

*A perfect day for Solent racing...*



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## Numbers are up in 2009!

**The quality of club racing is the key to the success of the X class and that in turn is dependent upon boats turning out in consistently high numbers.**

134 X boats raced at least once in 2009, which compares with 126 in 2008. That is an average of 25 boats at each of the established Divisions, with the recently re-launched Cowes Division growing fast.

The weather was kinder, which allowed the fleet to complete 329 races across all the Divisions, a 21% increase on the previous year. There was an average of 55 races in each of the six locations where X boats are based and each X boat raced 25 times, on average.

These figures are for Club racing only and exclude Cowes Week, where 80 boats competed, and Classic Week, where there were 28 boats, double the number from 2008.

The Yarmouth and Cowes Divisions were particularly buoyant, but all other Divisions held their own with numbers plus or minus a few boats compared with the year before.

It is a remarkable tribute to the designer, Alfred Westmacott that 100 years after he designed the XOD, it is still racing in such numbers and enduring such a busy programme of racing. They are tough little boats and no doubt have been helped to survive the Solent chop by the decision to allow epoxy more than 25 years ago.



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## Mark Hall

**X147 Foxy, Yarmouth**

**As I retire as Class Captain, I can report that the Class is in good health.**

**The number of X boats participating in club racing has increased. The number racing at Cowes Week in 2009 held steady at 80, whilst overall Cowes Week entries declined.**

Many X boats are being renovated. There are now few boats for sale. There may even be some new boats built in the classic way.

A lot of groundwork has been done in preparation for the Centenary, but as we approach the event, the work will intensify. I am sure that my successor William Norris will prove to be an excellent leader at this important time for the Class.

My sincere thanks to all those who have worked so hard to achieve success so far.

## Renovations ....



Photo © Haines Boatyard [www.hainesboatyard.com](http://www.hainesboatyard.com)

The imminence of the XOD Centenary celebrations has inspired a boom in the renovation of X boats. The extent of the work can range from the replacement of ribs and planks to the piece by piece dismantling and treating of the entire hull...

*continues page 4*

## Numbers are up in 2009! cont:



Photo © Rick Tomlinson [www.rick-tomlinson.com](http://www.rick-tomlinson.com)

Being wooden XODs are more easily restored than boats of other forms of construction. In fact we know of at least a dozen boats that are currently undergoing renovation, most of which are aiming to re-launch in 2010. On a number of these the work is being undertaken by the owners themselves. (See the article on page 4).

Add to this, that after a gap of a few years, there is a very real prospect that new X boats will be built this year (See article on page 8).

So we can be confident that there will be still more boats racing in 2010.

It is interesting to speculate about the reasons for the longevity of the Class, especially at a time, when many classes are falling in numbers. Good racing is the fundamental reason.

But a number of recent converts to XOD racing have said that it is also more affordable than in other competitive keel boat classes.

Racing an X is certainly more compatible with modern family life. It does not require travel to open meetings or spending nights at sea to get good racing. It is suitable for husbands, partners, youngsters to sail together and still be competitive.

The fleets sail at some of the most attractive locations and yacht clubs around the Solent, where there are many opportunities to make friends and to socialise with other X sailors, unlike in some classes, which only seem to meet on the water.

Altogether it seems a formula that meets the needs of family sailors today.



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SPECIALISTS IN RESTORATION AND REPAIR OF CLASSIC YACHTS

## The biggest fleet at Cowes, again

**It was a big year for Cowes Week; no title sponsor and the global recession were bound to have an impact on the event. Add to this the controversial decision to include a 'no title sponsor' levy on the entry which could have seen numbers fall. Whilst this was the case in a number of classes, the XODs proved to be resilient – 80 entries put the class back in their rightful position of biggest fleet at Cowes.**

The start of the week didn't do too much to raise the damp atmosphere. Overcast skies, drizzle, a confused Solent chop and shifty Southerly winds made for difficult racing conditions. The Squadron start provided many quandaries for tacticians but defending Captain's Cup champion Stuart Jardine in Lone Star found his way through to take the win.

Spirits were raised on Sunday with blazing

sunshine and a South-Westerly breeze. The Solent is quite simply the best stretch of sailing water on the planet on days like this and the racing was superb. The only mar on the day was the confusion over laid mark G's position (changed from the chart with an amendment) which put paid to some good results.

James Meaning's beautifully restored Venus took the win on day three. Venus hadn't been seen competing for a number of years but has pedigree, winning the Captain's Cup in 1961. Both Monday and Tuesday saw Committee boat starts in the central Solent which gave the race officers opportunity to set perfect windward-leeward courses in around 20 knot winds – who could ask for more?

Conditions towards the end of the week became patchier as the tide increased and

the wind dropped. No racing was possible on Wednesday or Saturday but the Cowes Week organisers did well to set courses on Thursday and Friday.

In the end, Stuart Jardine on Lone Star retained the Captain's Cup, his eighth in total spanning an incredible 54 years. Steve and Peter Lawrence on Catherine took second with Adrian Summers' Excalibur third.

A couple of great young teams have appeared in the fleet, led by Andrew Shaw's crew on 'Phoenix'. Andy is a team and match racing champion and can be found at or near the head of many of the top dinghy fleets. Fifth was a great result at their first attempt – surely they are destined to win the Captain's Cup in the future. The class must do all it can to encourage racers of this calibre as once in the fleet, they're hooked!



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## Renovations as good as new, if not better



*Excaliber X87*

Photo © Adrian Summers

Boatyards are carrying out the work in some instances, but in many cases owners are doing the work themselves, even when renovation work is at its most extensive. With classic wooden construction, damaged parts can be replaced relatively easily and with modern glues and coatings the results can be very impressive. At least as good as new, if not better.

One of the most impressive DIY efforts has been by Adrian Summers on X87 Excaliber. Adrian raced his other X, whilst Excaliber was completely rebuilt over a period of two years. Every piece of wood has been

carefully removed, epoxied and then replaced. She was launched in June 2009 and after a few races at Lymington, Adrian achieved third overall during Cowes Week

Some interesting innovations were included in the renovated Excaliber such as built-in buoyancy, a gnaw system for the kicker and the positioning of the cross bench to support the mainsheet post, thus creating more space forward.

Another DIY renovation is X91 Astralita. Mike Martell, who won the Captain's Cup in 1987, bought Astralita in early 2009. She had been lying in the Elephant Boatyard and was a wreck. Mike somehow persuaded Jack Kelly, a retired dentist and long time keen racer, to do the renovation

work for him. Astralita will be ready to launch for the 2010 season when no doubt she will be sailed very competitively, although Mike does admit that in the years that he has been away sailing Dragons, Etchells and International 18s, the standard of the competition has substantially improved in the X fleet.

Eliot Motherwell at Hamble has acquired X113, formerly Exodus, now renamed China China. She had been abandoned in a barn before her keel was removed for the Not the New XOD project. Eliot took possession of a pile of wood with few pieces still connected. He plans to do all the work himself and to launch in time for Cowes Week 2010.

Another owner planning to launch for

Cowes Week 2010 is Peter Baines who has acquired X59 Iona. She has not been sailed for twenty years and requires extensive work which Peter will do himself.

A third boat being renovated at Hamble is X47 Vanity. Tim Harding has long had his eye on Vanity because

of her impressive track record. She has now been out of the water and in the open for five years and requires a substantial amount of work. This will allow Tim to renovate her to his own requirements. He will be assisted by his Dad and targets an April/May 2010 re-launch.

Three seriously dilapidated boats will be bought back to good condition by members of Hamble Division, with China China, in particular, proving that no wooden classically built X boat is beyond repair.

A boatyard that has become very involved with renovating X boats is David Heritage Racing Yachts in Cowes. They are a licensed Etchells builder and do race

preparation work on Dragons and other keel boats. Their first X project was X53 Quest, launched in 2008, which achieved 3rd position overall in her first season at Cowes, under the skilled guidance of Neil Payne and crew.

X172 Lizzwhizz and X76 Myrtle were renovated and launched in 2009. All of these finished boats look superb.

In the yard currently undergoing substantial work are X77 Sunshine, X100 Mary Tudor and X160 Merlin, all of which will be sailing in 2010.

David Heritage offers a sophisticated rigging package which he has developed working with Steve Mitchell (Star and Etchells world champion). It provides a complete package of smooth running controls that reflect the latest thinking in X boat rigging and tuning.

The final boat to mention in this round-up is X50 Excitation, which is owned by Cherry Powell and her son Mark Kenworth. Excitation was the cherished project of Frank Powell, our former Class Measurer. Over many years Frank painstakingly dismantled and reassembled the hull before sadly he died in February 2008.



*Sunshine X77*

Photos © David Heritage Racing Yachts [www.davidheritage.co.uk](http://www.davidheritage.co.uk)



*Excitation X50*

Photo © Haines Boatyard [www.hainesboatyard.com](http://www.hainesboatyard.com)

Cherry and Mark have decided to see the project through to completion in time for the Centenary. The hull is currently ready to be re-decked and the work is being carried out by Haines boatyard in Itchenor.

This is a snapshot of the current activity in the Class. There are no doubt more examples, which we would like to hear about.


It is very encouraging that so much is being done to ensure that the X fleet will be preserved well into its second century.

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## Renovations cont:

**Would you call James Meaning a boatbuilder or a broker?**



*X106 Sandpiper*

*Photo © James Meaning*

Well he is neither in truth.

James' declared intent is to attract X boats to the Island, preferably to Yarmouth, so as to ensure that the quality of Club racing there is top rate.

For years the Yarmouth Division has bumped along the bottom with around a dozen boats participating.

In the 2009 season this has grown to 26 boats racing.

James has had a hand in some twenty three boats changing ownership. He may simply have introduced buyer to seller.

He may have bought a boat and sold it on with minor repairs or he may have carried out major work. James does a lot of the work himself. He has a freelance workforce he can call upon and he



*X72 Venus*

*Photo © James Meaning*

works with local boatyards.

To any local boatyard that might be concerned that he is taking their work, he points out that he has attracted a large number of boats to the Island for them to look after in the years ahead.

James' current project is X65 Veronique on which he is replacing the stem, ribs, stringers, beamshelf and planks. He will sail her himself next season to



*X106 Sandpiper*

*Photo © James Meaning*

get her up to speed and then decide whether to keep her or to resume sailing X72 Venus, which he did up so lovingly last year; he was rewarded with a win in Cowes Week.

## Where are all the X boats?

196 X boats have been built and issued with a Class certificate of measurement. In fact 197 sail numbers have been issued but one boat was never completed.

134 X Class boats competed in Club racing in 2009 at the six locations where X boats are raced. A further five boats raced, but only during Cowes Week. So that altogether 139, (71%) of all the boats ever built, raced during 2009.

So what of the remaining 57 boats?

Twelve of the boats have been totally lost to the fleet through fire, sinking and some from moving a long distance away from the Solent. It is believed one was lost through enemy fire.

There are a further nine boats, whose owners do not intend to sail in the near future but who are not willing to sell their

boats, probably for sentimental reasons.

There remain 36 boats, getting on for half of which are undergoing renovation, some quite substantial. Most of these owners have the Centenary in their sights for completion. Other boats have recently changed hands with new owners keen to get afloat. And yet some owners are keeping us guessing as what their plans might be.

We anticipate that a good proportion of the remaining thirty six boats will sail in the next two years. We wait with anticipation



*Photo © Hamo Thornycroft [www.yacht-photos.co.uk](http://www.yacht-photos.co.uk)*

to see just how many. Our ambition is for there to be over one hundred boats on the starting line for the Centenary races in 2011. And that looks eminently achievable.



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## XOANON report

Xoanon was launched in July 2009. She is built on the lines of an XOD, but using strip planking (tongued and grooved) as opposed to traditional methods.

She is the product of a remarkable effort by a group of members who aimed to establish whether it is viable to build with this form of construction and whether it can provide significant savings over traditional methods.

Thirty members funded the prototype at a cost of £250 each and about a dozen members devoted many hours to its construction. The quality of build is extremely high and the finished product looks splendid.

By special agreement of the local Divisions, Xoanon has been allowed to race in Lymington, Yarmouth and Itchenor over the summer. She certainly looks like an X and early indications are that she sails like one.

The class is very divided about this boat as is the Class committee, which has not been involved in the initiative.

As we approach the start of the second century of the Class, a working party has been appointed which will consider the 'Way Ahead'.



A part, but only a part, of its remit will be to consider whether the Class should allow any change in construction methods. In the last fifteen years only two new X boats have been built and it is believed that cost may be a deterrent.

Any construction changes will need a 75% majority at a Class meeting to be adopted, so much discussion will follow.

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## Value for money in yacht racing?



Photos © Rick Tomlinson [www.rick-tomlinson.com](http://www.rick-tomlinson.com)

Value for money is not a description that is often applied to yacht racing. Expensive, extravagant, even exorbitant are more likely descriptions.

Yet whilst not a cheap sport, there are some ways to get much better value for your money. As in all equations of value for money, there is what it costs you and what you get for your money.

A class that provides one of the more favourable equations is the XOD Class. Unlikely, you may think, for a classic yacht, built of wood with a fixed keel.

### What does it cost?

Firstly what does it cost to buy an X? Virtually all the boats that have been sold in the last couple of years have been bought for between £3,000 and £12,000 with the majority in the lower half of that price range.

Next there is the annual cost of maintenance. This can be expensive but it doesn't have to be. For a commercial yard to lay-up, store, carry out standard painting and varnishing and then re-launch one would need to think in terms of £2,500. But XOD owners are nothing if not resourceful. By using club cranes, renting storage barns from local farmers, and doing some DIY, many owners are carrying out the whole winter maintenance for a few hundred pounds. Yet others are laying up and launching the boats themselves but getting help with the tedious rubbing down, painting and varnishing.

At one location where Xs are raced,

doing the maintenance has become quite a social occasion. Owners gather on the same day to work on their boats. After a late and jolly picnic lunch, work advisably ceases.

A complete set of sails at winter prices is just over £1,000, with a jib and spinnaker costing about half of this, which often is all that is needed.

Other costs vary by location. In five of the six locations where Xs are raced the annual mooring will be £500 or less. Club membership ranges from £150 to £400 per annum. There may be race fees in addition but these are mostly very modest.

Finally there is insurance which for full race cover is normally between £300 to £350.

So racing an X is probably not as expensive as some would have thought and certainly a lot less than many other keelboats.

### What do you get for your money?

Apart from the joy of owning a classic yacht, built in the traditional way with a beautifully shaped hull, varnished ribs and a finely balanced helm, there is a racing programme to beat all racing programmes.

There are six locations from which you can choose the most convenient to keep your X. Each has its own racing programme with typically over sixty races scheduled throughout the season. The quality of Club racing is the key to the success of

*continues page 12*

## A New X by Lallow for 2010

There is a real prospect of new X boats being built by Clare Lallow in Cowes.

Amongst the boatyards that have built Xs in recent times, Lallow probably has the best all round reputation for build quality and performance and no blemish on their reputation for the way they have interpreted the rules.

There have been many prices estimated and speculated upon in recent years, but at £42,500, ex sails and ex VAT, the price at which Lallow will commit to build is lower than many would have expected.

So will a new X by Lallow, live up to the reputation of their previous builds, the last of which was X188 Extra, built in 1988. Does the yard retain the expertise to deliver the quality of yachts on which the reputation was built?

Fourteen years ago, when Ian Lallow

retired from the business, it was bought by Lawrence Boarer. Laurie, as most of us know him, joined Lallow as an apprentice and worked there throughout the seventies. Whilst at Lallow he was involved in building X boats, in what was a prolific period for the yard. They built twenty X boats in that decade. In the meantime Laurie worked as a shipwright for the MOD and ran his own boatyard in Cowes, but was delighted to move back into the business he loved when the chance came to buy from Ian. He will be closely involved in the new build.

Another source of expertise is Brian Kerly. Brian spent his entire working life, apart from the war years, working for Lallows, before he retired six years ago. Whilst he was there, he worked on nothing but X boats, building them, mending them



Photo © Hamo Thornycroft [www.yacht-photos.co.uk](http://www.yacht-photos.co.uk)

and maintaining them. Once the build is in progress, Brian will attend the yard every day in a supervisory role, passing on his expertise to the men doing the job. He is itching to get started.

The hull will be constructed on the same building frames as were used when previous Lallows' were built.

The timber for the first two boats is already in stock. Laurie's own timber business acquired a log of mahogany,

*continues page 9*

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## Lallows cont:

which has been planked and kiln dried. It will provide enough for two boats to be planked entirely with single length planks and no scarfs.



Photo © Hamo Thornycroft [www.yacht-photos.co.uk](http://www.yacht-photos.co.uk)

The boat will be varnished of course to show off to the best advantage what is a particularly attractive piece of mahogany.

The timber will be epoxied on all surfaces before being assembled. Lallow intend to take advantage of the recent rule change to use screws in the construction rather than rivets, however they will use bronze screws to prevent the marking of the timber that can come from stainless steel.

The yard will accommodate any particular rigging requirements a new owner may have and will work alongside a rigging specialist. Similarly they will accommodate any preference in anti-fouling, including for the latest coppercoat epoxy.

At the time of writing one buyer has committed to purchase and a second is in discussion. Lallow has the space to build two boats at a time and will proceed once two boats have been committed to. Laurie estimates that at best, they could complete the build in about thirteen weeks. But he is confident that provided the second signature is forthcoming soon, we could have two new boats competing next season. They could then build a second pair in Summer 2010 and a further pair in Winter 2010/11 if there was the demand.

Will people be able to resist the temptation of buying a brand new X, planked from a particularly nice piece of mahogany, with the build pedigree of Lallow's at a pretty good price and in good time to shake down for the Centenary?

## XOD Centenary celebrations 2011

The XOD Centenary Trophy, to be competed for in 2011, presented by the Royal Motor Yacht Club, who ran the first ever race of the Class in 1911.



The Centenary year is fast approaching and there are celebrations planned throughout the year with Cowes Week being the obvious centre of attention.

Celebrations are planned on and off the water starting with a ball arranged by the Yarmouth division to be held at the Royal Solent Yacht Club in early February. Royal Motor Yacht Club plan to hold a reception at the end of March 2011.

All divisions are holding their own celebrations and details of these will be published in due course.

The agenda for Cowes Week is exhaustive and below are some of the plans and ideas.

We are anticipating well over 100 entries for Cowes Week and although the class has been near this number in the past it has never exceeded 100. Current predictions from all the divisions are that this is very achievable.

The racing week will have within it a special Centenary Mini Series to run within the series for the Captain's Cup. The negotiations with Cowes Week Ltd are taking place, which should enable the class to have three starts and finishes on the Royal Yacht Squadron line. In addition to this, on one day the start will be the first start of the day, which will be a "first "

for the class and should ensure maximum media exposure. The Squadron line will be specially enhanced for this start, with a longer line to cope with the volume of boats, but also a movable outer distance mark to help provide a less biased line and to encourage the fleet not to congregate at one end.

Our hope is to have a Royal presence who would be at the start and who would attend a Gala Dinner at the Yacht Haven where the Centenary Trophy will be presented.

Other celebrations that we have in mind for Cowes Week are:

- For X1 to be on display on the Parade.
- Special Centenary spinnakers, which will possibly be a trial for a new shape to be considered by the class later in the year.
- The Class Historian Richard Field is producing a Centenary book as a comprehensive and detailed account of each XOD built to date.

This is just a selection of the events and ideas for 2011. The extent of the activities is subject to the funding we are able to raise from sponsors. But, at whatever level that might be, you can be sure of very memorable Centenary celebrations.

## Welcome to the X Class

### Rick Walters



Actually I bought an XOD for the tea and cakes after racing.

Rick says - on moving to Lymington 5 years ago I was keen to take up competitive sailing again.

Previous experience before working overseas had been high level dinghy sailing and team racing in the UK and overseas.

Sailing openings at Lymington came up with the usual problems, no moorings or expensive marina berths. I looked at the availability of serious racing -XODs were the obvious choice. An abundance of very good sailors give a level of competition not found in other classes or clubs. Racing incorporating Wednesday and Saturday series, various trophy events, local regattas, and Cowes Week, gave me opportunity for much competition.

Lucky enough to buy Zest, a very fast boat, from Chalky - I have raced her as often as possible this season learning to make her go better and cope with the Solent tides and position of buoys - always challenging.

An enjoyable first year, a steeper learning curve than I thought, and I look forward to 2010. Thanks to all who have helped me learn the intricacies of the class.

### Thom D'Arcy



Photo © Tim Stevens [www.timstevensphoto.co.uk](http://www.timstevensphoto.co.uk)

**Thom D'Arcy who sails X172 Lizz Whizz from Yarmouth has packed his 26 years with a variety of racing experience.**

Having started at 8 with a home built Optimist he progressed through the usual dinghies. Last year he represented Royal British Yacht Clubs in Russia in an historic race in 30 foot classic yachts. In 2001 he was in the RYA Americas Cup Jubilee Youth Squad.

Thom started sailing XODs 6 years ago after looking for a one design keelboat class. He chose the XODs for affordability and friendliness but also as they are highly competitive, attracting some of the country's leading sailors. X boats provide club racing through to Class events. As the Centenary approaches, XODs may be one of the oldest one design classes, but Thom thinks there is no other class he would rather sail in as it offers some of the best racing on the South Coast.

### Philip Hildyard



**Philip Hildyard, 35, had a Topper when he was 12 at Hill Head Sailing Club and followed that with a variety of dinghies and recently sailed a Victory during Cowes Week 2009.**

At Cowes he was talking to Tim and John Harding about the XODs. The one design ethos, size of the fleet and very high standard of racing attracted him; a week later John took him out on X90 Calypso and the rest, as they say is history.

Philip and a friend have recently bought X68, South Wind, and are now getting to know the boat. They both find the sailors in the Hamble Division very welcoming. He feels the social side of the fleet is a real bonus and was made to feel part of the XOD community at Hamble really quickly. As far as the boat is concerned he likes the balance of simplicity v technical know how. He wants to be able to focus on getting the best out of the boat and is concerned that any rule changes should not detract from the competitiveness of the fleet.

### Nick Bradley



**Nick has spent his sailing life in all types of boats, and he still owns and campaigns a Contessa 32.**

With a weekend cottage in Yarmouth Nick wanted competitive one design sailing and the serious one design sailing there is in XODs. He soon found it getting more competitive than just a few Sunday races. With Peter Brooks and Paddy Sellars, Nick bought Heyday X173 from Harry Dodds - now they have to make it go in the way that Harry and David Bedford did.

It's been a humbling experience to race Heyday in such a competitive fleet amongst many good sailors of all ages. One mistake and you can easily lose 20 or more places. Get it right and its wonderful.

Nick has enjoyed the first season with his XOD, with a friendly bunch of people. He finds it exciting to be part of the growing, enthusiastic Yarmouth Division.

## Welcome to the X Class

### Damian Ash

#### Damian 6'5" gets some leverage on an Int 14

Damian Ash is the new owner of X71 Wenda, now sailing at Itchenor.

He comes from the top of the Int 14 fleet, having won the 2007 Europeans.

The history of the X Class appealed and the quality of the racing.

He races with a crew of all ages from his eight year old son to his Dad and occasionally cruises with his wife.

He finds the Class very friendly and the racing well up to expectations.



Photo © Renee Speak

### Graham and Julia Bailey

Julia has competed regularly in a variety of classes and has been Cowes Week winner in her Dragon; Graham has been Burton Cup Winner, has won Commodore's Cup, Admirals Cup, different classes for Cowes Week and has various wins in dinghies, one-design keelboats and offshore races.

Asked why they chose to sail an X – "because Neil Payne told us to".

After a few races they love the traditional build and design, but admit a long apprenticeship is required. They intend to sail X 22

Enigma together and enjoy the club scene at the Royal Solent and the variety of a few team races. It is also likely that Enigma will be taken out by their family on occasion. Graham's 17 year old niece Anna Bailey has crewed for Neil Payne and has helmed an X herself during Cowes Week.



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## New Class Captain

William Norris QC  
X178 Beatrix, Lyminster

### Goodbye from him/hello from me

It is my privilege to take over from Mark as Class Captain. My only qualifications are a true love of the Class and of my many friends within it and some ability to see (and mediate between) the kind of firm but competing opinions which always emerge where true enthusiasts are involved. I shall be proud if I can follow Mark's example in defending and promoting both the traditions and spirit of our Class. But any success will largely be due to the support of others such as Tina, our Secretary, John Wilson, our Measurer, our Committees, the Divisional Captains and the membership as a whole. It will be a team effort as we approach our Centenary, as it has always been.

**XOD News is published by the  
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**CENTENARY 2011**



## Value for money cont:

the class. It does not require travel to open meetings or spending nights at sea to enjoy first class racing.

And then there is Cowes Week, the highlight of the XOD calendar. Eighty X boats, the range of conditions and the quality of the competition, make it so.

Because there are so many good racing opportunities it is very realistic to consider sharing ownership of an X. Even when two or three share, there is plenty of helming for each owner.

### The value for money equation

The costs of running an X are, we believe, much lower than many people think.

But what you get is a racing programme that is unequalled by any other Class, both in terms of quantity and quality.

Add to that, the Xs are not a Class that only meets on the water. There are many



Photo © Rick Tomlinson [www.rick-tomlinson.com](http://www.rick-tomlinson.com)

opportunities to make friends and socialise with other X boat sailors.

It is perhaps not surprising that as the X Class approaches its Centenary in 2011, it is more popular than ever.

## XOANON report cont:

The prototype was built for under £10,000, but with much of the labour and a significant amount of materials not included in the cost.

The latest estimate for an X like boat to be built commercially, using strip planking, is between £30,000 and £33,000, ex sails and ex VAT.

Clare Lallow has recently quoted £42,500 plus VAT and sails to build three conventional XODs.

For a full report on how Xoanon was built and the many choices made by the team, see the full report at [www.xonedesign.org.uk/news](http://www.xonedesign.org.uk/news).

## Class Events in 2010

### Westmacott Regatta 12th – 13th June

Run by the Royal Naval Club and Royal Albert Yacht Club and open to Westmacott and other local one-design classes. Five races over two days off Portsmouth and berthing reserved at Haslar.

### Central Solent Championship 17th – 18th July

Hosted this year by the Royal Southampton Yacht Club, who will provide berthing at Ocean Village. The five races over two days will be a combination of round the cans and windward/leeward.

### Cowes Classic Week 19th – 23rd July

Committee Boat starts and empty central Solent waters have helped build the reputation of this event for quality racing. Lots of races over four days, including a pursuit!

### Cowes Week 31st July – 7th August

Will we exceed 80 entries this year?

### AGM 27th November

## [www.xonedesign.org.uk](http://www.xonedesign.org.uk)

Visit the Class website for all you need to know about the X Class. It includes details of where X boats are sailed with contact details for local Divisional Class Captains. There are listings of boats for sale, suppliers and major events. **Class Secretary: Tina Scott [xodsec@btinternet.com](mailto:xodsec@btinternet.com)**

