

The 'X' One Design Class Association

Minutes of a Meeting of the Committee

On: Monday 8th October 2007 at 19.00 hrs

At: The Royal Southampton Yacht Club

Present:	Mark Hall	XOD Class Captain
	Diana Wilson	Hamble Division
	Bill Barnes, Alan Perry	Itchenor Division
	Robin Balme, Fenella Lees	Lymington Division
	Mike Pascall	Parkstone Division
	Tim Moorhouse	Royal Motor Yacht Club
	Jeremy Willcock, Nick Dorley-Brown	Yarmouth Division
	John Lacey	Chairman, Technical Committee

In attendance:	Tina Scott	XOD Class Secretary
-----------------------	------------	---------------------

		Action
1. Apologies		
Apologies were received from Crispin Tombs (Royal Motor Yacht Club), Richard Batchelor (Parkstone Division) and MOS FitzGerald (Hamble Division).		
2. Minutes of the previous meeting held on 3rd September 2007.		
The minutes of the previous meeting held on 3 rd September 2007 were approved and signed by the Class Captain.		
3. Matters Arising		
<ul style="list-style-type: none"> • Tom Hunt Book: Hamble had obtained stocks of the books from Ron Rogers and were asked to provide more boxes at the AGM. • Hamble representative for the Centenary Committee: The Class Captain asked Hamble Division to propose a stand in for Ron Rogers to represent the Hamble Division on the Centenary Committee. • Boat check list and Measurer's Guidelines: these had been posted in the website. • Casualties: The Class Captain would write to the CCC about the issue of landing an injured person from an XOD. • Cowes Division: The Class Captain had written to Cowes Clubs to ascertain interest in reforming a Cowes Division. The reply from the Cowes Corinthian Yacht Club had confirmed that regattas were run most weekends and there would be no problem with moorings. A message from Eric Williams had listed five potentially interested sailors, two of whom were currently sailing XODs in other divisions. 		<p>Hamble Division</p> <p>Hamble Division</p> <p>Class Captain</p>
4. Correspondence		
There was no correspondence to report since the last meeting.		
5. Technical Matters		
John Lacey, Chairman, Technical Committee, reviewed 3 proposed Resolutions and 2 minor Handbook changes.		
TC Resolution 1. Height of mast step		

The proposed resolution was to standardise the height of the mast step above the wooden keel. The drawings specify 7” but the Class Measurer had checked all the boats he had measured and there are some above that distance, so, as it was not intended to upset owners, a maximum height of 8½” was proposed. There was no minimum, other than the bottom of the boat. John Lacey described the measuring procedure and agreed that measuring was difficult. The Class Committee approved this resolution.

TC Resolution 2. Standing rigging

The Technical Committee Chairman reviewed the history of changes to the mast rake from 1998 to the AGM of 2002, when a resolution was passed to add the requirement to Rule C.5.1.a that the front edge of the deck mast slot shall prevent the mast going further forward than the position specified for the mast itself. This was brought in to positively allow mast rake up to 6’2” from front of stem to mast centreline.

John Lacey said that the purpose of the proposed resolution was to support the mast better upwind. Chain plates and rake may need to be looked at, but later at another time. The proposed resolution was optional for the owner. It was proposed that mast can be supported better if the shrouds are closer together, with the lowers being moved forward 3” and the cap shrouds moved back. A metal bar would spread the load over the two chain plates, and there would be a recommendation about the bar and its measurements.

Bill Barnes reported that there were three members at Itchenor who were not in agreement with this, but he and Alan Perry were both for the resolution. Frank Powell, the Official Measurer, had made up two model rigs and Bill Barnes reported that the difference was very clear. Frank Powell would demonstrate the models at the Itchenor AGM the following week. Mark Hall reported on concerns that moving the lowers reduced support to the mast downwind and conveyed reports from John Long, Itchenor Divisional Technical Representative, on a trend for cutting out deck beams to allow forward rake and large amounts of mast movement, which was not seamanlike.

Robin Balme observed that the resolution was completely optional for owners. Yarmouth Division confirmed they were for the resolution. The Class Committee approved this resolution.

TC Resolution 3. Sail materials

The Technical Committee had investigated possible changes to the specifications on sail materials detailed in Appendix E, but no new sail materials were considered advisable so far. No resolution on sail materials was agreed by the Class Committee.

TC Resolution 4. Spinnaker pole

The Class Committee considered it unnecessary to specify that twin poles may be fitted and decided that a resolution was not required.

TC Resolution 5. Seats

The Official Measurer considered that a clear statement was required regarding when thwarts are included in boat weighing. The Class Committee approved this resolution.

Main halyard locks

The report from Simon Russell had been circulated following the last meeting and was reviewed by John Lacey. The Class rules do not define where a main halyard cleat has to be placed. There was discussion about the main halyard jamming in a mast head cleat, making it not possible to bring the mainsail down, which could cause boats to run into others on the moorings. It was decided that it was the owner/skippers responsibility to avoid these circumstances and it was accepted that sailing had its inherent dangers. The Class Committee unanimously decided that further action and a resolution was not required and that this issue could now be considered closed.

<p>Plywood transom John Lacey clarified that laminated construction could be used anywhere where it is not specified that construction must be of solid wood. However, marine ply was not “laminated construction” so a plywood transom was not allowed.</p>	
<p>6. Members Resolutions for the AGM</p> <p>Two resolutions for the AGM had been received from members.</p> <p>Electric bilge pumps The revised proposal to allow electric bilge pumps was considered by the Class Committee, who recalled the article in the September 2007 edition of Classic Boat magazine describing electrics causing electrolysis in the stern post of a wooden boat. The Class Committee agreed they could not support this proposal.</p> <p>Spinnaker The proposal asked for a spinnaker of revised design and tasked the TAC with initiating all appropriate actions necessary to bring this to fruition by 2011. Jeremy Willcock considered that if the proposal was rejected, it could affect possible sponsorship for the Centenary, so preferred that the resolution was withdrawn until sponsorship for the Centenary had been agreed. The Class Committee queried if a resolution was needed as a general proposal could be made to the Technical Committee to look at this. This was agreed and the Class Committee asked the Technical Committee to look at spinnaker design. The resolution was withdrawn by the proposer.</p>	<p>Technical Committee</p>
<p>7. Cowes Week 2007</p> <p>Cocktail Party Diana Wilson reported that a visit to the Cowes Museum would be arranged shortly to discuss the party for next year. The RLondonYC has not been reserved for 2008.</p>	
<p>8. Trophies</p> <p>Captain’s Crystal: The amendment to the Deed of Gift from Derf Paton was reviewed and approved for inserting in the Handbook.</p> <p>Inter-Divisional Trophies for 2008: The rotation of these trophies for 2008 for inclusion in next year’s Divisional racing programme was:</p> <ul style="list-style-type: none"> • Coronation Challenge Cup - Yarmouth • RMYC Challenge Cup - Lymington • RMYC 75th Anniversary Cup – Parkstone <p>Engraved glasses for the Prizegiving: The same glasses as for 2006 were agreed.</p>	
<p>9. Honorary Members</p> <p>The Class Captain confirmed that the proposal to grant Honorary Membership to Alex Jones would be put to the AGM and that he would contact Alex in the meantime. Mark Hall would propose and Bill Barnes agreed to second the proposal.</p>	<p>Class Captain</p>
<p>10. Centenary Committee Report</p> <p>Jeremy Willcock, Centenary Committee Chairman, reviewed the suggestions put forward for consideration and the feedback received from members. The feedback had been very positive for all the proposals apart from the proposed arrangements for the Centenary Championships in Yarmouth, for which feedback had shown an east-west</p>	

divide. For sponsorship, a meeting had been held with the CCC, who were confident that sponsorship could be available. As a result, the Centenary Committee had agreed to recommend further exploring sponsorship for 2011. The sail-past was discussed and it was agreed to be difficult practically, with wind strength being a major factor for success, but towing with strops could be possible and would ensure boats were in numerical order. It was also recognised that X1 was extremely important to the centenary celebrations.

The feedback on the proposed Centenary Championships being held in Yarmouth had shown an east-west divide, but it was agreed that the location of Yarmouth was a draft proposal. Jeremy Willcock agreed to speak to the Hamble and Itchenor Divisions about the proposals in more detail, to show that considerations of tide, moorings and accommodation for Yarmouth had already been explored in detail. It was agreed that the proposed location of Yarmouth for the Centenary event would not continue if Hamble and Itchenor Divisions did not agree to it. Alan Perry pointed out the interest shown by senior members of the class, for whom boat delivery to and from the agreed location could be arranged, so they could also participate in the Centenary Championships without having to sail their boats there.

11. Marketing Committee Report

The Class Captain reviewed the 8 page report and 1 page summary of the Marketing Recommendations to the Class Committee, observing that a huge amount of work had gone into the Recommendations put forward by the Marketing Committee, and concluded by commending the Marketing Recommendations to the Class Committee.

Regarding a Cowes Division, Jeremy Willcock considered this was fine as long as it did not weaken the Class, pointing out that two weak Divisions were not as good as one strong one. Nick Dorley-Brown confirmed that Laurie Boarer of Lallows was keen to build XODs and that he had names of potential new owners. Mark Hall observed that one of the strengths of the Class was in the Divisions. Jeremy Willcock queried if people would race regularly at Cowes, as at present some of the potential Cowes sailors are joining Yarmouth and other Divisions. Mark Hall confirmed that no positive action could be taken at present, but could be if the interest builds. The minimum number was thought to be four boats, but the Handbook specifies six.

The Class Captain went on to review the budget proposals in detail, the reasoning behind them, and the funds in the Reserve Account. He concluded that both he and Ted Roose considered the proposals reasonable and he invited comments from the Class Committee. Tim Moorhouse observed that the marketing initiatives would benefit all owners and increase the value of boats. Diana Wilson considered we needed to save the Class as we were clearly in trouble. Bill Barnes had noticed that there were about 40 boats for sale, so something needed to be done pdq. The 75th Anniversary at Itchenor had started the ball rolling and 2011 was a massive opportunity and not to be missed. Mark Hall confirmed that part of the Marketing Programme was to look at and improve how boats are sold and put boats and people together. He reminded the Committee that the Marketing Programme cannot be approved without approving the budget, which included an increase in subscriptions. Tim Moorhouse queried the figure of £3000 for mailing, asking to whom it would be sent and what would happen to the leaflets, describing what was usually done with publicity leaflets. Mark Hall explained that this was a budget for a total plan and we should not be too concerned about specific items at this stage. After further discussion, the Class Committee unanimously approved the Marketing Programme Recommendations.

12. Subscriptions and payments system

<p>The Class Captain proposed that subscriptions rose from £34 to £50 for Full Members. The Class Committee proposed that subscriptions rose from £18 to £25 for Associate Members. A survey of subscription levels amongst the other Cowes Week White Group classes was reviewed and showed these subscription levels to be in line with other classes. The payment structure was discussed, as it had been brought up at the last AGM. It was agreed that a penalty subscription of £75 should be imposed on Members not paying by 1st April. The Class Secretary was asked to draft the AGM proposals.</p> <p>The methods of payment would remain as cheque and standing order. It was thought that bank transfer was also possible, as many people used internet banking. Some of the other White Group classes had the standing order form on their website, but there was concern about posting the XODCA bank details on the web, although a blank standing order form might be possible. The Class Secretary would explore this.</p> <p>The Class Captain asked if Divisions could send their email distribution lists to the Class Secretary to facilitate communications. The Class Captain had written several newsletters this year, which were on the website, but members seemed unaware of this.</p>	<p>Class Secretary</p> <p>Class Secretary</p> <p>Divisional Captains</p>
<p>13. Secretary's Report</p> <p>Divisional racing results for 2007: The Class Secretary asked for Divisions to send their Divisional racing results when available, for including in next year's Handbook.</p> <p>Changes to boat names or owners: The Class Secretary asked for any changes of boat owners or boat names to be sent, to ensure that the correct listings were included in the next XOD Handbook and The Solent Book from the SCRA.</p> <p>Accounts: The accounts had not been finalised yet as the last bank statements had just arrived that day, but the Hon. Accounts Auditor had kindly agreed to receive the accounts for auditing as soon as they were available.</p> <p>VHF: As requested at the last meeting, the Class Secretary had contacted all the Cowes Week White Group classes and had collated their rules, usual practice and comments regarding VHF into a survey report, previously circulated. The survey was reviewed and it was agreed that there were differences in views among the Divisions which needed further discussion before a decision about rule change, if any, could be made.</p>	<p>Divisional Captains</p> <p>Divisional Captains</p> <p>Class Secretary</p>
<p>14. Any Other Business</p> <p>Fenella Lees confirmed that boat checks should be conducted before Cowes Week and also throughout the Divisional fleets generally during the year.</p>	
<p>15. Date of Next Meeting</p> <p>The next XOD Class Meeting would be the AGM on 24 November 2007 at 11.00 hrs at the Royal Southampton Yacht Club.</p> <p>The next XOD Class Committee meeting was to be arranged, but the format of March, September and October was agreed for 2008, with dates to be confirmed.</p>	

Signed:

Date:
