



December 2009

The Annual General Meeting was preceded by the Prize Giving at 11.00 hrs. The Class Captain thanked Mrs Mary Hall for presenting the trophies.

Minutes of the Annual General Meeting held at the Royal Southampton Yacht Club on Saturday 5th December 2009

The Attendee list recorded 80 members present at the meeting.

1. Apologies

Apologies for absence were received from:

Mark Flanders, Keith Hughes, Gavin Prentice, Graham Knowles, Crispin Tombs, Mike Tombs, Leslie Reeves, Peter Fryer, John Morrow, Angus Prentice, Sarah Finch, Ken and Jane Latham, Mike Mason, Michael and Joyce Flanders, Jonathan Howe, Richard Batchelor, Charles Prickett, Anthony Mellery-Pratt, Nicky Henderson, James Markby, Alastair Ashford, Peter Baines, Jeremy Field, Mark and Antje Palmer, Jasper Bardon, Malcolm Taylor, Sarah Ross, Colin McKinnon, Derf Paton, Jonathan Newton, Ray Williams, Tim Harding and Julia Plumstead.

2. Minutes of the Annual General Meeting held on 29th November 2008

The Minutes of the Annual General Meeting held on 29th November 2008 were approved by the meeting and were signed by the Class Captain.

3. Matters Arising from the Minutes

Matters arising from the Minutes of the 2008 AGM were addressed in the Class Captain's report.

4. Accounts for the year ended 30th September 2009

The Class Captain reviewed the accounts, referring to Note 3 which explained that Cowes Week Ltd (CWL) now gave prizes and no longer paid prize money. The Class Committee had agreed to allow the funds in reserve to be used by the Marketing Committee and the reserve account to reduce to £2,000. There were no questions on the accounts for the year ended 30th September 2009.

Approval of the accounts was proposed by John Harding, seconded by Jeremy Willcock, and approved unanimously.

The Class Captain thanked the Honorary Accounts Auditor, John Tattersall, for preparing the accounts.

5. Fees and Subscriptions for 2010

No changes to the Fees and Subscriptions were proposed.

The Entrance Fee for 2010 shall be:

Husband and Wife as joint full boat owning members	£24
Full boat owning member, and additional full members	£16

The Annual subscription for 2010 shall be:

Husband and Wife as joint full boat owning members	£50
Full boat owning member	£50
Each additional full boat owning member	£50
Existing full boat owning member paying after 1st March	£75
Each Associate member	£20

6. Class Captain's Report

The Class Captain referred to his December Newsletter and reiterated his thanks and appreciation of the support he had received during his Captaincy.

The Class Captain reported on the main issues arising at the last AGM:

- The rigging position, boat checks and VHF were all issues for which resolutions were proposed for this meeting.
- Open or Closed Rules had been discussed and were now referred to the Way Ahead Committee. A sound plan was needed to ensure the Class continued to thrive in its second century and part of their remit was to consider if the rules were fit for purpose.
- Discussion on laminated hulls had resulted in the construction and launch of Xoanon.

Cowes Week: the inter-divisional team racing had been arranged for 3-boat teams this year and had been held in the central Solent, which had been better than Osborne Bay.

Unfortunately, of the possible 6 teams, 2 teams could not be produced and Parkstone had struggled to raise their team. Parkstone has suggested that team racing is held on the second Saturday of Cowes Week and this idea had been given to Divisions to discuss and return with their view next spring. There had been more of a balance between Committee Boat and RYS line starts, with more on the RYS line this year. There had been 80 entries at Cowes Week, the same number as the previous year, but this was acknowledged to be exceptional compared with other classes when considering the difficult economic climate. The Class Captain confirmed that CWL listened to the XOD Class and that the Class was privileged to receive very special treatment. The XODs had considerable influence which needed careful management. At the wash-up meeting, there had been a proposal for two finishing lines for both groups, so that the white group could be sent into the western Solent and finish on the RYS line. This had been suggested by the XOD Centenary Committee and was evidence that CWL listened.

The Class Captain reported on the recent death of Barbara Payne, who had presented X1 to the National Maritime Museum, for which the Class was greatly indebted.

The Class Captain expressed appreciation for the progress of the Centenary and Marketing Committees. He reported that the Cowes Division had reformed last year and membership was growing. There were fewer boats for sale and he acknowledged appreciation to James Meaning for all his work on this. A Way Ahead Committee was formed although had still to meet, and would look at where the Class is going in the next few years, which is vitally important for the future. The Class Captain concluded by saying that it had been a great privilege to have represented the finest day boat class in England during the last three years and it had been a lot of fun. The meeting showed their appreciation to the Class Captain with a long round of applause.

6.a Marketing Committee Report

The Marketing Committee Chairman, Ted Roose, reported on their work during the year.

A new Marketing Committee secretary had been appointed to take over from the Class Secretary and he introduced Pam Priscott to the meeting. Thanks were extended to the Class Secretary who was presented with a gift in appreciation.

The website had been improved and four sail makers had agreed on two mailings per year in return for a contribution to class funds.

The Sponsorship Brochure was reviewed for the meeting. The search was for a lead sponsor for £40k or, if unsuccessful, smaller sponsors donating smaller amounts. The MarCom Chairman asked for members' help, pointing out that putting the brochure into the hands of someone known was at least likely to result in the courtesy of the brochure being read. It was available printed or electronically.

A 12 page XOD News publication was in preparation and the news items were described. Advertising would be included, so the publication would pay for itself. A print run of 10,000 was planned and distribution was envisaged to the same outlets that had received last year's A5 brochure, but members were asked for ideas for extending distribution.

The numbers of boats sailing in 2009 had been analysed and the results were presented to the meeting. From a peak of 148 racing in 1996, the numbers had reduced to 122 in 2007, but were up this year to 134 boats involved in club racing, plus an additional 5 boats that only raced in Cowes Week. There were 12 boats in renovation and the average figure of 25 races per boat for 2009 was demonstration of an energetic fleet.

6.b Centenary Committee Report

The Centenary Committee Chairman, Jeremy Willcock, reported on the plans for Cowes Week 2011, which were being discussed with CWL, whom they see regularly.

A mini series was proposed for the Tuesday, Wednesday and Thursday, with starts on the RYS line. The mini series would not affect racing for the Captain's Cup. The Thursday would see the XODs start first, followed by about a half hour gap in the starting sequence. While this was acknowledged to be early for those coming from the mainland, it was pointed out that it was only for the one day. About 110 boats were planned so the RYS line would be lengthened by a Committee Boat forming the ODM. It was agreed that the first start provided the photo opportunity and a running start may be needed for photos for sponsors. The Centenary Committee chairman confirmed that Princess Anne was their preferred guest to start the racing and for the dinner in the evening.

The Chairman confirmed that Divisions would be organizing their own Centenary events for 2011 and confirmed the need for information on events and dates to be coordinated.

6.c Technical Advisory Committee Report

The TAC Chairman, Jonathan Fairchild reported on the work of the TAC during the year, which included consideration of an electronic database, of having open or closed Rules, of the use of upside down kickers, the boat check "MOT test", the rigging position, the AGM resolutions, procedural changes proposed by the Official Measurer and new construction. A paper on grp and new construction had been written by John Long and would be considered by the Way Ahead Committee. Lallows had confirmed the cost of traditional construction of two new boats to be £42,500.

7. Resolutions

RESOLUTION 1: VHF RADIO

Proposed by the Class Committee

C.2 EQUIPMENT

C.2.2 OPTIONAL

Add new Rule after C.2.2.m

C.2.2.n VHF radio.

C.2.3.LIMITATIONS

Amend Rule C.2.3.b

C.2.3.b Portable two way radios and telephones may be carried but only used in emergencies. Mobile telephones are permitted for receipt of text messages from the Race Committee during Cowes Week.

Delete: Portable two way radios and

To read:

C.2.3.b Telephones may be carried but only used in emergencies. Mobile telephones are permitted for receipt of text messages from the Race Committee during Cowes Week.

Reason for change: Information is being transmitted to all competitors and Cowes race officers would like to inform competitors in greater detail than is possible from course boards etc.

The TAC Chairman introduced Resolution 1, commenting that VHF was used by 80 boats during Cowes Week and the resolution was very sensible.

Results of voting by show of hands: one AGAINST. Resolution 1 was **carried**.

RESOLUTION 2: FIVE YEARLY CERTIFICATION Proposed by the Class Committee

B.4 MEASUREMENT CERTIFICATE

Add new Rule after B.4.2.b.

B.4.2.c. Each boat shall be re-measured according to the Class "Boat Check List" at five year intervals. The Five Yearly Certification rule will be introduced from 2010 to 2014. Boat with numbers ending 0 and 5 will be re-measured in 2010 and thereafter at five year intervals. Boats with numbers ending 1 and 6 will be re-measured in 2011 and thereafter at five year intervals. Boat numbers ending 2 and 7, 3 and 8, 4 and 9 will be re-measured in 2012, 2013 and 2014 respectively and thereafter at five year intervals.

Add new clause at the end of B.4.5

or The boat has been found out of compliance with the Class "Boat Check List" and corrections have not been made within the required time limit.

Reason for change: Many boats have not been checked since construction. Recent boat checks have revealed many discrepancies. This rule needs to be introduced over a period of five years to spread the work load.

The TAC Chairman explained that changes happen inadvertently over the years and the intention was to check all boats, not just those that race in Cowes Week. Replying to questions, he clarified that weighing was not included in Boat Checks and the grandfathered boats were not reflected in the checks. It was clarified that the minimum requirement was every 5 years, but it should be done more often and was advisable when a boat changed ownership. The current Boat Check list would be updated.

Results of voting: all FOR, none AGAINST. Resolution 2 was **carried unanimously**.

F.6 STANDING RIGGING

F 6.3 FITTINGS

Delete:

F.6.3.a.(ii) The lower ends of the upper and lower shrouds on each side of the mast, shall be secured at points not less than 254mm [10in] apart in a direction approximately fore and aft.

Replace with:

F.6.3.a.(ii) The lower ends of the lower shrouds may not be secured forward of the upper shrouds on each side of the mast.

Reason for change: this provides the opportunity if wished to bring the shrouds together to allow both upper and lower shrouds to be reasonably tight. To allow the jib leech to not foul the lower shroud, the uppers will need to move back towards the new lower shroud position.

The TAC Chairman informed the meeting that a message had been received from Adrian Jardine suggesting that the resolution was deferred until after the centenary. The Class Captain reported that he had discussed this informally with the Class Committee who had considered the suggestion and agreed that the resolution would be withdrawn subject to the agreement of the members. Adrian Jardine read out his message which was received with applause. The Class Captain said that they would like the meeting to vote by a simple majority on withdrawing the resolution.

In answer to questions and comments from the meeting, the Class Captain confirmed that more work was needed for the future and that properly conducted research and reports were required, which should include consideration of other factors, such as a different spinnaker. The Class Captain confirmed that, as outgoing Class Captain, he could not commit the future Class Captain or future Class Committee to any particular course of action in or after 2012. The XOD Rules applied for Divisional sailing, although dispensation for some boats was up to the Divisions. It was confirmed that the XOD Rules were clear and the XOD Rules applied for open meetings.

Result of show of hands on withdrawing the resolution: FOR: 49 votes, AGAINST: 7 votes.

Resolution 3 was withdrawn.

8. Class Captain for 2010

The Class Committee had received one nomination for the next Class Captain, being William Norris, who was proposed by Mark Hall and seconded by Nick Dorley-Brown. The meeting voted unanimously for William Norris to be Class Captain for 2010.

9. Class Representatives for 2010

Legal Adviser	William Westmacott
SCRA Delegate	vacant
Official Measurer	John Wilson
Historian	Richard Field
Hon Accounts Auditor	John Tattersall
Hon Treasurer	vacant
Webmaster	Paul Fisher

10. Class Committee for 2010

Class Captain	William Norris
Chairman TAC	Jonathan Fairchild
RMYC	Crispin Tombs and Tim Moorhouse
Parkstone Division	Hugh Deavin and John Edmonds
Cowes Division	Neil Clifford
Hamble Division	Keith Hughes and Diana Wilson
Itchenor Division	Alan Perry and Chris Blevins
Lymington Division	Fenella Lees and Rory Paton
Yarmouth Division	Nick Dorley-Brown and Neil Payne

11. Technical Advisory Committee for 2010

Chairman	Jonathan Fairchild (Hamble Division)
Official Measurer	John Wilson
Class Committee	The Class Captain
Cowes Division	David Heritage
Itchenor Division	Tony Monks
Lymington Division	Bill Dunsdon
Parkstone Division	Richard Batchelor
Yarmouth Division	James Meaning

12. Marketing Committee for 2010

Chairman	Ted Roose (Itchenor Division)
Class Committee	The Class Captain
Cowes Division	Neil Payne
Hamble Division	MOS FitzGerald
Lymington Division	John Miller
Parkstone Division	Barney Sandeman
Yarmouth Division	Nick Dorley-Brown
Webmaster	Paul Fisher

13. Centenary Committee for 2010

Chairman	Jeremy Willcock (Yarmouth Division)
Class Committee	The Class Captain
Marketing Committee	Ted Roose
Class Historian	Richard Field
Cowes Division	Neil Payne
Hamble Division	MOS FitzGerald
Itchenor Division	Peter Taylor
Lymington Division	David da Cunha
Parkstone Division	John Knowles

14. Way Ahead Committee for 2010

Chairman	Peter Taylor (Itchenor Division)
Class Committee	The Class Captain
Cowes Division	Jeremy Field
Hamble Division	MOS FitzGerald
Itchenor Division	Tony Monks
Lymington Division	Rick Walters
Parkstone Division	Hugh Deavin
Yarmouth Division	Nick Dorley-Brown

15. Any Other Business

The Way Ahead Committee

The Class Captain confirmed that a remit had been publicised in June but it was agreed that the Committee themselves would agree and finalise their remit. The proposed remit included confirming the Objects of the Class, looking at the overall demand and replaceability of the boats, assessing new ownership, looking at other classes who have modernized and assessing how successful it was, looking at new boat construction, rule book interpretation and open versus closed rules, and assessing XOD racing in Divisions or between Divisions, as being currently seen in the central Solent in mid summer.

Stem to mast measurement

Tony Probert asked the Class Committee and TAC to consider the slot and the upper shroud chain plate position. He proposed that the 6'2" measurement should be between the front of the stemhead and the front of the mast, and also drew attention to the fact that there was no ruling on the position of the forward chain plate. The TAC Chairman agreed. There was discussion on the class drawings and Tom Tait confirmed the measurement shown was to the centre of the mast.

Peter Halliwell asked about measurements for the grandfathered boats and it was decided that this should be considered by the TAC.

Boat Measurement Certificates

Rick Walters asked if new boat certificates would be issued on change of ownership and it was confirmed that all boats were being issued with new certificates. Mark Hall had signed about ten new certificates, but the first one for his own boat, X147, had not been correct, showing that records were incomplete. Work was ongoing to complete this task.

Website

The Webmaster, Paul Fisher, suggested that all agenda and minutes of meetings of all of the committees were put on the website. The TAC Chairman expressed concern if issues were in discussion, but the meeting indicated their preference for transparency.

Members forum on the website

Neil Payne asked if a members area could be incorporated in the website. The MarCom Chairman explained that this had been considered but had to be rejected for technical reasons that the Webmaster and Mark Jardine could explain.

Thanks to the Class Captain

MOS FitzGerald proposed thanks to Mark Hall, as a fellow farmer, for guiding the Class during the last three years. Tom Tait offered commiserations to the new Class Captain in his future task and commented that Mark had shown delegation by forming the additional committees that have produced so much work, and had also shown dedication by attending all their meetings. Tom Tait thanked Mark Hall for all he had done for the Class.

There being no further business, the Class Captain declared the Annual General Meeting closed at 12:57 hrs.