



## From the Class Captain

Dear fellow sailors

It is a pleasure and an honour to have been appointed to serve as your fleet Captain at this week's AGM.

Those of you who were unable to make the meeting may wish to read the Meeting summary that Tina has uploaded to the XOD website.

Some of the proposed resolutions were found not to contain enough substance to achieve what was being asked of them...so back to the drawing board until the next AGM for these proposals.

I have received letters from a number of members wishing to clarify a few points that I have responded to below.

The question of legal stem height was raised (as there is nothing currently written on the subject in the handbook), and it was pointed out by members of TAC and various previous Class Measurers that the forward-most stem height is shown on the Official Class Drawings to be at 50mm above the top of the deck wood.

This means that if your boat is currently below this measurement, then you are effectively out of class. If your stem is above this height then you need do nothing. If your stem is below 50mm then you can address this issue by giving photographic evidence or written testimony from previous owners of it having been like this since before grandfathering (in the case of pre-1964 boats) or you can rebuild the top of the stem with the relevant wood before next racing as an XOD. You will need to contact the Class Official Measurer in order to discuss the situation and any questions you may have regarding the shape/materials etc. If your boat has had a low stem since before grandfathering, then this will be recorded on the database by the measurer and you will not need to make any alterations.

Andrew Armstrong was introduced to the meeting as our new Class Official Measurer. Andrew has owned X31 for 7 years and has an enthusiastic love of our classic built boats. He will be keen to hear from any owner planning to or currently carrying out any significant restoration work on their boat.

The correct procedure for owners is to contact their Divisional Captain or Andrew Armstrong before the work is started, so that the work can be monitored by the Official Measurer at relevant times set out by the Measurer throughout the process until final sign-off. The database information for that boat will be updated accordingly throughout the process.

I am very much hoping for a 2017 with fair winds, plenty of sunshine and exciting XOD racing for us all.

James Meaning  
XOD Class Captain  
2nd December 2016