



November 2008

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

Following the Prize Giving, Mrs Bryony Rogers presented the XOD Class Association with a new silver trophy, the Ron Rogers Bowl. Mrs Rogers described how her husband had originally acquired the bowl and the family would like to present it to the Class to be raced for on the last two days of Cowes Week, when Ron had usually been one of the Race Officers, prior to racing himself. The citation was read by the Class Captain:

“Presented in memory of Ron Rogers, Class Captain 1994 to 1999. To be awarded to the X-boat (helmed by a Full XODCA Member) with the lowest cumulative points from the last Friday and Saturday of Cowes Week, according to Captain’s Cup scoring rules. If either day holds no race then the winner of the remaining day will be awarded the trophy. If both days hold no racing there will be no award that year.”

The Class Captain received the Ron Rogers Bowl and thanked Mrs Bryony Rogers on behalf of the Class.

Minutes of the Annual General Meeting held at the Royal Southampton Yacht Club on Saturday 29th November 2008

The Attendee list recorded 58 members present at the meeting.

1. Apologies

Apologies for absence were received from :

Angus Prentice, Graham Knowles, Gavin Prentice, Al Ashford, Michael and Joyce Flanders, Peter Flanders, Peter Baines, Tony Mellery-Pratt, James Corsan, Hugh Deavin, Leslie Reeves, John Barrand, Mark Flanders, Tony Probert, Peter and Romy Halliwell, Stuart Haill, David Smith, Richard Batchelor, Ken and Jane Latham, Robin Wilson, William Westmacott, Crispin Tombs, Mike and Jo Tombs, Colin McKinnon, Robin Balme. Mark Jardine, Derf Paton, Roger Sutton, Chalky White and Jeremy Field.

2. Approval of the Minutes of the Annual General Meeting held on 24th November 2007

Minutes of the Annual General Meeting held on 24th November 2007 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 2007 AGM would be addressed during the course of the meeting.

4. Accounts for the year ending 30th September 2008

The Class Captain reviewed the accounts, highlighting the differences to the previous year and presenting a breakdown of the figures involved. There were no questions on the accounts for the year ending 30th September 2008.

Approval of the accounts was proposed by Ado Jardine, seconded by John Harding, and approved unanimously.

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

5. Fees and Subscriptions for 2009

No change to the Fees and Subscriptions was proposed, therefore:

The Entrance Fee for 2009 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 2009 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 reported on the 5 main issues arising at the last AGM:

- (1) The scrutiny of boats prior to issue of certificates: A Boat Check-List had been agreed for new owners and for Cowes and had been published in the Handbook. Use of the Check-List meant that boats need not be checked again at Cowes. The Technical Advisory Committee (TAC) had been tasked with simplifying the Check-List.
- (2) Cowes Week starts: The Class Captain proposed to review this under AOB.
- (3) VHF: The Class Captain confirmed that the current XOD Rule permitted VHF to be carried under emergency equipment.
- (4) Open versus closed rules: this had been referred to the TAC to consider.
- (5) Laminated hulls: The Class Captain proposed to review this under AOB.

The Class Captain reported on the deaths of two very eminent XOD Class members, Frank Powell, Official Measurer, who died in February and John Lacey, TAC Chairman, who died in July, and paid tribute to their contributions to the Class over the years. To succeed them, John Wilson, who had himself built X196 Saranna, had been appointed Official Measurer and Jonathan Fairchild had been appointed TAC Chairman. Both made themselves known to the meeting.

The Class Captain reported that all the meetings of the TAC, Marketing and Centenary Committees had been well attended and there was tremendous work being done. At Cowes Week, there had been 80 entries and 8 races with no cancellations, with 6

downwind starts out of 8. The Team Racing had been cancelled due to the weather, but he announced that Team Racing in 2009 would probably be with 3-boat teams. The XOD Cowes Division had re-formed with 9 active members and good racing, resulting in a huge uptake of boats, so that there were only about 6 boats for sale on the website now, compared with around 40 a year ago. The Class Captain reported that he and Mary had visited Hamble and Lymington Divisions during 2008 and planned to visit Parkstone and Cowes Divisions during 2009. He trusted that his Class Captain's Newsletters had been distributed to everyone during the year and received by email.

6.a. Marketing Committee Report

The Marketing Committee Chairman, Ted Roose, reported on a busy year. The Class logo had been re-designed, an 8-page colour XOD leaflet had been produced and distributed to members and all entrants to Cowes Week. A publicity programme, improvements to the website and Class Clothing had been initiated. The Cowes Division had been re-formed. The MarCom Chairman presented the facts from analysis of the numbers of starters over the years:

1986	136 raced/started
1991	139
1987	148
2001	134
2006	126
2007	121
2008	126

From the Divisions in 2008, Hamble was +3, Itchenor -4, Lymington -5, Parkstone -1, Yarmouth +8 and Cowes +4, which resulted in +5 boats for 2008.

For 2009, the newly designed and upgraded website will be completed, the sponsorship will be worked on and Mark Jardine had been co-opted to assist, Nick Dorley-Brown was looking at identifying inactive boats and encouraging them back on the water, methods of distributing the Class Brochure more widely and cheaply were being assessed, and it was planned to re-invigorate the Class Publicity Programme.

Ted Roose explained the Class Clothing was a valuable opportunity to publicize the Class in Yachting circles and explained the options for acquiring clothing. The Class logo will be available through Musto, a mail order supplier, or via a member's own clothing being embroidered locally. He described the two logo designs available to be the Standard Logo, which included the Division name, and the Discreet Logo, which was smaller and did not include the Division name, and confirmed that both logos were available in two colour-ways depending on the background colour of the garment. A display of garments from Musto and from the mail order supplier were reviewed, together with handouts to illustrate what was available and how to order. Ted Roose confirmed that the Marketing Committee was also looking to expand to other products, and asked for the meeting view on items such as battle flags for a reasonable cost, and the meeting confirmed their interest with enthusiasm. Canvas bags with printed logo were also demonstrated and received a positive response.

6.b. Centenary Committee Report

The Centenary Committee Chairman, Jeremy Willcock, reported that the recession had resulted in Cowes Week Limited (CWL) not signing a new sponsor to date, although they were still looking, so the Centenary Committee had been looking at how to celebrate more economically. He reported that a sponsored spinnaker was looking promising. The Centenary Committee had looked carefully at the sail past/tow and had considered advice received, deciding that there were too many boats and too many variables, and concluding that this event should possibly be dropped.

The Centenary Committee was in favour of all boats at Cowes being dressed overall on the moorings. There had been discussion with CCC about the XODs being the first start every day, but the Lymington Division said they could not be there, so a compromise might be to have the XODs as the first start on the Tuesday/ Wednesday/ Thursday and make those 3 races to be the heart of the celebrations. A letter had been sent to the Princess Royal to ask her to present the Centenary Cup and a reply had been received to say that a commitment on this would not be possible for another 18 months.

Jeremy Willcock reviewed the results of enquiries for the Centenary Dinner, reviewing alternatives and concluding that a dinner in Cowes Yacht Haven on the Thursday of Cowes Week was the best for location, accommodation and value. The venue could seat 400 and, with inflation, a cost of around £70-75 per head was envisaged. Jeremy Willcock and Peter Taylor had made a reservation for the event on that date.

The possibility of bringing X1 to put on display for the year was still being explored, but it was costly and would depend on sponsorship. Mark Jardine had been co-opted to the Committee and had advised on sponsorship and which contacts to pursue. Jeremy confirmed that sponsorship would be in conjunction with CWL and gave an example of a sponsorship conflict of interest that the Class should avoid. The Centenary Book was being developed by Richard Field, and any contributions would be welcome.

6.c. Technical Advisory Committee Report

The TAC Chairman, Jonathan Fairchild reported on issues that the TAC would be looking at during the coming year, which included fore and aft mast rake, all new build options concentrating on GRP and strip planking, although there was no assurance that an alternative construction rule will be recommended. He noted that waivers of the rules are being requested by builders, these must come from owners accompanied by a reasoned case.

The TAC Chairman then reviewed the Resolutions before the meeting. Resolution 1 was administrative to tidy up the definition of the rule. Resolution 2 was to introduce a limit to mast step height, which differs between boats at present and would effect some control over fore and aft mast rake. Resolution 3 was to increase visibility and safety by allowing larger windows in sails, but it was not mandatory, only a permissive rule change. Resolution 4 was to increase safety, as smokes are used by day and also indicate the wind direction at sea level. Resolution 5 had been rejected last year due to a concern over electrolysis, but this was not considered to be a significant risk. Resolution 6 was for safety and although mandatory for Cowes Week entrants, was being proposed under Optional Equipment.

7. Resolutions

The following 6 resolutions were put to the vote in block. All votes were FOR and there were no votes AGAINST. All 6 resolutions were carried.

RESOLUTION 1

Proposed by the Class Committee

Rule C.5.1 MAST

- a. Insert 'at deck level' before the word 'aft'

To read:

- a. There is no restriction on the rake or position of the **mast** except that the centreline of the **mast** shall be placed between 1880mm [6ft 2in] and 2134mm [7ft] at deck level aft of the foremost part of the stemhead and the **mast** shall be placed on the centreline of

the hull. The front edge of the deck mast slot shall prevent the mast going further forward than allowed above.

Results of voting: all FOR, none AGAINST. Resolution 1 was **carried**.

RESOLUTION 2

Proposed by the Class Committee

HEIGHT OF MAST STEP

Add new Rule

D.3.17

a. No part of the mast step shall be at a height that is more than 250mm above the level top of the keelson (measured vertically). The top measurement will be taken at the highest point of the mast slot.

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

RESOLUTION 3

Proposed by the Class Committee

WINDOWS IN SAILS

Rule G 3.2 Mainsail Dimensions and Rule G.4.2 Headsail Dimensions

Delete:

Windows - total area No Minimum Maximum 0.28m² [3 ft²]

Replace with:

Windows - total area No Minimum Maximum 0.5m² [approx 5 ft²]

Results of voting: all FOR, none AGAINST. Resolution 3 was **carried**.

RESOLUTION 4

Proposed by the Class Committee

FLARES

C.2 EQUIPMENT

C.2.1 MANDATORY

d. Delete: "flares."

Replace with: "hand held smokes."

To read:

d. A minimum of 2 hand held smokes.

Results of voting: all FOR, none AGAINST. Resolution 4 was **carried**.

RESOLUTION 5

Proposed by the Class Committee

ELECTRIC BILGE PUMP

C.2 EQUIPMENT

C.2.2 OPTIONAL

Add new rule after C.2.2 k.

l. Fitted electric bilge pump of maximum flow of 4,500 litres/hour [approx 1,000 gallons/hour].

D.6.1 FITTINGS

Add new rule after D.6.1 k:

l. Where fitted, an electric bilge pump shall be fit for purpose and weigh no more than 4kg excluding battery. The pump battery shall not be included when the boat is weighed, under Rule C.4.1 and Rule D.7. The pipe, discharge and sump details in Rule D.6.1.h. shall apply.

Results of voting: all FOR, none AGAINST. Resolution 5 was **carried**.

RESOLUTION 6

Proposed by the Class Committee

GRAB LINE

C.2 EQUIPMENT

C.2.2 OPTIONAL

Add new rule after C.2.2 k.

C.2.2 l or m (lettering to follow Resolution 5)

A rescue quoit or throw bag with at least 15m of floating line.

Results of voting: all FOR, none AGAINST. Resolution 6 was **carried**.

8. Class Captain for 2009

Mark Hall was proposed for Class Captain by Nick Dorley-Brown and elected unanimously as Class Captain for 2009.

9. Class Representatives for 2009

SCRA Delegate	Nick Dorley-Brown
Official Measurer	John Wilson
Legal Adviser	William Westmacott
Historian	Richard Field
Webmaster	Paul Fisher
Accounts Auditor	John Tattersall

10. Class Committee for 2009

Class Captain	Mark Hall
Chairman TAC	Jonathan Fairchild
RMYC	Crispin Tombs and Tim Moorhouse
Parkstone Division	Hugh Deavin and John Edmonds
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 Committee for 2009

Chairman	Jonathan Fairchild (Hamble Division)
Official Measurer	John Wilson
Class Committee	The Class Captain, Mark Hall
Hamble Division	Simon Russell and Jonathan Fairchild
Itchenor Division	John Long
Lymington Division	Bill Dunsdon
Parkstone Division	Jamie McCabe
Yarmouth Division	James Meaning

(Post Meeting Note: The Parkstone TAC representative changed to Richard Batchelor.)

12. Marketing Committee for 2009

Class Captain	Mark Hall
Hamble Division	MOS FitzGerald
Itchenor Division	Ted Roose (Chairman)
Lymington Division	John Miller
Parkstone Division	Barney Sandeman
Yarmouth Division	Nick Dorley-Brown
Class Webmaster	Paul Fisher
Media Representative	Mark Jardine

13. Centenary Committee for 2009

Class Captain	Mark Hall
Hamble Division	MOS FitzGerald
Itchenor Division	Peter Taylor
Lymington Division	David da Cunha
Parkstone Division	Michael Flanders
Yarmouth Division	Jeremy Willcock (Chairman)
Marketing Committee	Ted Roose
Class Historian	Richard Field

14. Rigging Proposal from Ado Jardine

Ado Jardine had borrowed a large XOD model from Steve Mellors and demonstrated rigging changes when the lowers were moved 2 inches forward and the uppers moved 7 inches aft. He suggested levelling the boat when it was out of the water and dropping a plumb line down the mast slot to the mast step and making a permanent mark there, such as by using a screw. It was necessary to have a parallel bar of 6 mm thickness to be strong enough to take the uppers. There was no class rule on the position of the chain plates, which can vary up to 13 inches. Ado demonstrated the effect of forward

mast rake with the plumb line dropping 2 feet forward. With the mast foot at 6 ft 2 in from the stem, movement of 2 inches was possible at deck level. Ado confirmed that raking the mast forward made the boats go faster, which may not be significant for the short legs sailed at Itchenor, but would make a difference in the Solent.

The TAC Chairman was in favour of the change as slack lowers meant the mast distorted to leeward. He thought there were no disadvantages and, as it did not necessarily make boats go faster, he encouraged everyone to try it. A rule change would be permissive not mandatory. Bars will cost around £80 and there was a need to convince the Class that this was the right way forward. More work was needed, but it was proposed to form a resolution for late summer 2009 and assess opinion, as if there was much opposition, the resolution would not be put forward. Stuart Jardine pointed out that it would be an advantage for those at the back end of the fleet. Tom Tait pointed out that he was TAC chairman when the current drawings were finalised and, in fact, signed them, and was not aware of any changes to the drawings regarding the 6 ft 2 in minimum measurement from stem to centreline of the mast. He considered that the uppers needed to be very tight when beating and the TAC Chairman confirmed that the load was generated by the sail and rig, which did not change regardless of shroud tension. The Class Captain observed that work was needed at Divisional level and asked for trials to be encouraged. No decisions had been made so far and he encouraged members to discuss the rigging proposals with their Divisional TAC representatives, Ado and Jonathan.

15. Any Other Business

Boat Checklists

Stuart Jardine agreed that all boats should have the checklist and work should start in the winter when boats were ashore. Rory Paton confirmed it was difficult to measure some items afloat. Tom Tait thought the checklists were excellent and should be used in addition to reporting any winter work being done extra to ordinary varnishing.

Cowes Week

The Class Captain reviewed the post Cowes Week survey results, commenting that 6 of 8 starts had been downwind, there had been 5 Committee Boat starts and 3 RYS Line starts, of which 2 were upwind and 1 downwind. He suggested sending letters to the CCC to request upwind starts. Next year, the tide will be ebbing, so westerly starts would be preferable. The Class Captain reported on the Thursday's black flag, when Ian Lallow was under pressure to make sure the XODs were away and clear of the line before the finishing Black Group boats arrived. It was noted that VHF was not used by the RYS that day, although had been well used by the Committee Boats. Fenella Lees observed that the Black Group were finishing about 1 pm, but used to finish about 4 pm. There were differences in opinion on the best areas for racing, between the western, mid and northern Solent.

VHF

The Class Captain confirmed that VHF could be carried under the current Class rules but only used in emergency, and said that this might be considered for change.

Other Regattas

The Class Captain reported on Classic Keelboat Week, where there were more XODs entered than any other Class apart from the Darings. MOS FitzGerald confirmed that there had been excellent racing under PRO Peter Taylor and the VHF was very good. The Class Captain reported on the Central Solent Championships organized by the RAFYC which had attracted 16-17 entrants, followed by the Household Division Regatta the weekend before Cowes, all producing two weeks of continuous sailing.

For 2009, the Class Captain reported on the Westmacott Regatta to be held in June 2009 from Portsmouth and Neil Payne reported that the Island Sailing Club will be holding its 120th Regatta in early July, to which XODs were invited.

Rigging Talks by Stuart Jardine

Stuart Jardine confirmed plans to hold rigging talks at several Divisions in the spring, designed for owners and crews, to help the back end of the fleet before boats went in the water. On Sunday 10th May 2009, at Lymington, there would be a rigging set up talk on the water.

“Not the new XOD” build at Lymington

Ado Jardine reported that building would start the following week of a new construction boat built by strip planking. It was confirmed that the TAC had been asked to look at new construction, should there be no boats for sale, to include the likely and realistic costs for builders and new owners. Ado Jardine confirmed that the Class drawings were all digitalized on computer now, with stations at 500 mm intervals. A supply of Douglas fir had arrived and the strip planks would be made by Sykes, who make strip planks for Spirit Yachts. There would be no ribs in the boat which would be epoxied on completion. The TAC Chairman asked for an accurate record to be kept of time and hours spent on the construction, which was agreed to by the project team.

There being no further business, the Class Captain declared the Annual General Meeting closed at 13.00 hrs.