

21st November 2015

The Annual General Meeting was preceded by the Prize Giving which commenced at 11.00 hrs. The Class Captain thanked past Hamble Divisional Captain Mrs Diana Wilson for kindly presenting the trophies, after which she was presented with a bouquet of flowers.

The Class Captain explained that the trophies for the Thursday of Cowes Week, the George Oliver Challenge Cup and the Grantham Cup, had been identified as Cowes Town Regatta trophies not XOD Class trophies. They have stayed with Cowes Town Regatta Day which moved from Thursday to Saturday in 2015 and this had created a trophy vacancy. David Palmer kindly offered to present the Class with The Princess Jalina Trophy for the Thursday race of Cowes Week and this was gratefully accepted to a round of applause.

Minutes of the Annual General Meeting held at the Royal Southampton Yacht Club on Saturday 21st November 2015

The Attendee list recorded 50 members present at the meeting.

1. Apologies

Apologies for absence were received from William Norris, Mark Woodhouse, Graham Knowles, Paul Fisher, Robert Morgan, Jeremy Lear, Peter Halliwell, Dunlop Stewart, Tim Martin, Peter Nicholson, Richard Bullock, David Priscott, Robin Balme, Jim Adams, John Knowles, John Wilson, George Alford, Malcolm Taylor, Lisa Childerley, Ado Jardine, Mark Woodhouse, Peter Fryer, Richard and Liz Field, Tim Mellery-Pratt, Nick Dorley-Brown, John Edmonds, Tom and Carole Tait, Ken and Jane Latham, Fenella Lees, Chris Stannard, Simon Russell and Michael Flanders.

2. Minutes of the Annual General Meeting held on 22nd November 2014

Approval of the Minutes of the Annual General Meeting held on 22nd November 2014 was proposed by Rory Paton and seconded by Tony Probert and Diana Wilson. The minutes were approved by the meeting and signed by the Class Captain.

3. Matters Arising from the Minutes

There were no matters arising.

4. Accounts for the year ended 30th September 2015

The Class Captain thanked John Tattersall, Honorary Accounts Auditor, for preparing the Class accounts, and Rory Paton, Honorary Treasurer for accounts advice. There were no queries and approval of the accounts was proposed by David da Cunha, seconded by Mike Till and confirmed by the meeting.

5. Fees and Subscriptions for 2016

The Honorary Treasurer had advised that no changes to the Fees and Subscriptions were indicated, so subscriptions would remain unchanged at £50 for Full members and £20 for Associate members.

6. Class Captain's Report

The Class Captain, MOS FitzGerald, recorded the commiserations of the Class on the death during the year of Desmond Bell, who was active in the 1980s and 1990s and had given much support to the Class. The death earlier in the year was also recorded of Joan Braithwaite, past Class Captain 1978-1982, in her 105th year.

In a review of the year, the Class Captain commented on how many diverse sailing events enrich the XOD Class and that the varied racing was the envy of other classes. There was level pegging on entry numbers to Classics and Cowes Week in 2015 for the first time.

The Class Captain thanked David Palmer for offering to donate a new trophy for the Thursday race in Cowes Week.

The Class Captain reviewed the central Solent sailing programme for 2016, which had open regattas for XODs scheduled from Classics Week on 11-15 July and on each following weekend through to Cowes Week from 6-13 August 2016.

The Fleet and Divisional statistics were reviewed and showed that the Class was in a stable situation, with a total of 70% of the fleet racing in 2015, a percentage that had remained steady since the Centenary. It was noted that the numbers racing in the Divisions was unchanged, while there was a slight increase in the number who only raced in Classics Week or Cowes Week. It was acknowledged that although the Class was looking healthy, members should not be complacent and should continue to encourage racing at open and Divisional events.

The Class Captain expressed appreciation of the hard work of the Technical Advisory Committee (TAC) during the year and thanked all the TAC members on behalf of the Class.

7. Technical Advisory Committee Report and Class Database update

TAC Chairman Tony Monks reported on the main work of the TAC during the year.

Boat plaques As an alternative to the boat number and build year being carved into the deck beam, a plaque with this information can be purchased and fixed to the boat. The requirement for one or the other is part of the boat checklist. Stuart Jardine was taking last orders for plaques by the end of the meeting, for ordering the following week.

Stem heights It had been noticed that not all boat stem heights were the same and there was no rule specifying the required height, which was also not clarified on the Class drawings. The raised stem was an intrinsic part of the design intent and was a feature for Class recognition. It provided a tack fitting hard point, kept the jib above the deck, protected the deck from rot and facilitated a bow fairlead. TAC had taken measurements of about one fifth of the fleet and a graph was presented showing stem heights from a maximum of 90mm down in a smooth distribution to a minimum of 35mm. There was no clear height to specify as a minimum, so the Class Committee has ruled that existing stem heights must not be reduced, while for new boats, the height must be a minimum of 50mm.

Spinnaker catchers Some examples of the hardware on the bows of boats were shown, some of which caused concern. The TAC Chairman reminded the meeting that the rule on spinnaker catchers was that they should not cause additional damage in a collision. It was noted that the bow could determine the cost of a third party repair and the cost of a repair after a collision could be more than the insured value, resulting in a boat being written off.

New masts Some new spars were being delivered over tolerance on diameter and new masts were usually fully fitted before being measured. A spar maker was unlikely to accept liability for correcting the spar after it was fitted, so TAC recommended checking new spars before accepting them for fitting out.

Class Database The current status was presented, showing 46% of 186 boats were "ready to race" and Divisional TAC reps were working to ensure remaining boats were checked over the winter. The TAC Chairman reminded the meeting that checks go out of date after five years and recommended masts being offered for checking during the winter, prior to reweighings and boat checks in the spring.

Boat checklist TAC is trying to make the boat checklist simpler, shorter and therefore quicker to perform. Non contentious items and portable safety items are being removed, so that the checks can concentrate on go fast fixtures and measurements. The updated checklist will include space for anything else that is noticed.

8. Resolutions

RESOLUTION 1 REPAIRS AND ALTERATIONS Proposed by the Class Committee

TAC Chairman Tony Monks explained that the proposal was to ensure that the Class Association becomes aware of intended work before work commences, to prevent expensive re-work if a repair does not comply with the rules. Stuart Jardine commented that if a keel is taken off, the keel must be weighed before it is refitted.

Result of show of hands: FOR: all, AGAINST: none
Resolution 1: **carried unanimously.**

RESOLUTION 2 SPINNAKER SAIL CLOTH Proposed by the Class Committee

The resolution intended to make the spinnaker cloth definition generic and not brand specific, to align with the Equipment Rules of Sailing (ERS) and to align with current practice on cloth weight. The resolution specified any woven cloth meeting a minimum weight of 36grms/sqm. It was noted that most sailmakers use 40grms/sqm.

Result of show of hands: FOR: all, AGAINST: none
Resolution 2: **carried unanimously.**

RESOLUTION 3 SPINNAKER MEASURING Proposed by the Class Committee

The resolution was to make the measuring of spinnakers more ERS compliant.

Result of show of hands: FOR: all, AGAINST: none
Resolution 3: **carried unanimously**

RESOLUTION 4 JIB MEASURING

Proposed by the Class Committee

The TAC Chairman reviewed a diagram of the jib head point, explaining that the proposed change was to specify the head point as defined by the ERS, which also required redefining the minimum luff length. No change was being proposed to the size or shape of jib.

Result of show of hands: FOR: all, AGAINST: none
Resolution 4: **carried unanimously**

RESOLUTION 5 BOOM PACKING

Proposed by the Class Committee

Resolution withdrawn prior to the AGM.

RESOLUTION 6 SPREADER MINIMUM LENGTH

Proposed by the Class Committee

The TAC Chairman explained that the proposed change was to allow spreaders that were previously compliant under the old rule to remain so.

Result of show of hands: FOR: all, AGAINST: none
Resolution 6: **carried unanimously**

RESOLUTION 7 BOOM REPAIRS

Proposed by the Class Committee

Booms can be sanded down over the years to below minimum tolerance, so the proposed resolution extended what was already allowed to bring masts up to tolerance to be also allowed for booms.

Result of show of hands: FOR: all, AGAINST: none
Resolution 7: **carried unanimously**

RESOLUTION 8 FLARES

Proposed by the Class Committee

The resolution added clarification to the rule on the minimum requirement, but also specified that flares were to be in date while racing. The resolution noted that some regattas require more than the minimum to be carried.

Result of show of hands: FOR: all, AGAINST: none
Resolution 8: **carried unanimously**

RESOLUTION 9 CLASS DATABASE

Proposed by the Class Committee

The Class Database was not yet recognized in the rules, so this resolution was to bring the rules up to date and define where the Class will record certificates, five year checks and re-weighings. Colin McKinnon queried if the red/green light status would prevent racing. The Class Captain said that weight and measurement certificates were required, but the boat checks were being given another year. Members were reminded to arrange mast measuring with their Divisional TAC rep during the coming winter, if their mast had not been measured in the last five years.

Result of show of hands: FOR: all, AGAINST: none
Resolution 9: **carried unanimously**

9. Nomination for Honorary Membership: Mr Tom Hunt

The Class Captain informed the meeting that at their April 2015 meeting, the Class Committee had agreed unanimously to nominate Tom Hunt for Honorary Membership of the Class Association. The nomination was in recognition and appreciation of his valuable contribution to the Class by collecting together the wealth of historical information that compiled his book "The Definitive X Class". The book was published at the end of 1999, at the turn of the millennium, and had been bought by many members over the years since. For as long as copies remained available, it was presented to each new member in welcome, as an introduction to the history and background of the Class.

In accordance with the Class Constitution, the meeting unanimously confirmed the nomination of Tom Hunt to Honorary Membership to a round of applause.

10. Class Captain for 2016

The Class Captain, MOS FitzGerald, informed the meeting that a letter nominating Mike Till for XOD Class Captain 2016 had been received from proposer Christopher Stannard and seconder Paul Kelsey, and the valid nomination was supported by the Class Committee. This was the first nomination of a member of the Cowes Division since 1959 and was to be greatly welcomed. The meeting unanimously elected Mike Till as XOD Class Captain to a round of applause.

Class Captain-elect Mike Till extended his thanks and appreciation to MOS FitzGerald and Deputy Chairman John Long for all their work for the Class. He informed the meeting that he had secured the backing of James Meaning and wished to appoint him as his Deputy. He expressed his intention to go round all the Divisions to meet everyone in the near future. The Class was fortunate to have such a strong history well documented by Tom Hunt and Richard Field. He acknowledged the contribution made by Tony Monks and the TAC to ensure that all boats were in Class. He indicated that he and the Class Secretary would be looking at upgrading the website. Regarding spinnakers, he said that all in the Cowes Division were very happy with the new spinnakers and he indicated he would like to see them adopted with Class support. He was in favour of more inter-Divisional racing and wished to see Team Racing back on the agenda. He informed the meeting that he had just become one of the directors of Cowes Week Ltd and gave an update on current proposals for the racing in Cowes Week 2016. These included starts from the RYS line the first 3 days, racing in the western Solent some days, and option of a committee vessel start from Tuesday to Friday. The last day would be Cowes Town Regatta day with a RYS line start for all classes. To a round of applause, Mike Till expressed the hope to do the job as well as his predecessors had done.

11. Class Representatives and Committees for 2016

Official Measurer

The out-going Class Captain MOS FitzGerald extended the grateful thanks of the Class to Official Measurer Stuart Jardine, who intended to retire at the end of August 2016, and informed the meeting that a volunteer was needed to succeed Stuart in the role.

Technical Advisory Committee

The out-going Class Captain MOS FitzGerald extended thanks to Nick Davison retiring for Itchenor, and welcomed David McGregor as the new Itchenor TAC representative.

Class Committee

The out-going Class Captain MOS FitzGerald extended grateful thanks on behalf of the Class to George Alford retiring for the Yarmouth Division, and to Mike Till retiring for the Cowes Division in light of his election to the Class Captaincy. He welcomed Neil Clifford for

the Cowes Division and extended thanks to the continuing Class Committee members: William McNeill and Richard Batchelor for the Royal Motor Y.C., Jim Adams and John Wilson for Parkstone, Paul Kelsey for Cowes, Tim Harding for Hamble, John Tremlett for Itchenor, Karl Thorne for Lymington, and Malcolm Taylor and James Meaning for Yarmouth.

The out-going Class Captain MOS FitzGerald acknowledged the contribution made by the retiring Deputy Chairman John Long to the interests of the Class in the Classics Week and Cowes Week regattas and expressed the thanks of the Class for all this background work.

MOS FitzGerald also expressed heartfelt thanks to the Class Secretary Tina Scott.

(Post meeting note: At the Hamble Division AGM the following day, John Sparshatt-Worley retired as Divisional Captain and Tim Harding and Hamish Calder were elected Divisional Captain and Vice Captain respectively.)

12. Any Other Business

Class Secretary's salary: Tony Probert suggested that the salary should be reviewed and it was agreed that the Class Committee would consider this at a future meeting.

Official Measurer: Stuart Jardine confirmed that he had to retire from the role by 31st August 2016, as he would be in Japan doing the J24 Worlds and confirmed the forthcoming vacancy. There were two new builds, one in Parkstone in hull with the keel laid, and a second in Yarmouth where Nick Whittle wished to start building immediately. The cost of a new boat was not known but believed to be in the region of £50-60k and a buyer had not yet been identified.

He expressed the view that one or two new boats need to be built each year as he knew of some boats that would not last ten more years.

Boat plaques: Stuart Jardine confirmed he was putting in the last order early the following week, so this was the last chance to order a boat plaque.

Resolution 5: The out-going Class Captain MOS FitzGerald informed the meeting that the resolution was not quite correct, possibly over complicated and creating a problem, so it was withdrawn for further consideration. Rory Paton suggested using the maximum height of packing as the measurement. It was noted that a track was not needed for a loose fitted mainsail but bringing in an optional alternative did not make the Class a one design.

Bottom polish: Colin McKinnon asked if the TAC was looking at bottom polish and TAC Chairman Tony Monks confirmed that TAC was aware and they had had an initial look, but there was more to understand, so this was work in progress.

X19 Chatterbox: The out-going Class Captain MOS FitzGerald conveyed a message from the Class Historian, Richard Field, who had lost sight of X19 Chatterbox, last seen in a garden in Hamble, and who asked for people to be on the look out and send any news.

X126 Minuet: The meeting was reminded that X126 Minuet was stolen from Parkstone in August 2013 and had not been seen since. She had recently changed ownership and it was feared that she was taken for her trailer.

13. Date of next AGM: Saturday 26th November 2016, 11.00 am, Royal Southampton YC.

There being no further business, the out-going Class Captain MOS FitzGerald declared the Annual General Meeting closed at 12.42 hrs.