

The 'X' One Design Class Association

Minutes of a Meeting of the Committee

On: Monday 31st March 2008 at 19.00 hrs

At: The Royal Southampton Yacht Club

Present:	Mark Hall Diana Wilson, Keith Hughes Bill Barnes, Alan Perry Robin Balme, Fenella Lees Richard Batchelor Tim Moorhouse Nick Dorley-Brown, Nigel Hawkes John Lacey Jeremy Willcock	XOD Class Captain Hamble Division Itchenor Division Lymington Division Parkstone Division Royal Motor Yacht Club Yarmouth Division Chairman, Technical Committee Chairman, Centenary Committee
In attendance:	Tina Scott	XOD Class Secretary

	Action
Official Measurer The Class Captain recorded with regret the death of the Official Measurer in February, noting his commitment and service to the Class, attendance at the TAC meeting in January and his continuing work for the Class into early February. The Class Captain had written to the family on behalf of the Class. A Memorial Celebration will be held at Itchenor on 10 th May 2008.	
1. Apologies Apologies were received from Crispin Tombs (Royal Motor Yacht Club) and Mike Pascall (Parkstone Division).	
2. Minutes of the previous meetings held on 8th October and 24th November 2007. The minutes of the previous meetings held on 8 th October and 24 th November 2007 were approved by the Class Committee and signed by the Class Captain.	
3. Matters Arising <ul style="list-style-type: none">• Hamble representative for the Centenary and Marketing Committees: Hamble Division had appointed MOS FitzGerald as their representative on the Centenary Committee and the Marketing Committee.• Committee Boat starts at Cowes: This had been raised at the AGM and on discussion, the Class Committee agreed that Committee Boat starts would depend on the conditions and that a balance with RYS line starts was desirable for the week.• VHF: This would be reviewed under the TAC report.• Closed Rules: This would be referred to the next Official Measurer to consider.	
4. Correspondence <ul style="list-style-type: none">• Correspondence had been received from the British Classic Yacht Club announcing the Cowes Classic Week Keelboat Regatta from 22-25 July 2008. Hamble Division expressed interest and offered to assist with boats needing moorings or scrubs.	

<p>Interested members were asked to liaise with the Class Secretary, so that Class interest could be ascertained and reported to the BCYC.</p>	
<p>5. Marketing Committee Report</p> <p>On behalf of Ted Roose, Chairman, Nick Dorley-Brown reported on how indebted we all were to Ted for the massive amount of work he had put into the marketing initiatives this winter. Nick reminded the meeting that the Marketing Committee had been formed in 2007, and was composed of Ted as Chairman, the Class Captain and representatives from each division. The objective of the marketing programme was to increase active participation in XOD racing, reversing the negative trend that had been identified, and to take advantage of the opportunity offered by the Centenary celebrations. Ted had presented this background and an outline marketing programme to the AGM in November 2007. Since then, two Briefing Meetings had been held this year and other areas for action were in progress.</p> <p>A Marketing Briefing for Divisions had been held on 12th February 2008, when members from Itchenor had reported on their initiatives in 2007, describing the crew forum, PR programme, boat buddies and friendly positive efforts to help newcomers.</p> <p>A Publicity Workshop for Divisional Publicity Officers had been held on 26th March 2008. Ted Roose, together with Eddie Mays, as Class Publicity Officer, had reviewed how to promote XOD publicity by feeding local stories and pictures to local media and to the Class PO, who would also assist and feed material to DPOs.</p> <p>A Class Logo competition had been held, with a brief going out in December 2007 and 30 entries had been received from members and professionals. The Marketing Committee had reviewed the entries but no clear winner emerged, so Ted and Nick worked with a graphic designer who had submitted some of the entries to produce a final design. Nick reviewed the requirements from the brief and the rationale for the final design as described in a 7-point letter from the Class Captain which was handed out to each Class Committee member, together with the new logo on the new Class Brochure. The new logo was liked very much and was unanimously and very favourably received by the Class Committee. It was recommended that the pantone number for the blue was obtained to ensure consistency in the blue colour used in printouts. The logo would be launched with the Class Captain's letter to each member.</p> <p>The Class Brochure had been produced to help communicate the key points of quality of XOD racing at club level and at Cowes, the longevity of the Class, and that it was family friendly, enjoyable, accessible at 5 locations and affordable. It was proposed that 1 copy of the brochure would be sent to each member with the new Handbook, and that 1,000 would be given to each Division for further distribution locally, with the remainder retained by the Class Association as stock.</p> <p>Cowes Division: the Class Captain reported that he had received constant suggestions during the previous 18 months about restarting XOD sailing at Cowes, so had arranged a meeting for interested persons at the Island Sailing Club, Cowes, on Saturday 12th April at 4pm, to explain what would be needed and then to handover to them. The Class Captain did not think it would affect other Divisions but would give XODs more visibility, as the other dayboat classes were decreasing. There were moorings available and local yards interested and willing to assist. Jeremy Willcock asked why the Cowes Division disbanded originally and asked if anything was any different now. The Class Captain reported that Eric Williams was very keen and they were trying to track down the Divisional trophies.</p> <p>Class clothing: Nick Dorley-Brown reported that work was underway to select</p>	<p>Class Secretary</p>

<p>suppliers with a view to launching at Cowes or the AGM 2008, as there was a need to start building awareness of the centenary.</p> <p>Class website: the Webmaster, Paul Fisher, had finalised specifications for the new website layout and the Class Committee approval of the new logo will enable work to be started by the specialist web design company.</p> <p>Inactive boats and owners: work was underway to give divisions some assistance and encouragement to contact resting owners and find old boats to increase the numbers on the water and sailing again.</p> <p>An XOD on display: work was in hand to arrange to display an XOD at a future Cowes Week and at a Southampton Boat Show, to raise awareness of the centenary.</p> <p>Expenditure: the Class Captain reported that £3,450 had been committed for marketing and £340 spent so far. The Class Committee agreed that we were lucky to have Eddie Mays aboard as Class PO and this was fantastic value.</p>	
<p>6. Centenary Committee Report</p> <p>Jeremy Willcock circulated the minutes of the meeting held on 3rd March 2008. Plans were due to be presented to the Class Committee in October and much rested on the identification of the new sponsor for Cowes Week, which was still not known. The suggestion list was reviewed.</p> <p>A Centenary Book: it was suggested that this should be priced at about £50 as it was easier to sell a good book for £50 than a bad book for £15. Everyone could have a photo of themselves and their boat in the book, but the pictures needed to be of good quality and copyright permissions may be needed. A budget for book costs was to be brought to the next meeting.</p> <p>Street Party in Cowes: it was agreed that this should be tried before 2011 to see if it worked.</p> <p>Centenary flag and regalia: plans for these could all now proceed, as the new XOD logo was approved and available.</p> <p>Centenary cup around the divisions: it had been decided not to proceed with this suggestion.</p> <p>Annual dinner: this could follow the AGM if the AGM was held in the afternoon and could start as early as this year. Locations could be Bournemouth, Southampton, Portsmouth or the Royal Southampton YC.</p> <p>X1: Richard Field was working on this suggestion and one person had been identified as being able to give permission for this.</p> <p>RIB with banner: this would be arranged and not only for the centenary year.</p> <p>All boats dressed: this would be compulsory.</p> <p>Tethered sail past: the CCC have considerable experience of this and a new Cowes Week sponsor, when identified, may be able to contribute.</p> <p>Special sponsored spinnakers: a separate committee within the TAC was working on this design, but the Centenary Committee was to fund it or obtain sponsorship. The outstanding questions were whether different sail makers were used or just one, and</p>	<p>TAC</p>

<p>whether the spinnaker was free or offered at half-price.</p> <p>Centenary Championships: there had been little support for holding Centenary Championship racing in the western Solent on the Friday of Cowes Week and the following day, but there was unanimous support for holding the Centenary Race in Cowes.</p> <p>Central Solent Championships: the Hamble Division was in discussion with the Royal Southampton YC about holding these in Southampton Water in 2011, with a dry run the year before in 2010. It was suggested that Divisional club races should be cancelled for the relevant dates.</p> <p>Cups: The Class Captain confirmed that the Royal Motor Yacht Club has generously offered a Centenary Cup for the event.</p> <p>Other companies with 2011 centenaries: these had been identified as Mars and Ebel.</p> <p>Jeremy Willcock concluded that the Centenary Committee was on track for reporting on plans to the Class Committee in October.</p>	
<p>7. Technical Advisory Committee Report</p> <p>John Lacey, Chairman, Technical Advisory Committee, referred to the minutes of the January TAC meeting and commented that attendance at recent TAC meetings had been an issue. He reviewed the resolutions that were for the Class Committee to consider for putting forward to the AGM.</p> <p>Height of mast step: the TAC Chairman reported that there had been 2 years of work so far and that the proposal would be linked to an accurate drawing. Measurement would be to the shoulders of the mast, not the foot. The problem at the AGM had been defining the term “mast step”. It was agreed that a suitable resolution should be put on Divisional notice boards for members to consider and comment on during the season. The TAC Chairman was asked to draft a suitable resolution to include a plan drawing.</p> <p>Mast Rake: the comments put forward at the AGM were reviewed and the TAC Chairman asked for guidance from the Class Committee, commenting that there was no doubt that boats go faster with their masts raked forward. The Class Captain noted that the TAC meeting had agreed to propose that masts could go forward “a bit”. The TAC Chairman described the proposal for a stopper on the backstay to ensure a measurable length with the mast to be stopped at the front of the slot. The Class Captain asked the meeting to consider putting forward a resolution to control mast rake to some extent. It was proposed to conduct a one year trial on a backstay stop allowing limited forward mast rake, but Robin Balme commented that people would be reluctant to try this as they will go slower downwind, so a trial would defer the decision. He considered that the proposed rig change which was defeated made it easier for those at the back of the fleet to set up their rig. The Class Captain said reason for discussion at this stage was to give all members and owners time to consider it, then to change the resolution as appropriate. A trial by Ado Jardine had produced a forward mast rake of 2½ feet. The Class Committee were in agreement for a trial to assess by how much mast rake should be limited.</p> <p>Safety when sitting out: the TAC Chairman reviewed the proposal for enhancing crew safety by a rule for no knees outside the coaming. All the Divisions supported this proposal as being sensible and positive, confirming that no harnesses were allowed. It was agreed that a get out clause was needed to allow crews to go out on deck as required. The TAC was asked to draft a suitable resolution.</p> <p>Electric bilge pump: The Class Committee supported the view that there was only a</p>	<p>TAC Chairman</p> <p>TAC</p> <p>TAC</p>

<p>very small risk of an XOD developing electrolytic corrosion as described in the article in Classic Boat magazine, especially if plastic piping was used, and that it was a safety issue for an elderly crew. The TAC was asked to draft a suitable resolution.</p>	TAC
<p>Window sizes in sails: The Class Committee accepted the proposal to increase the size in the windows in sails and asked the TAC to draft a suitable resolution.</p>	TAC
<p>New spinnaker design: The Class Committee supported the proposal for a spinnaker design that was not larger in size but was easier to fly and agreed that a single design for the centenary could be made by one sailmaker. TAC to request design proposals from two sailmakers.</p>	TAC
<p>Checklists for boats and mast and spars: This had been started by the Official Measurer and taken over by Bill Barnes, who explained that the items on the lists had been selected by them both and that the lists were to help owners and Divisional Captains to comply with the our one design rules. It was agreed that checking boats at Cowes was unsatisfactory and that boats should be checked before Cowes Week. The Checklists were voluntary and needed to be used in conjunction with the Rule book. If any items were thought to be not valid, then feedback was requested as the checklists can be amended. A certificate to confirm that boats comply could be issued for Cowes. The Class Committee agreed that the checklists should be circulated to Divisions and members, and placed on website for owners own use.</p>	Class Secretary
<p>Checklist for boats on change of ownership: The Class Committee agreed that the checklists should be used on boats when there is a change of ownership. TAC to draft a resolution to require new owners to have their boat checked and measured by Divisional Captains before a certificate is issued.</p>	TAC
<p>X80 Lass: it had been found that the coaming thickness under-measured by 1.5 mm, or an estimated 6 lbs of weight. The TAC Chairman described how compensating weights could be sited under the four corners of the coaming, but Divisional Captain, Bill Barnes, asked for official dispensation for the boat to continue without correctors. The Class Committee agreed for the Class Captain to issue an official dispensation.</p>	Class Captain
<p>Measurement certificates: The TAC Chairman gave the Class Secretary an envelope of updated measurement certificates for the Class records. The TAC Chairman confirmed he wished to retain the issuing of certificates until the process was sorted out.</p>	
<p>Rule C.5.1. Mast: The Class Captain confirmed that a resolution was required at the next AGM to include “at deck level” in the wording on the second line and the TAC was asked to draft a suitable resolution.</p>	TAC
<p>VHF: The Class Captain confirmed that the communication of information about races was not allowed under the RRS rule prohibiting outside assistance, and that VHF was a recommended safety item. The Class Committee agreed and asked the TAC to draft a suitable resolution for the AGM.</p>	TAC
<p>TAC and Official Measurer Strategic Review document: The Class Captain reviewed the current situation as described in the Strategic Review document and confirmed that there was confusion between the roles of the Class Secretary, the Official measurer and the TAC. The document sought to clarify the roles over a period of about 6 months. The role of the Official Measurer was very important for the records and there was a need to ensure that the boat records were correct and up to date. The Class Committee was pleased to accept the Strategic Review document, for further action by the Class Captain.</p>	Class Captain
<p>8. New Official Measurer Appointment</p>	

<p>The Class Captain reported that the Measurer's Guidelines had been approved by the Class Committee a year ago, in March 2007. Simon Russell had been in touch to say they did not think the Class Measurer should be an XOD boat owner. There was a problem with payment, as much was done for free. Simon had proposed Adam Cowley, a local RYA measurer for Etchells, 420s and other classes, but when approached, he had declined interest. Most of the Cowes Week white group classes had been approached by email about the vacancy but there had been no responses so far. The Class Secretary was asked to chase responses. A member's name was put forward and the Class Committee all agreed they were very happy with this proposal. A small Committee will meet at the end of April and will report their action by early May for Class Committee ratification. The Committee will consist of the Class Captain, the Chairman of the TAC and a third Class Committee member, and Keith Hughes agreed to be nominated.</p>	<p>Class Secretary</p> <p>Class Captain</p>
<p>9. New Hull Build</p> <p>The Class Captain reviewed the comments received from the Class Committee on the proposals from Ado Jardine and the New Hull Project Team for constructing a hull that was similar to an XOD but for less cost, concluding that all the Class Committee members had questioned the reason for the project.</p> <p>During discussion by the Class Committee, consideration was given to the nature of the project, the possibility of a splinter group developing and campaigning a new hull and to whether the Class Committee wished to have any input and guidance for the project.</p> <p>It was considered that there was a need to have more people sailing as currently there were boats available but not a large number sailing them. There was concern about producing something that would never be called an XOD, although it would have some properties of an XOD. Concern was also expressed about the TAC Chairman being on the project team as it looked as if the TAC gave credence to the project. It was thought better to ensure old boats were back on the water than to ruin the essence of the Class. All agreed there were lots of cheap boats ready to renovate, and epoxy resulted in 8-9 years of no maintenance costs, while the running costs (sails, moorings, etc) were no different between new and old boats. The hull would never be an XOD and it was noted that the Class could not achieve a rigging change, let alone a new hull. The Marketing Committee had a lot to sell which was looking very positive.</p> <p>During further discussion by the Class Committee, it was concluded that it was very difficult to support the project. The Class Committee confirmed the Class Captain's view that the TAC Chairman was a guiding light for the New Hull Project Team, but the Class Committee could not support the proposals. It was agreed that this item was to be kept on future agendas.</p>	
<p>10. Cowes Week 2008</p> <p>The Class Captain confirmed that Team Racing would take place on Friday 1st August 2008. The Class Secretary informed the meeting that the CCC proposes that all entries are on-line this year, and confirmed that it would be possible to review entries immediately to confirm they were XODs and members. The Class Committee agreed to on-line entries. Moorings would still come through the Class Secretary as before. Mooring charges are increased this year following a CHC review of their costs, and will be £112.50 for an XOD for Cowes Week 2008. The deadline date for securing moorings is Monday 16th June 2008. Declarations would not be necessary this year, as it was seen they were of little value, and boat checks would be done instead. Social events were the Yarmouth Dinner on Sunday 3rd August 2008, and the XOD Cocktail Party on Thursday 7th August 2008. An alternative venue for the Cocktail party had not been secured, so the Royal London was booked again for this year, with</p>	

similar arrangements to last.	
<p>11. XOD Class membership computer system</p> <p>The Class Secretary reported that the system was installed and was being built up with data from members as 2008 subscriptions were received.</p>	
<p>12. Honorary Members</p> <p>There were no proposals for Honorary Membership.</p>	
<p>13. Secretary's Report</p> <p>An April mailshot to members was being prepared to consist of the new Handbook, the Class Captain's newsletter for April, the Class Captain's rationale on the new logo, the XOD Brochure and any Cowes Week information that was available.</p> <p>A Rules Clinic was being held at the Royal London YC on 19th April 2008 and representatives from the XOD Class were invited.</p> <p>Inter-Divisional Trophies for 2008: The Divisions were reminded of the rotation of these trophies for 2008 as:</p> <ul style="list-style-type: none"> • Coronation Challenge Cup - Yarmouth • RMYC Challenge Cup - Lymington • RMYC 75th Anniversary Cup – Parkstone <p>Membership: The Class Secretary reported that in 2006 and 2007 there had only been 8 standing orders in place for payment of membership subscriptions. This year there were 61, with 6 more having been set up to start in 2009, and another 19 in progress of setting up, which was a substantial improvement. The Class Secretary distributed an updated list of XODCA members per division with all names known during the last 3 years marked with current subscription payment status. She requested feedback on the highlighted names, for sending out a subscription red reminder, if appropriate.</p>	Divisional Captains
<p>14. Any Other Business</p> <p>Robin Balme reported that, at the recent Spring meeting at Lymington, 84% of the Lymington fleet were in favour of trialling a mast of a different material. Keith Hughes reported that the Squibs had found their metal masts did not last as long as XOD wooden ones. Hamble, Itchenor and Parkstone all agreed they did not support a change of mast material and the Class Captain concluded by saying this would not be considered under his Captainship.</p>	
<p>15. Date of Next Meeting</p> <p>The next XOD Class Committee Meeting is arranged for Monday 8th September 2008 at 19.00 hrs at the Royal Southampton Yacht Club.</p>	

Signed:

Date:
