

THE 'X' ONE DESIGN CLASS ASSOCIATION

November 2007

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

The Minutes of the Annual General Meeting held at the Royal Southampton Yacht Club on Saturday 24th November 2007 at 11.00 a.m.

The Attendee list recorded 62 members present at the meeting.

1. Apologies

Apologies for absence were received from:

Mark Palmer, Diana Wilson, Alex Jones, Gavin Prentice, Hugh Deavin, Graham Knowles, Robin Wilson, Tom and Carole Tait, John Case, Alastair Ashford, David da Cunha, Tim Moorhouse, Leslie Reeves, Peter Flanders, Dennis Ellis, Keith Moate, Jeremy Field, Malcolm Taylor, Tony Probert, Mike and Clare Goddard, John Knowles, Jackie England, Ken and Jane Latham, Anne Taylor, Jeremy Willcock, Simon Russell and John Lacey.

The Class Captain reported that John Lacey was just out of hospital and the meeting sent good wishes for his recovery.

2. Approval of the Minutes of the Annual General Meeting held on 25th November 2006

Minutes of the Annual General Meeting held on 25th November 2006 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 2006 AGM would be addressed during the course of the meeting.

4. Accounts for the year ending 30th September 2007

There were no questions on the accounts for the year ending 30th September 2007. Approval of the accounts was proposed by Ado Jardine, seconded by Robin Balme, and approved unanimously.

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

5. Class Captain's Report

The Class Captain reported that there were 5 main issues to address when he took over a year ago:

- 1) Why no new boats were being built
- 2) The results of the survey of mast breakages

- 3) Cowes Week boat checks
- 4) The Cowes Week results system
- 5) Class development and the Centenary

1) New Boats: The build of X196 Saranna at Lyme Regis had been completed by the owner, John Wilson. Saranna had been launched in May at Poole and was sailing in the Parkstone Division.

2) Mast Breakages: A resolution to change the rig to better support the mast was before the meeting.

3) Cowes Week boat checks: The Class Captain reported that 6 of the 10 boats checked during Cowes Week 2007 had some detail that did not comply with the Rules. It was agreed that more comprehensive boat checks done at Divisional level would help and a checklist was being compiled by the Class Captain and the Official Measurer during the winter to help the Divisional Captains to go through boats at Divisional level before Cowes Week. There was no evidence of boats not complying intentionally, it was just that certain details did not comply with the Rule Book.

4) Cowes Week results system: The Class Captain reported that one member, Alex Jones, had designed a results system for all the different trophy criteria on his computer in the 1970's and this system was still in use by Alex today. The Class Webmaster and Secretary had liaised with the CCC Official scorer to design a results system which had been trialled in parallel with Alex's scoring this year at Cowes.

4.a) Honorary Membership: The Class Captain proposed that Honorary Membership should be granted to Alex Jones as a small token of appreciation from the Class in recognition of his contribution to the Cowes Week results service over many years. Honorary Membership had also been offered to Joan Braithwaite during the year, who had been delighted to accept. The two Honorary Memberships were proposed to the meeting and the vote in favour was unanimous.

5) Class development and the Centenary: A Marketing Committee and a Centenary Committee had been formed and had met during the year. Reports from each would follow.

Other matters: The Class Captain reported on other matters during the year.

- The Cowes Week Wash Up meeting held in early November had seen a number of the day boat classes asking for Committee Boat starts and RYS line finishes. These proposals had been strongly rebuffed by the CCC as being unworkable.
- The Technical Committee had met twice in 2007. Work had continued on trials of a proposed new rig.
- The Class Captain and Mrs Hall had visited Itchenor for their 75th Anniversary Race in May, had visited Lymington on several occasions in 2007 and visits to Hamble and Parkstone were intended for 2008.
- Communications need improving and the Class Captain urged every member to send their email address to the Class Secretary.
- The Class Captain reported the deaths during the year of members Martin Humby, David Markby, Chris Reeves and Ron Rogers.

MOS FitzGerald paid tribute to past Class Captain, Ron Rogers, saying he had many enthusiasms, not least the X boats, but as Class Captain, Ron had achieved compromise in a difficult situation with interpreting boat measurement rules. Ron would be remembered for this, for his judging, his racing achievements and his place in the downstairs bar at the Royal Southern Yacht Club, and for his enthusiasm and time so generously given.

5.a. Centenary Committee Report

Michael Flanders, on behalf of Centenary Committee Chairman, Jeremy Willcock, read the report from the Centenary Committee, whose objective was to make proposals to the Class Committee for a programme that would identify and celebrate the Centenary anniversary of the racing of XODs. Some items in the suggestion list had changed during the year and Centenary regalia had been passed to the Marketing Committee. The Committee felt it was preparing a Centenary programme to hand over to the

future Class Captain. The programme would need serious funding but, in talks with Stuart Quarrie, it was thought that the XOD Centenary would have great sponsorship pull, although a new Cowes sponsor for 2009 onwards had not been found yet. There were differing views about the location of the main Centenary event, so further discussion was needed, as the Committee did feel that the main event should preferably be agreed by all.

5.b. Marketing Committee Report

Ted Roose, Chairman, confirmed that the Committee had been renamed the Marketing Committee, that it may continue for 4 years and he named the Committee members from each Division. He had started at the beginning to look at what was happening to the Class. In 1986, there were 136 boats racing, in 1996, there were 148 boats racing and in 2006 it had gone down to 126, which was a drop of 15% in 10 years. There were a number of boats for sale, there were other designs successfully sailing, other classes had been seen to be suffering and there were no new boats being built. The direction of events did not shock but the scale of it did. If the decline continued, it would be down to 116 boats in 2016. He observed, looking around the room, that we were not getting any younger, that the decline would continue and we can only speculate as to why.

Ted declared that we have failed as a class to tell the world about the benefits of XOD sailing while the rest of the world moved on. He reminded the meeting of the quality of the crews and helms, of over 50 races every year in 5 locations, of Cowes Week, of the family friendly quality with no long absences from home required, of the boat's safety and relative ease of organising crew, and of the relative affordability. The opportunity coming up was the Centenary to tell why the X boat was a good boat to sail and, having been designed 100 years ago, why so many were still racing today. The task was to get more people on the water to sail, to crew and to join as members. Greater participation was needed. There were 19 boats that had not raced last year and 39 boats in sheds and barns, not in the water at all, although he conceded that moorings were a limitation in places.

In answer to the question "Will it work?", Ted described the test case of activity at Itchenor. There had been a PR programme, a boat buddy scheme, a crew register and a leaflet published. In 2006, the average fleet was 11.8, and in 2007 it increased to 14.2. There had been 31 real enquiries and Divisional membership had increased from 52 in 2006 to 89 in 2007. This gave some hope that it was possible to replicate this on a wider basis in other Divisions.

Actions for 2008 were agreed to be to design a memorable logo, to improve the website and to agree on some Class gear. Future plans were to complete a History of the class and possibly have it distributed by the CCC and to have a stand at the Southampton Boat Show. Funds were needed for all these activities although the budget was very small in marketing terms. There were two ways of running this, either spending a lot of money or a lot of time and energy. The results at Itchenor were encouraging enough to suggest other Divisions made up their own Divisional marketing programmes. Ted also confirmed that help was needed on the central Marketing Committee.

Ted summarised by saying that the need for action was clear. The XOD had a lot to offer and we needed to grasp the Centenary opportunity. He asked the meeting to back the resolution for an increase in the subscriptions and to support actions locally in the Divisions, including making newcomers really welcome, which had been very effective at Itchenor. Ted sat down to a loud round of applause.

6. Fees and Subscriptions for 2008: Resolutions 1 and 2

The Class Captain reviewed the situation on Direct Debits, which require the Class Committee to sign an unlimited liability agreement and which had not been recommended by the Class Legal Adviser. Enquiries during last winter had confirmed that no banks or insurance companies could advise on any insurance against this, so it was concluded that Direct Debits were inappropriate for the Class. The

recommended method of payment was by standing order. No change to the structure of the subscription and entry fees was proposed.

RESOLUTION 1 SUBSCRIPTIONS

Proposed by the Class Committee

Change CONSTITUTION, Appendix A to:

A. ENTRANCE AND SUBSCRIPTION FEES

The Entrance Fee for 2008 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 2008 shall be:

Husband and Wife as joint full boat owning members	£50
Full boat owning member	£50
Each additional full boat owning member	£50
Each Associate member	£20

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

The Class Captain clarified that if Resolution 2 was carried, then Resolution 1 would be dropped.

RESOLUTION 2 SUBSCRIPTIONS

Proposed by the Class Committee

Change CONSTITUTION, Appendix A to:

A. ENTRANCE AND SUBSCRIPTION FEES

The Entrance Fee for 2008 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 2008 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 members paying after 1 st March	£75
Each Associate member	£20

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

Resolution 1 was therefore rejected and Resolution 2 stands.

7. To consider Resolutions 3-6

The Class Captain updated the meeting on recent events. ISAF has confirmed that in accordance with the Equipment Rules of Sailing, the 6'2"-7' measurement from the mast to the stem head, means the whole spar upwards from the deck, fore, aft and sideways in the vertical plane. A Class Committee meeting was held at 10.00 am that morning to discuss, because it potentially exposed the Class to protest, especially at Cowes, which would have devastating PR consequences for the Class. Very few boats will comply with this and very few would be within the rules as interpreted by ISAF.

The Class Captain read out XOD Rule A.6 to the meeting. The Official Class Drawings show the mast raked back in excess of 7°, so there was a difference between the Drawings and the Class Rules. The Class Committee had considered the issues at their meeting that morning and had declared:

- 1) that the status quo would continue, ie, that measurements relate to the mast at deck level, not the entire mast,
- 2) that the Class Committee recommended that Rule C.5.1.a was referred to the Technical Committee for adjustment to the rule text for approving at the 2008 AGM,
- 3) that the Class Committee recommended that the Technical Committee looked at furthering ways of controlling mast movement forward
- 4) that the Class Legal Adviser would be consulted to ensure the rules were interpreted correctly.

Stuart Jardine suggested that in rule C.5.1.a, the word “mast” need not be written in bold, but the Class Captain confirmed that the rules needed to be followed and any change would need to be put to the next AGM, or to an EGM which was expensive and not welcome.

RESOLUTION 3 **HEIGHT OF MAST STEP** Proposed by the Class Committee

Add new section:

D.5.6 MAST STEP

- a. The maximum height of the fixed mast step above the top of the wooden keel shall not exceed 216 mm [8½ inches].

Reason for change: Raising the height of the heel of the mast makes it easier to equalise the shroud tensions so giving a speed advantage over existing boats.

The Class Captain pointed out that the rules currently did not say anything about the height of the mast step, so in theory it could be put on the deck. The Official Measurer described the method of measuring the height of the mast step and said that 8½ inches had been decided because of the Drawings and included a ½ inch leeway. He had measured many boats and there were not many over this measurement. Ray Williams pointed out that the same problem many years ago had been overcome by defining the black band. The Class Captain suggested taking a grandfather approach for the short to medium term. John Long asked for clarification of the mast step and the lowest point of the mast, and whether it was the heel or the bearing point on the shoulders. Frank Powell drew the mast step and a diagram for the meeting to illustrate the measurement of the mast bearing slot, but the meeting was not clear as to whether it was the heel or the bearing point on the shoulders that was the point for the measurement. The meeting decided they were in favour of the concept but with no grandfathering.

The Class Captain declared the Resolution withdrawn, for rewording and putting forward as a proposal next year.

RESOLUTION 4 **STANDING RIGGING** Proposed by the Class Committee

F.6 STANDING RIGGING

F.6.3 FITTINGS

Delete F.6.3 a. (ii) and replace with:

- (ii) The lower ends of the upper and lower shrouds on each side of the mast shall be secured at points not less than 25 mm [1 inch] apart in an approximately fore and aft direction.

Reason for change: To allow owners the flexibility to set up the rig to give better support to the mast when going to windward and still allow some forward rake. Existing arrangements conform to this proposed new rule.

Stuart Jardine stated that the proposal did not give a speed advantage and tuning would be easier if the rigging was together and would be better for the tail-enders to set up.

John Long said that some members at Itchenor and Hamble thought that the resolution should be withdrawn and referred back to the Class and Technical Committees. He said the survey by the Technical Committee had assessed 23 mast failures, as 7 by collisions, 5 in the area of the gooseneck, 4 backstay failures, 3 from deck level cracks and 4 miscellaneous. He was of the view that the resolution would increase pressure on the gooseneck and backstay when sailing downwind when the boom would be further forward than at present and the pressure of supporting the mast was taken by the backstay. If the resolution was passed it would lead to an increase in mast failures and an increase in insurance premiums. He said it was also bad for the integrity of the Class, when some boats were sailing with the 6'2" deck measurement and others had the mast tilted excessively forward. It was widely acknowledged that tilting masts forward increases speed on long downwind legs, eg, at Cowes, but tilting masts forward needs the deck beams in some boats to be removed.

Ado Jardine emphatically disagreed, and having been talking to John Lacey and trialling the new rig for 2 years, he was very much in favour of the resolution. Ado confirmed that putting the rig forward made the boats go faster and reviewed the history of the rig from post gaff-rig, with the removal of runners and use of shorter booms, to today. The proposed new rig remained tight with the mast tilting forward, upright or aft.

MOS FitzGerald reported that the Hamble Division Technical Committee representative, Simon Russell, was unable to attend the meeting but was against Resolution 4.

The Official Measurer pointed out that the main shrouds could be moved aft to meet the lowers, and fouling of the jib leech could be avoided by this, or by securing the jib tack forward of the forestay attachment at the stem.

Keith Hughes observed that we should be wanting to make the Class more one design and that there had been very few mast breakages at Hamble, but that this resolution would make the Class less one design than at present.

Results of voting: FOR: 32 votes, AGAINST: 15 votes. More than three full members demanded a poll.

Results of the Poll vote: FOR: 53 votes, AGAINST: 19 votes. Resolution 4 was **not carried**.

RESOLUTION 5

SEATS AND WEIGHT

Proposed by the Class Committee

D.5.2 SEATS

Add:

c. Any thwart included in the overall weight of the boat must be permanently fixed in place.

D.7.1 WEIGHT

Modify D.7.1 b. (ii) to read:

(ii) Fixed thwarts and seats and all floor boards.

Reason for change: To prevent removable thwarts and seats being included in the weighing.

Results of voting: FOR: 46 votes, AGAINST: 1 vote. Resolution 5 was **carried**.

RESOLUTION 6 **ELECTRIC BILGE PUMP**

Proposed by Dr Gregory Ansell, X83
Seconded by Rory Paton, X48

C.2 EQUIPMENT

C.2.2 OPTIONAL

Add:

1. Fitted electric bilge pump, of maximum open flow output of 550 galls/hour. Pump manufacturer is optional, but shall be subject to Committee approval.

D.6.1 FITTINGS

Add:

1. Where fitted, an electric bilge pump shall weigh no more than 4 kg [9.8 lb] excluding battery. The pump battery shall not be included when the boat is weighed, under Rule C.4.1 and Rule D.7. The weight of the discharge and suction piping shall not exceed 1 kg/metre. The discharge overboard must be above the waterline. A sump not exceeding 19 mm [¾ in] in depth and 161.3 sq cm [25 sq in] in area may be formed in the keelson to accommodate pump suction.

Reason for change: To permit the fitting of an electric bilge pump.

Dr Gregory Ansell explained the proposal to the meeting, graphically re-living pumping at Cowes Week which confirmed the need for electric bilge pumps, and explained the device proposed.

Results of voting: FOR: 27 votes, AGAINST: 13 votes. More than three full members demanded a poll.

Results of the Poll vote: FOR: 40 votes, AGAINST: 28 votes. Resolution 6 was **not carried**.

8. Class Captain for 2008

Mark Hall was proposed for Class Captain by Bill Barnes and elected unanimously as Class Captain for 2008.

9. Class Secretary for 2008

There being no other nominations, Tina Scott was duly elected as Class Secretary for 2008.

10. Class Representatives for 2008

The Class Captain announced the Class Representatives for 2008.

SCRA Delegate	Nick Dorley-Brown
Official Measurer	Frank Powell
Legal Adviser	William Westmacott
Historian	Richard Field
Webmaster	Paul Fisher

11. Class Committee for 2008

The Class Captain announced the Class Committee for 2008.

Class Captain	Mark Hall
Chairman Technical Committee	John Lacey
RMYC	Crispin Tombs and Tim Moorhouse
Parkstone Division	Richard Batchelor and Mike Pascall
Hamble Division	Diana Wilson and Keith Hughes
Itchenor Division	Bill Barnes and Alan Perry
Lymington Division	Robin Balme and Fenella Lees
Yarmouth Division	Nick Dorley-Brown and Nigel Hawkes

12. Technical Committee for 2008

The Class Captain announced the Technical Committee for 2008.

Chairman	John Lacey (Parkstone Division)
Official Measurer	Frank Powell
Class Committee	The Class Captain
Hamble Division	Simon Russell and Jonathan Fairchild
Itchenor Division	John Long
Lymington Division	Bill Dunsdon
Yarmouth Divison	James Meaning

The Class Captain announced the membership of the other Committees for 2008.

Marketing Committee for 2008

Class Captain	Mark Hall
Hamble Division	Vacancy
Itchenor Division	Ted Roose (Chairman)
Lymington Division	Paul Fisher
Parkstone Division	Barney Sandeman
Yarmouth Division	Nick Dorley-Brown

Centenary Committee for 2008

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)

13. Any Other Business

Captain's Crystal

The Class Captain described the change to the deed of gift being that it could only be won once and that a bottle of liquor of the winner's choice was to be provided by the immediate past winner.

Changes of ownership and measurement of boats

Derf Paton referred to the rule which says that new measurement of a boat was not required on change ownership, saying he considered that scrutiny should be the norm to protect the one design concept. The Class Captain confirmed that the Class Committee was taking this on board and it was under review.

Committee Boat starts at Cowes

Colin McKinnon asked for clarification of when Committee Boat starts were to be used at Cowes, saying he thought it was for when the wind direction indicated a running start, but there seemed to be a trend to more Committee Boat starts and asked where the Class was wanting to go.

The Class Captain confirmed that there was no criteria for the Class Captain to use, but that we wanted fair racing and downwind starts were not liked because of the congestion at the turning mark, and that reaching starts were not appealing. He was aware that families enjoy seeing the RYS line starts and that this was the default.

Ted Roose confirmed that he had been the Class Captain at the time Committee Boat starts had been brought in and that no criteria had been agreed, but considered that the possibility of finishing on the RYS line may be some compensation. The Class Captain said that the CCC say the RYS line finish is not possible because they have about 500 big boats to finish, but if there was a Committee Boat start in the Western Solent, then it may be possible to arrange a RYS line finish.

Darf Paton said a short inshore finishing line would provide a massive spectacle and James Meaning pointed out that an upwind start in the Western Solent would mean a downwind finish at the RYS line. MOS FitzGerald suggested that the Divisional Captains asked the Divisions for feedback.

VHF

John Long raised the issue of the rule restriction on the use of VHF. Some Hamble Race Officer's were unable to marshal fleets in light airs and provide information to competitors about arrangements for Committee Boat starts. In addition, many courses were set through the restricted areas and safety zone, for which there were hourly safety and weather broadcasts. The current rules do not allow XODs to monitor these while racing, which could mean that, in the event of a collision, the authorities may deem the XOD Class Association partly liable. He asked if the Class Committee could address this issue and bring a proposal to the 2008 AGM. The Class Captain noted this and confirmed the point would be taken to the Class Committee.

Regarding text messaging, the Class Captain said that there was a time when the server was somewhere east of Suez when the text message took ages to be received, but the system is now improved and texting will be done 15 minutes before the starts at Cowes next year. He confirmed that VHF communication from RO's up to the time of racing was not against the rules.

Laminated construction

The Official Measurer confirmed that laminated construction could be used as per the rules. However, plywood was not laminated construction, it was a laminated material. He clarified that, for example, a plywood transom was not allowed.

Open or Closed Rules

The Official Measurer explained that under the International Rules of Sailing, there were two definitions of rules:

1. Closed Class Rules: Class rules where anything not specifically permitted by the class rules was prohibited.
2. Open Class Rules: Class rules where anything not specifically prohibited by the class rules was permitted.

The Official Measurer confirmed he was proposing to put forward a resolution that the Class adopt Closed Rules. Members were asked to check the Handbook to see if their boats would be affected.

Laminated hulls

Ado Jardine pointed out that people could not afford to build boats, but if laminated hulls were allowed, it could be easier for boat builders and new boat owners. John Wilson confirmed that it had taken him 6,500 hours to build his new boat, X196 Saranna. Ado Jardine asked if the Technical Committee could look into this.

There being no further business, the Class Captain declared the meeting closed at 13.55 hrs.