

The 'X' One Design Class Association

Minutes of the Meeting of the Class Committee

On: Monday 8th September 2008 at 19.00 hrs
At: The Royal Southampton Yacht Club

Present:	Mark Hall	XOD Class Captain
	Diana Wilson, Keith Hughes	Hamble Division
	Alan Perry	Itchenor Division
	Fenella Lees	Lymington Division
	Richard Batchelor, Mike Pascal	Parkstone Division
	Crispin Tombs	Royal Motor Yacht Club
	Nick Dorley-Brown	Yarmouth Division
	Bill Dunsdon	Lymington TAC Representative
In attendance:	Tina Scott	XOD Class Secretary

John Lacey, OBE, FRINA, Chairman, Technical Advisory Committee

The Class Captain recorded with regret the death of John Lacey on 18th July 2008 after a determined fight against illness. John retired from the Chairmanship of the Technical Advisory Committee in June having been a member for over 25 years and Chairman for the last eight. He had influenced the direction of the Class, which had benefited from his professional skills and good judgement, and his death is a great loss to the Class. His funeral on 12th August was well attended by XOD members and friends. The Class Captain had sent a letter of condolence to Enid on behalf of the Class.

1. Apologies

Apologies were received from Tim Moorhouse (RMYC), Jeremy Field (Cowes), Bill Barnes (Itchenor) Robin Balme (Lymington), Nigel Hawkes (Yarmouth) and John Wilson (Official Measurer).

2. Minutes of the previous meeting held on 31st March 2008

The minutes of the previous meeting held on 31st March 2008 were approved by the Class Committee and signed by the Class Captain.

3. Matters arising

- **Official Dispensation to X80 Lass:** the Class Captain agreed to check that this had been sent.
Action: Class Captain
- **Official Measurer:** John Wilson had been appointed Official Measurer from 20th May 2008.

4. Correspondence

The Class Captain reported that there had been much correspondence via email on a wide number of subjects, but there was nothing specific to report that was not being covered at this meeting.

5. Marketing Committee Report

On behalf of Ted Roose, Chairman, Nick Dorley-Brown reported that the last Marketing Committee meeting was in June and there was much work in progress to be reviewed at the next MarCom meeting on 24th September. Ted intended to attend the October Class Committee meeting to report in full, but the positive effects of marketing activities to date were an increase in Cowes Week entries, numbers of boats changing hands and new members. Other work in progress included identifying a clothing supplier, redesigning the website, contacting owners of resting boats and developing of a Class Broker.

6. Centenary Committee Report

On behalf of Jeremy Willcock, Chairman, the Class Captain reported that the Centenary proposals would be presented at the next Class Committee meeting in October. The last Centenary Committee

meeting in June had decided to move ahead on the assumption that there would be no Cowes Week title sponsor but that there may be 2 or 3 small sponsors due to the economic situation. This would mean that no special spinnakers would be possible and it may be difficult to arrange to have X1 on display. Additionally, funds for a tow past may be affected, although a sail past may be possible given the weather. The next Centenary Committee meeting had been arranged for 30th September 2008.

7. Technical Advisory Committee Report

• TAC Chairman

The Class Captain confirmed that XOD Constitution 10.2.c ruled that the TAC nominated a Chairman from amongst the TAC members. The Class Committee discussed the issue and made a nomination to the Class Captain. *Post meeting note: The position of TAC Chairman has been accepted by Jonathan Fairchild and agreed by the TAC.* The Class Captain asked the Parkstone Division to nominate a representative for the TAC.

Action: Parkstone Division

• Boat Checks

All Divisions had carried out boat checks as per the Boat Check List for nearly all the boats that had entered Cowes Week, except for Hamble as Keith Hughes was away unexpectedly. It was agreed that ideally, the boat check lists needed to be able to be completed electronically and emailed, so that the data could be incorporated into a database of boats. The forms also needed to be simplified and Excel format was agreed to be the most useful. There was discussion on a standard boat check list as opposed to a rolling programme of different checks each year. It was agreed that a new owner should have the boat checked comprehensively before a new owner certificate was issued. It was noted that the checks are not mandatory. The TAC was asked to review the boat check list to make it simpler.

Action: Technical Advisory Committee

• Keith Hughes' resolution

Keith Hughes distributed a draft proposal which specified that to be eligible to race at Cowes a yacht shall compete in at least 6 divisional races in the previous season. There were over 15 Hamble boats entered at Cowes this year, but only about 5 sailed regularly and 1 was moored in Lymington. Several boats only race a couple of weekends before Cowes and then lay up afterwards, and most of the regular Hamble racers did not go to Cowes. It was recognised that it was only a Hamble issue, so it was agreed that it would be dealt with locally. The draft proposal was withdrawn.

Draft AGM resolutions

(1) Rule C.5.1. amendment to clarify interpretation

The Class Committee agreed to support this resolution.

(2) Height of mast step

There was discussion about the keelson, or hog, and it was agreed the measurement should be taken to the original keelson and should not include any extra material fixed on top. It was realised that if the mast step is the rising version, a measurement to the front of the mast step, as illustrated by "B" in the drawing, would be different to the measurement to the front of the slot. The draft wording specified "No part of the mast step..." but the Class Committee considered that the measurement should be at the front of the slot. The Class Committee asked the TAC to discuss further and make recommendations on the measurement point.

Action: Technical Advisory Committee

(3) Electric bilge pump

Bill Dunsdon showed the meeting a sample battery and 3-way switch and the meeting agreed that this was a non compulsory extra item and that the Rule on the manual pump remained. The Class Committee agreed to support this resolution.

(4) Rule changes in line with Cowes Regatta safety regulations

The Class Captain asked the Divisions for their views on the proposed rule changes for flares, a quit, personal buoyancy and a first aid kit, and none of the Divisional Captains reported feedback in favour of the changes. It was reported that many divisional sailors usually sail only locally in their harbours and nearby to other boats, and that no one was keen to introduce compulsory changes for everyone that were not considered necessary. It was recognised that anyone who wished to carry equipment in line with Cowes Regatta safety regulations could do so at any time. For the VHF, the Class Committee considered that no change in the present Class rule was necessary. The Class Committee decided that they could not support this resolution.

(5) Windows in sails

Feedback on this had been favourable, so the Class Committee agreed to support this resolution. Bill

Dunsdon pointed out that sail materials might not measure and did not necessarily agree with the labelling. The Class Committee asked the TAC to check sail material specifications with sailmakers.

Action: Technical Advisory Committee

(6) Control of mast position and forward rake

There was discussion on the measurement point on the mast. Retired TAC Chairman, Tom Tait, had pointed out that the Official Drawings show the measurement point as the centre of the mast and Rule C.5.1 also specifies the centreline of the mast. This proposal referred to the front edge of the mast slot. Bill Dunsdon had been shown drawings by Ado Jardine that specified the front of the mast, so there appeared to be a discrepancy between drawings. The Class Committee noted that the last AGM was concerned with the issue of forward rake and decided that the resolution would not succeed, as Hamble, Itchenor and Parkstone considered it did not solve the mast rake issue. The Class Committee decided that they could not support the resolution. The Class Committee asked for the Official drawings (referred to by Ado and Tom) to be produced for the next Class Committee meeting.

Action: Lyminster and Itchenor Divisional Captains

Proposed rigging change and reports from the trials in the each Divisions:

Hamble reported that a trial by their Technical Representative had been unsuccessful and the rigging had been put back to its original position. Keith Hughes reported that his 6mm steel bar had "folded" in a wave at Cowes and he now has a 10mm steel bar. Parkstone reported on one boat's trial which had concluded that slack lowers were a problem but moving the cap shrouds aft of the mast centreline created more problems. Itchenor reported that more trials were being planned for next year, as one effort had resulted in the boat being declared out of class, so results would not be counted. The Class Committee decided that they could not support a rigging change this year, but more trials were needed to reassess during next year. It was clear that answers were needed to all the queries on differences between Divisional racing conditions and Cowes racing conditions.

(7) Safety while sitting out

The Class Committee agreed that this would be difficult to draw up with everyone having different leg lengths, and would also be difficult to police. Hamble was neutral, Itchenor in favour of knees inside the coaming but no toe-straps, Yarmouth considered it gave an unfair advantage to younger crews who could hike out and gave no advantage to more senior members. The Class Committee decided they could not support this resolution.

8. New Build Project

The Class Committee discussed the paper from Ado Jardine concerning the New Build project and financial arrangements for 40 shares at £250 each to fund the project.

Hamble and Parkstone Divisions were against the project. Feedback from the Itchenor Division showed that they now thought the new build project was a good idea considering the reduction in number of boats for sale. Yarmouth felt it was reasonable to look at alternative constructions, as a strategy for the future was needed, and referred to correspondence about new boat builds as a concept, such as, having boats built in Croatia. Hamble agreed that this was reasonable for the future, but noted that there were still some very good boats for sale. Nick Dorley-Brown observed that if current trends continued with more boats being sold, then a problem will develop. He said he was not comfortable with all this work going on and it not being supported by the Class. However, it was recognised that any different construction would not constitute an XOD under current Class rules. A representative would be needed wherever construction occurred, be it Croatia or China. One way forward was for the new build to be completed, to show everyone how it sailed, neither slower nor faster, and then the Class Committee might be able to decide. Hamble were in favour of looking at alternative builds on classic lines and it was noted that the New Build project had looked at a number of alternative builds, although GRP was not an option. There was a half-build at Parkstone, in frame, with no planks, and there were 6 boats not being used at Parkstone.

The Class Committee concluded that they were unable to support the project. They decided that the paper should be circulated, not by the Class, but by those who did support it, saying that the build group was free to distribute it as they wished. The Class Committee agreed to keep this item on the agenda.

9. Cowes Week 2008

• Captain's Cup discards

The history of races and discards was reviewed. It was agreed that fewer discards produced better sailing and less barging. It was agreed that the Captain's Cup should stay as 8 races, 1 discard.

- **Trophy criteria wording**

The Webmaster was working on amended wording for the Veteran's Cups and the Lifeboat Spoons.

Action: Webmaster, Class Secretary

- **Cowes Week Survey**

Feedback from 24 boats out of 80 was reviewed. Consistent comments related to the black flag on the first start on Thursday, the long sail to the Committee Boat and the closeness of the moorings.

The Class Captain reported that he attended the Platform every morning with one of the Divisional Captains and had reviewed the proposed starting area and courses with the PRO. He reported that a windward start on the first 3 days had not been possible for Health and Safety reasons, with the PRO wishing to send the black group west and the white group east. Friday's race was traditionally short with the need to have everyone back on their moorings well in advance of the fireworks. Thursday's black flag on the squadron line start was surprising, considering there had been no general recalls for the XODs at all from the Committee Boat starts. The Committee Boat ROs had tried hard to set a square line every day, but there had been a long delay on one day. Parkstone suggested it would have been better to have started the fleet and changed the course after the wind had changed.

- **Team Racing**

The Class Captain reported that unfortunately this event had not been sailed due to the wind strength on the day, and suggested three boat team racing in 2009, with no on-water umpires.

10. Cowes Division Report

A report from Jeremy Field on the Cowes Division had been distributed to the Class Committee before the meeting. The Class Captain reported on the clear enthusiasm in the Cowes Division, despite the weather affecting some weekends when races were programmed. Recognising issues with other keelboat classes, he wanted to encourage XOD sailing in Cowes. Hamble wished to join the Cowes Division in the Red Funnel series 2009 and Yarmouth may also join them for some of the races in 2009.

11. Honorary Members

There were no proposals for new Honorary members.

12. Secretary's Report

- **Cowes Week**

The Class Secretary asked the Class Captains to distribute the Skandia prizes to the winners. The Class Secretary had sent Andy Harris, New Generation Results, a letter of thanks for producing the XOD Cowes Week results, together with a Tesco's Gift Token for £30, on behalf of the Class.

The Cowes Week cocktail party could be improved, but other venues contacted so far were currently unavailable. It was agreed to reserve the Royal London for 2009. The Tuesday informal gathering at the Sail for Gold bar went well, but was found to be very noisy, and Hamble suggested The Globe for an informal post-race gathering for next year.

Action: Hamble Division, Class Secretary

- **XOD trophies**

The Class Secretary reminded the Divisions of the Inter-Divisional Cups allocation and asked for the XOD Class trophies to be retrieved for engraving by the next Class Committee meeting.

Diana Wilson asked the Class Captain to present the Central Solent Championships prizes at the AGM.

- **Membership**

The Class Secretary reported that there had been 28 proposals for new members so far, as opposed to 16 at this time last year, an increase of 75%.

13. Any Other Business

Fenella Lees reminded the meeting of the Lymington Autumn Series, which was an open series with a visitor's trophy, with races being held at 2pm Wednesdays and Saturdays during October.

14. Date of Next Meeting

The next XOD Class Committee Meeting is arranged for Monday 13th October 2008 at 19.00 hrs at the Royal Southampton Yacht Club.

Signed:

Date: