

**Notice is hereby given that the
Annual General Meeting of the X One Design Class Association
will be held at the Royal Southampton Yacht Club
on Saturday 26th November 2016
following the Prize Giving at 11.00 am**

AGENDA

1. Apologies
2. Approval of the Minutes of the Annual General Meeting held on
21st November 2015
3. Matters Arising from the Minutes
4. Accounts for the Year Ended 30th September 2016
5. Fees and Subscriptions for 2017
6. Deputy Chairman's Report
7. Resolutions 1-15 as per attached papers
8. Nominations for Honorary membership: Peter Baines, Lt Col Stuart Jardine
9. Election of the Class Captain for 2017:
Nomination supported by the Class Committee: Mr James Meaning
10. Class Representatives and Committees for 2017
11. Any Other Business
12. Date of next AGM: Saturday 25th November 2017

Coffee and tea will be available from 10.30 am in the lounge area.

Members wishing to stay for lunch are asked to choose from the following menu to assist the club with catering requirements and book with the XOD Class Secretary by Wednesday 23rd November 2016, email: xodsec@btinternet.com or: 07767 470958

Turkey and ham shortcrust pastry pie, served with seasonal vegetables £11.75
Creamy smoked haddock and leek chowder, served with bread roll £6.45
Desserts and coffee available, extra
Payment direct to the club on the day.

**XOD CLASS ASSOCIATION
INCOME AND EXPENDITURE ACCOUNT
YEAR ENDED 30 SEPTEMBER 2016**

	Note	2016 £	2015 £
INCOME			
Subscriptions			
Full		10,231	10,391
Associates		1,638	1,480
Entrance fees		<u>151</u>	<u>168</u>
		12,020	12,039
Other income			
Cowes Week 2016 - (deficit)	2	(1,596)	(205)
Marketing surplus	3	355	89
Bank interest		2	2
TOTAL INCOME		<u>£ 10,781</u>	<u>£ 11,925</u>
EXPENDITURE			
Administration			
Secretary's salary		5,685	5,685
Printing and stationery		178	277
Postage		560	519
Meeting expenses		<u>1,180</u>	<u>1,131</u>
		7,603	7,612
Racing expenses			
Prizes		480	332
Insurance		<u>324</u>	<u>342</u>
		804	674
Subscriptions			
RYA		125	120
SCRA		50	50
Data protection		35	35
SPS		<u>10</u>	<u>10</u>
		220	215
General expenses			
Handbook		1,964	1,964
Development XOD website		2,323	-
XOD website registration and hosting		244	209
Boat plaques		31	-
Gift		<u>30</u>	<u>30</u>
		4,592	2,203
TOTAL EXPENDITURE		<u>13,219</u>	<u>10,704</u>
(DEFICIT) / SURPLUS FOR THE YEAR		<u>£(2,438)</u>	<u>£ 1,221</u>

**XOD CLASS ASSOCIATION
BALANCE SHEET
AT 30 SEPTEMBER 2016**

	Note	2016 £	2015 £
CAPITAL ACCOUNT			
Balance brought forward		24,895	23,674
(Deficit) / surplus for the year		(2,438)	1,221
Members Funds at 30 September		<u>£ 22,457</u>	<u>£ 24,895</u>
Represented by:-			
Current assets			
Stock	4	1,713	973
Debtor re new build fee		100	-
Prepaid expenses		330	324
Bank deposit account		4,089	4,087
Bank current account		16,475	19,511
Cash in hand		36	-
Current assets		<u>22,743</u>	<u>24,895</u>
Current liabilities	5	<u>(286)</u>	<u>-</u>
Net current assets		22,457	24,895
NET ASSETS		<u>£ 22,457</u>	<u>£ 24,895</u>

Auditor's Certificate

The attached Income and Expenditure Account and Balance Sheet together with the notes to the accounts of the XOD Class Association have been prepared from the books and records of the Association and the explanations given to me.

John Tattersall

Chartered Accountant

Dated: 2 November 2016

XOD CLASS ASSOCIATION
NOTES TO THE ACCOUNTS
YEAR ENDED 30 SEPTEMBER 2016

NOTE 1

ACCOUNTING POLICIES

- The accounts are prepared under the historical cost convention and in accordance with Generally Accepted Accounting Practice.

NOTE 2

COWES WEEK INCOME AND EXPENDITURE

	2016	2015
Income	£	£
Cowes Week mooring fees	6,767	7,213
Classic Week mooring fees	2,045	1,907
XOD Youth Bursary mooring credit	543	-
RORC passes	323	408
XOD cocktail party	1,805	1,797
Cowes Division Party	1,050	-
RSYC dinner and coach	-	850
ISC BBQ	-	770
CCYC Hog Roast	-	1,044
	<u>12,533</u>	<u>13,989</u>
Expenditure		
Cowes Harbour Commissioners	9,355	9,125
RORC passes	323	408
XOD cocktail party	1,976	1,943
Cowes Division Party	1,068	-
RSYC dinner and coach	-	904
ISC BBQ	-	770
CCYC Hog Roast	-	1,044
XOD Youth Bursary including moorings	1,407	-
	<u>14,129</u>	<u>14,194</u>
(Deficit)	<u>£(1,596)</u>	<u>£(205)</u>

NOTE 3

MARKETING INCOME

	£	£
New Build fees	200	-
Marketing services	-	100
Ties	18	(31)
Limited Edition Prints	72	-
Coffee Table Book	28	-
Pin badges	37	-
XOD Tom Hunt Book	-	20
Surplus	<u>£ 355</u>	<u>£ 89</u>

NOTE 4

STOCK

	£	£
Ties	516	49
Limited Edition Print	836	924
Coffee Table Book	230	-
Pin badges	131	-
	<u>£ 1,713</u>	<u>£ 973</u>

NOTE 5

CURRENT LIABILITIES

	£	£
Unidentified bank receipt	286	-
	<u>£ 286</u>	<u>£ -</u>

**XOD CLASS ANNUAL GENERAL MEETING****26th November 2016****RESOLUTIONS****SUMMARY**

Resolution 1	JIB HEIGHT
Resolution 2	MAINSAIL AND JIB ALLOWABLE CLOTH
Resolution 3	MAINSAIL LUFF AND FOOT MEASUREMENTS DELETION
Resolution 4	FORESTAY MEASUREMENT
Resolution 5	SPINNAKERS
Resolution 6	USE OF MOBILE PHONES
Resolution 7	ECHO SOUNDERS
Resolution 8	RESTRICTION ON KEEL REMOVAL
Resolution 9	BOOM PACKING LIMITATIONS
Resolution 10	BOOM PROTECTION
Resolution 11	BILGE PUMP SUMP
Resolution 12	TOE RAILS
Resolution 13	BOAT PLAQUES AND CARVINGS
Resolution 14	STEM HEIGHT
Resolution 15	APPENDIX D, BOAT BUILDERS

RESOLUTION 1 JIB HEIGHT**Proposed by the
Class Committee**

Rule C.6 SETTING OF SAILS (page 16)

Rule C.6.2.a. Amend to read:

The headsail shall be set so that the sailcloth in the foot at the tack is at least 102mm (4ins) above the line of the deck.

Rule D.6 1 FITTINGS (page 20)

Rule D.6.1.g. Delete existing and replace with:

The headsail must be tacked down to the stem head. The fittings used shall not be capable of allowing the headsail to contravene Rule C.6.2.a.

Resolution 1 continues/

RESOLUTION 1 continued/

Rule F.7 RUNNING RIGGING (page 28)

Rule F.7.2 Delete existing and replace with:

If a downhaul is used to control the headsail it must be attached above the tack and shall not be capable of allowing the headsail to contravene Rule C.6.2.a.

(Note: Different jibs have different tack arrangements with the cringle or eye either above or below the cloth at the tack. The introduction of soft luff jibs and adjustable mast rake have complicated the picture. It is proposed that the height be specified from the deck at the tack and not at the forward face of the stem, as this is more easily measured and is already the common interpretation, and the jib must be tacked down onto the stem head and neither the tack fitting nor any control lines shall compromise the height.)

RESOLUTION 2 MAINSAIL AND JIB ALLOWABLE CLOTH

Proposed by the
Class Committee

(page 29)

Rule G.3.1.a MAINSAIL CONSTRUCTION and Rule G.4.1.a HEADSAIL CONSTRUCTION:
Delete existing and replace with the same text as G.5.1.a SPINNAKER CONSTRUCTION,
ie:

Rule G.3.1.a. The **body of the sail** shall be of **soft single ply** construction made of woven polyamide cloth or woven polyester cloth.

Rule G.4.1.a. The **body of the sail** shall be of **soft single ply** construction made of woven polyamide cloth or woven polyester cloth.

Rule G.3.1.b Mainsail and Rule G.4.1.b Headsail: Delete

Rule G.3.1.c Mainsail and Rule G.4.1.c Headsail: Replace with the following text:
Reinforcement shall consist of any materials permitted for the **body of the sail**.

Renumber Rules G.3.1 and G.4.1 on deletion of sub paragraphs..

Rule G.3.2 MAINSAIL DIMENSIONS and Rule G.4.2. HEADSAIL DIMENSIONS (page 30):
Delete existing minimum cloth weight and replace with Minimum 245gsm.

Appendix E (page 32): Delete

(Note: It is intended that the weight and type of allowable cloth be specified in generic terms which would prohibit exotic cloths but allow any brand similar to those currently in use, with no change to the current minimum weight. This follows on from the 2015 rule change which allowed spinnaker cloth to be specified in generic terms. Appendix E will become redundant and will be removed. Grams per square metre (gsm) are the Equipment Rules of Sailing (ERS) compliant units.)

RESOLUTION 3 MAINSAIL: DELETION OF LUFF AND FOOT MEASUREMENTS

Proposed by the Class Committee

(page 29)

Rule G.3.2 MAINSAIL DIMENSIONS

Delete Maximum luff length in both metric and Imperial. Retain Minimum.

Delete: "Distance of clew from the aft side of the mast spar with foot fully extended".

Replace with: "Foot length".

Delete Maximum foot length in both metric and imperial. Retain Minimum.

(Note: This proposal will delete the requirement to specify or measure the maximum luff and foot lengths of the mainsail, relying on the requirement for the sail to be set within the limits of the black bands. This is ERS consistent and is the current norm across many classes. The minimum dimensions will be retained to avoid deliberately smaller heavy weather sails. The tack point will define the forward end of the foot as per ERS and not the current "aft side of the mast spar" which is unrealisable during sail measuring on a floor.)

RESOLUTION 4

FORESTAY MEASUREMENT

Proposed by the
Class Committee

(page 26)

Rule F.2.4.b. After first sentence insert: The forestay and any tackle shall hang from the point of attachment and any turning block or sheave shall be entirely below that point. Any sheave or block shall be a maximum of 50mm in diameter.

Rule F.2.4.d. Upper edge of lower black band to forestay: insert: minimum 4900mm [16ft 1in]

(Note: To remove anomalies in setting the maximum height and forward projection of the forestay and to prevent unintentional development by setting a minimum height of the forestay. All measured masts exceed this minimum.)

RESOLUTION 5

SPINNAKERS

Proposed by the
Class Committee

(page 30)

Rule G.5.1.b. Replace with: Reinforcement shall be made of any material allowable for the mainsail jib or spinnaker.

Rule G.5.1.c. After "symmetrical" insert: ...in size, shape, cut, panel dimensions, material and orientation of cloth...

Rule G.5.2. Add at the end: Maximum radius of primary stiffening 260mm and secondary stiffening 365mm.

Rule G.5.3. Replace with: As a minimum, the **sail** numbers shall be shown on the outside of the **sail**.

(Note: Currently the allowable cloths for spinnaker reinforcement are specified with respect to Appendix E. If all sail cloth becomes generically specified, Appendix E can be deleted. The limitations on spinnaker reinforcement will have to be specified separately. It is proposed that any cloth allowable for main, jib or spinnaker may be used as reinforcement. The definition of symmetrical is proposed to be strengthened to include, shape, size, cut, orientation and type of cloth. Sail numbers are proposed for one side only to aid ERS compliance on the positioning of numbers.)

RESOLUTION 6**USE OF MOBILE PHONES****Proposed by the
Class Committee**

(page 15)

Rule C.4.2.n. Delete all and replace with: VHF radios and mobile telephones.

Rule C.4.3.a Delete all and replace with: Other than the equipment permitted in C.4.1 and C.4.2, no equipment shall be carried or used that utilises electrical power whether from batteries, solar panels or any other source.

Rule C.4.3 .b. Delete all and replace with: VHF Radios and mobile telephones may be used in emergencies and as required or allowed by the sailing instructions. No other functions or capabilities are permitted to be used.

(Note: To allow the use of mobile phones in accordance with CCA requirements for receiving course information and signing off.)

RESOLUTION 7**ECHO SOUNDERS****Proposed by the
Class Committee**

(page 15)

Rule C.4.3.c Add ..."or used." at the end of the current sentence, to read:
"No echo sounder may be installed or used."

(Note: To clarify the ban whether fitted or hand held.)

RESOLUTION 8**RESTRICTION ON KEEL REMOVAL****Proposed by the
Class Committee**

(page 13)

Rule B.7.2 HULL Renumber existing wording as B.7.2.a

Add Rule B.7.2.b If a keel is removed it must be weighed and if the metal parts are altered in any way it must be reweighed before refitting.

Add Rule B.7.2.c If transferred to another boat it must comply with the current official drawing in size and shape and weight. It must be permanently marked on the top face with the number of the previous boat.

(Note: To ensure compliance of keels.)

RESOLUTION 9**BOOM PACKING LIMITATIONS****Proposed by the
Class Committee**

(page 27)

Rule F.3.4.f. Delete existing wording and replace with:

f. **Boom** packing. Wood packing may be placed between the **boom spar** (defined by Rule F.3.2) and its sail track, the sole purpose of which is to enable a straight track in way of any straps around the **boom spar**. Packing may be used to a maximum height of 6mm and maximum width of 40mm. The maximum height of track and packaging combined shall not be more than 25mm.

(Note: The Class Committee considers that this rule change (third attempt!) allows sufficient room for webbing to be inserted between the boom spar and the track to achieve a straight track in way of any straps and is currently achieved in the vast majority of boats. Anyone not currently complying would be required to make an alteration to his/her arrangement in order to conform.)

RESOLUTION 10**BOOM PROTECTION****Proposed by the
Class Committee**

(page 26)

Rule F.3.2.d BOOM MATERIALS Add to the end: "...and to extend no more than 25mm from the corners of the boom."

(Note: To limit the extent of protection against chaffing, it is proposed that the width and height of the protective strips should be limited to 25mm from the corners of the boom. This is to prevent extensive wrap around reinforcement of the boom which is not associated with chafe by the spinnaker sheets.)

RESOLUTION 11**BILGE PUMP SUMP****Proposed by the
Class Committee**

(page 20)

Rule D.6.1.h. Delete last sentence and replace with: One sump not exceeding 25mm [1 in] in depth and a maximum of 127x127mm [5x5in] in extent. The sump shall cross the middle line of the boat. Other sumps are to be structurally filled with wood and sealed.

(Note: It is proposed to allow the maximum depth of the bilge sump to be increased to 25mm to allow better suction. To maintain structural integrity of the wooden keelson and planking, the sump shall be constrained to be close to the middle of the wooden keel and to be within a square of the maximum current allowable size i.e. not wide and narrow. It may be observed that small capacity pumps do not vent so easily as larger pumps.)

RESOLUTION 12**TOE RAILS****Proposed by the
Class Committee**

(page 19)

New Rule D.4.7 TOE RAILS

Wooden toe rails shall be fitted on either side of the foredeck in accordance with the Class Drawings. The material shall be the same as the covering boards. The length shall be within 305mm [1ft] of the stem and 102mm [4in] of the forward shroud plates. The height shall taper from not less than 30mm [1 1/8in] at the forward end to not less than 16mm [5/8in] at the aft end. The thickness shall be not less than 16mm [5/8in].

(Note: There is no current rule defining toe rails although they appear on the official drawings. For new construction and for replacement, a rule is proposed to define their dimensions and to be consistent with the class measurement form.)

RESOLUTION 13**BOAT PLAQUES AND CARVINGS****Proposed by the
Class Committee**

(page 13)

Rule B.8.5 HULL MARKINGS Delete existing and replace with: The hull/sail number shall be cut in either Roman or Arabic on the aft face of the beam immediately forward of the mast. The year of building shall be engraved in Arabic numerals in the same place. Alternatively the hull markings may be recorded on a plate approved by the Divisional Representative and permanently epoxied in any visible place in the cockpit or on the foredeck beam.

(Note: The information may be in Roman or Arabic for ease of fabrication. The positioning of boat plaques as an alternative to beam carvings will be specified as anywhere internal. For plaques, the designation XOD, the boat number and separately the year of build is the minimum. Any further information is optional.)

RESOLUTION 14**STEM HEIGHT****Proposed by the
Class Committee**

(page 18)

New Rule D.3.8.c. For new construction, the minimum height of the stem head above the line of deck shall be not less than 50mm [2in]. Existing boats must not reduce the height of the stem.

(Note: At their October 2015 meeting, the Class Committee approved that for new construction, the minimum height of the stem should be specified, otherwise builders will not know what to do, the drawings being inconsistent and not dimensioned in this respect. The agreed minimum height was set at 50mm. This ruling only exists in the meeting Minutes and should be incorporated into the Rules.)

RESOLUTION 15**APPENDIX D, BOAT BUILDERS****Proposed by the
Class Committee**

(page 32)

Rules Part III, APPENDIX D, LIST OF PRACTICING BOAT BUILDERS WITH EXPERIENCE OF BUILDING AND RESTORING XODs – [subject to Rule D.2]

Delete Appendix D

(Note: This list is a current listing of those builders with previous or current experience in either building or repairing XODs. Each named company has been verified as being known to be currently active or available for work on XODs. The list is neither exhaustive nor exclusive and no recommendation is implied. Neither is build approval implied, Rule D.2 applies. The Class Committee proposes that Appendix D should be deleted from the Rules and placed on the website as information for members.)

END OF RESOLUTIONS

**XOD Annual General Meeting
26th November 2016****FORM OF PROXY**

I _____ being a Full Member of the above Association and Owner/Part Owner of X Boat No. _____ hereby appoint _____ or failing him/her _____ (each of them being a Full Member of the Association) as the proxy to vote on behalf of X Boat No. _____ in the manner indicated below at the Annual General Meeting to be held on Saturday 26th November 2016 and at any adjournment. Only one vote is allowed between joint owners.

Signature _____ Date _____

	FOR	AGAINST
Resolution 1	_____	_____
Resolution 2	_____	_____
Resolution 3	_____	_____
Resolution 4	_____	_____
Resolution 5	_____	_____
Resolution 6	_____	_____
Resolution 7	_____	_____
Resolution 8	_____	_____
Resolution 9	_____	_____
Resolution 10	_____	_____
Resolution 11	_____	_____
Resolution 12	_____	_____
Resolution 13	_____	_____
Resolution 14	_____	_____
Resolution 15	_____	_____

Notes

1. Only a Full Member of the Class Association may be appointed to vote as your proxy.
2. To be effective, this signed and dated Proxy Form must be received by the XOD Class Secretary by 11 am Wednesday 23rd November, at least 72 hours before the time of the meeting. (Post to 7 Keepers Wood, Chichester, West Sussex, PO19 5XU or scan and email to xodsec@btinternet.com)
3. This proxy cannot be used when voting is by a show of hands.