques depend on the specific carbon fibre composition (e.g., thermoset vs. thermoplastic).

Ultrasonic welding is a fascinating technique used to join materials, including certain types of carbon fibre composites. It relies on high-frequency mechanical vibrations to create heat and bond parts together without the need for adhesives or additional materials. Here's how it works:

### Process of preparation:

The surfaces of the parts to be welded are cleaned and prepared to ensure a strong bond. Only thermoplastic-based carbon fibre composites can typically be welded this way, as the process involves softening the thermoplastic matrix.

### Positioning:

The parts to be joined are aligned in a fixture that holds them tightly in place. The ultrasonic welding machine uses a specially designed tool called a horn (or sonotrode) to transmit vibrations.

### Application of vibrations:

The horn delivers ultrasonic vibrations—usually at frequencies between 15 kHz and 70 kHz—through one of the parts. The vibrations create localised friction at the interface between the two components, generating heat.

### Melting and bonding:

The heat melts the thermoplastic material at the joint. As the vibrations stop, the melted material cools and solidifies, creating a strong bond.

### Completion and testing:

Once the process is complete, the welded joint is inspected for strength and quality to ensure it meets the required standards.

The process is very fast, with welds often completed in seconds. And unlike adhesive bonding, no glue or resin is required. The localised heat application minimises damage to the surrounding material.

The process is highly compatible with automated manufacturing, making it ideal for industries like automotive and aerospace.

But there are limitations. It only works with thermoplastic carbon fibre composites; thermoset-based composites can't be welded using this method.

The process requires highly specialised equipment and precise control over parameters like vibration frequency, pressure, and time.

Recent advancements in ultrasonic welding technology have focused on improving efficiency, expanding material compatibility, and enhancing joint strength.

Researchers have developed new energy directors (small features at the interface of materials) to improve heat generation and distribution during welding. This has been particularly effective for carbon fibre-reinforced thermoplastics.

Advances in thermoplastic composites, such as polyetheretherketone (PEEK) and polyamide (PA), have made ultrasonic welding more versatile.

For the technically-minded among CANZ members, techniques like Bayesian optimisation and genetic algorithms are being used to fine-tune welding parameters, such as vibration frequency and pressure, for better results.

Sequential ultrasonic welding methods, including energy-controlled and displacement-controlled approaches, have been introduced to improve joint quality.

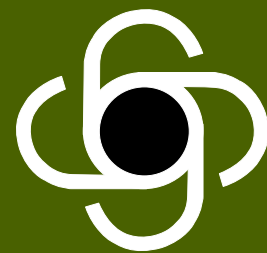
### Sustainability

Efforts are being made to improve the recyclability of welded composites, addressing environmental concerns.

These advancements are pushing the boundaries of what ultrasonic welding can achieve, making it a critical technology for modern manufacturing. ■

# JOIN US!

There are many good reasons why you will benefit from joining CANZ



## 1 Low Cost

The cost to members is very reasonable in view of the comprehensive service provided by the Association. This is a great investment for your future in our industry.

## 2 Composites Materials Specific

If you work with composites, carbon fibre and fibreglass, we are the only association that focuses entirely on these materials in NZ. These materials provide unique challenges and benefits in design, manufacturing, H&S, repair and disposal. Members keep up with technology, receive support and networking within this specialist area. CANZ is active in the Global Composites Sustainability Council and maintains links with other composites associations to keep members informed with worldwide relationships. This can help smaller businesses promote their work in association with a larger professional group.

## 3 Annual Conference

Keeping up-to-date with technology and business opportunities can be as easy as attending the Association's Conferences. A wide range of speakers update us on new materials, technology, equipment and market changes. Sustainability workshops, tours of facilities, hands-on equipment and materials demonstrations and trade displays with ideas and information for all. Feedback received, is these events are vibrant and future focused.

## 4 Networking

Enjoy valuable networking opportunities with your industry peers at our Conference and other events.

## 5 Regular Flexi Magazine

The regular Flexi magazine is published for members to keep them abreast of what is going on in the industry. Providing a publication of NZ-specific contributions and advertising can assist members engage staff, share news and collaborate on new topics of interest.

## 6 Industry Training & Education

The association has led in the development of training courses to suit our industry, working in association with the former New Zealand Marine and Composites Industry Training Organisation, now the Marine and Specialised Technologies Academy of New Zealand (MAST Academy). This is the only composites-specific training provider in NZ. Members can attend educational evenings to learn about materials and techniques, and suggest areas of focus for future work.

## 7 Legislation & Advocacy

The Composites Association keeps abreast of changes and issues guidelines to members. Advocates for composites industry to government bodies and provides a united voice for consultations and submissions, providing advocacy that is difficult to achieve as a single organisation. Recent examples of this is the Vocational Education Review where quick action was required to ensure composites was grouped with manufacturing, Workforce Development Council (WDC) consultations for developing qualifications and the UN Plastics Treaty round table events by MBIE.

## 8 Research, Marketing & Standards

As an association the voice of our industry is elevated beyond what an individual business can provide. Helping the wider public to recognise and appreciate the properties and performance of composites products is critical for our continued industry relevance and reach. Members can participate in strategic projects to market composites in New Zealand, develop

and participate in NZ research and support the development of accepted standards. Working groups provide dedicated committees for key topics. Recent examples of this are contributions to Standards NZ development of swimming pool manufacturing standards, the Workplace Styrene monitoring project, industry survey with CIRCUIT (University of Auckland) and current review of FRP swimming pool manufacturing standard to be adopted in NZ. Suggestions for new projects are always welcome.

## 9 Sustainability

Increasingly, markets are requiring recycling as a filtering category for tenders or imposing import taxes based on sustainability criteria. The CANZ Reuse & Recycling committee is leading NZ towards solutions for carbon & glass fibre composites, providing education and development support to keep NZ manufacturers aware of sustainability improvements. CANZ annual waste survey provides data to support funding and improvements at an industry level. Recently two masters projects to support recycling have been completed in association with CANZ. Workshops and education are provided at annual conferences, by Flexi and Website.

## 10 Getting involved is easy

CANZ is a volunteer-run association reliant on participation and involvement from members. All members are encouraged to suggest new topics of work, join working groups and committees and serve on the executive committee. This can help staff and member businesses to develop leadership, input on strategy and network.

## 11 SOP, Policy & Practices Support

CANZ has available templated Standard Operating Procedures (SOPs) in various areas, example policies and guidelines. An example of this is the Composites Code Of Practice, which provides guidelines for suggested industry practices. This is currently under review and is a great opportunity for members to contribute.

## 12 Official Solicitors

CANZ would like to acknowledge and thank sponsor Clendons, Barristers and Solicitors, Commercial Lawyers, Auckland, now official solicitors for CANZ in its official magazines, newsletters and other communications to members.

## 13 Troubleshooting

CANZ members benefit from comprehensive access to the organisation's full members network for both technical and general support. This includes participation in the CANZ WhatsApp group, enabling prompt communication with fellow members regarding matters such as workload sharing, mold-related queries, or expert advice.

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