

Lymington XOD Division Annual General Meeting 2009
held at the Royal Lymington Yacht Club
on Saturday, 31 October 2009 at 1700 hrs

Present: Fenella Lees (Divisional Captain)
Rory Paton (Vice Captain)
Bill Dunsdon (Technical Representative)
Peter Fryer, Caroline Driscoll, John Batten, Ado Jardine, David Harris,
David da Cunha, Alastair Wilson, John Miller, Dunlop Stewart, Rick Walters,
Michael Young, Robert Young, Nigel Thomas, William Westmacott, Robin Balme,
Karl Thorne, Vernon Nock, Stephen Whiteman, Doug Rogerson, Sheila Snowdon,
Ian Burr, David Allpress

Apologies: John Morrow, William Norris, Richard & Liz Field, Paul Fisher, James McGill, Charles Prickett, Eric Williams, Derf Paton, Peter & Romy Halliwell, Stuart Jardine, John Colwell

1. Minutes of the Spring Meeting 2009

The minutes of the Spring meeting held on 18 April 2009, were approved for signature, having been proposed by Robin Balme and seconded by Bill Dunsdon.

2. Captain's Report

There were no comments on the October Captain's Report which had previously been circulated.

3. Treasurer's Report

Fenella Lees reported that the accounts, which had been circulated, had not yet been seen by the Treasurer and, accordingly, were only provisional. The meeting approved the accounts on the proviso that they were agreed by the Treasurer.

She also noted that there was a small deficit again this year and recommended that the annual subscription rate for each boat increase from £75 to £85 in 2010. Ado Jardine proposed and Steve Whiteman seconded the proposal.

4. Election of Officers

The meeting noted the following elections as officers:

Fenella Lees – Captain
Rory Paton – Vice Captain
Bill Dunsdon – Technical Representative
Peter Lashmar – Hon. Treasurer

Robin Balme proposed the above elections which were seconded by John Miller.

5. Technical Report

Fenella Lees reported that the proposed changes to be discussed at the Class AGM on 5 December 2009 had previously been circulated.

Bill Dunsdon gave his technical report as follows.

- (a) All boats were to be reissued with a certificate and five yearly checks were to be carried out with information on each boat to be put on the Class database. Jonathan Fairchild was currently drafting a proposal.
- (b) The proposed rigging rule change F.6.3 (ii) required the votes of all Class members. Accordingly, if you wish to see this resolution passed and are unable to attend the AGM, a proxy in favour of the resolution should be registered with the XOD Class Secretary by 1 December. It would also be possible to lodge a proxy with the Divisional Captain.
- (c) The mast tray thickness was to be included in the mast step height. All technical representatives had agreed that the Class should return to a 6ft 2in bow to mast slot but it would not be included in the proposals at this year's AGM, due to the costs previously incurred by some boat owners. Jonathan Fairchild would draft the rule.
- (d) The Class measurer, John Wilson, had said that the Class needed a record keeping method on the website database. He was also concerned that the measurement profiles were not accurate and difficult to use and therefore needed to be simplified. It had been suggested that he speak to the boat builder, Ian Lallow.

David Harris questioned the difference between the new boat XN1 and the profile. In response, Ado Jardine said that the differential was +/- 2mm but could be +/- 9mm. David Harris therefore asked whether John Wilson's loftings were better than those of David Allen Williams.

Bill Dunsdon reported that the next meeting of the Technical Committee would be held on 12 January 2010. He also advised that there would be boat checks as per Class Boat Check Lists this winter at the Lymington Division. The boats to be checked were Beatrix, Lone Star, Lucrezia, Julia, Diana, Xpeditious, Waverley, Quest, Zest and Crumpet. In addition, the latter five boats would also be weighed.

The Lymington Division had also made proposals to the Class regarding new checks, as the checks in the handbook were different to those on the website and needed to be made more user-friendly. Peter Fryer questioned the formalities of a boat check. In response, Rory Paton said that all boats would be issued with a boat certificate in the next few months and then all boats, together with lead weights, would be checked within a period of three years. Ado Jardine suggested that all boats should be checked on change of ownership so that the new owner was assured that the boat measured correctly. He also mentioned that each division should maintain a list of those boats requiring correctors.

Fenella Lees also noted the proposal at the Class AGM regarding the change to amateur/professional helm and crew. She advised that it was proposed that XOD cups and trophies would only be open to crews and helms not paid to compete in the event. A proposal would also be put forward to allow VHF's to be carried on boats for safety, although the rule would be optional. In response to Vernon Nock, she said that she thought a VHF licence would only be required if transmitting.

8. Moorings

Fenella Lees reported that the Harbour Master was happy as all XOD moorings had been paid for. However, she said that it was important that boats use their moorings.

Ado Jardine noted that there were a few boats for sale, including Blue Phantom and six Hampers. Fenella Lees asked that she be made aware of anyone interested in buying boats or in boat sharing. Ado Jardine suggested that boats at the back of the fleet should try to

entice some young guns to sail with them or to allow them to use any boats not sailed.

9. Winter Lectures

Ian Burr advised that he had spoken to the Institute of Oceanography regarding a day trip to include half a day on the Solent and half a day at the Institute. There was a drawback in that the cost was £15 a head based on 26 people attending. The outing would not be held until March. It was agreed that a list to ascertain interest should be posted as soon as possible and a provisional date pursued and agreed thereafter. Ian Burr also noted the possibility of a visit to the RNLI headquarters in Poole but it was agreed that there should only be one external visit each year.

Fenella Lees advised that David Heritage had shown interest in presenting a lecture and Ian Burr agreed to make an approach. Other suggestions included boat tuning by Stuart Jardine, the flag man at Portsmouth and Peter Bruce on Solent tides.

Fenella Lees said that Stuart Jardine was happy to combine a tuning session together with sailing on water. It was agreed that it should be held on Sunday 9 May, given that the first race was on 24 April 2010. David da Cunha mentioned that the Cathy Foster coaching day had also been extremely helpful.

11. Centenary Committee

David da Cunha advised that the Centenary Committee met regularly and that the ability to move forward depended on sponsorship. He believed that the Class was about to do a deal with a sponsor but any activities would be based on the level of sponsorship. If it was not possible to receive sponsorship the celebrations would be limited to racing, a dinner and a centenary book. If sponsorship was achieved, X1 would be on display on Cowes parade, spinnakers and shirts would be provided and a cruise party would be held. David de Cunha reported that Richard Field was producing the centenary book and it was hoped that Princess Anne would attend the centenary dinner.

Fenella Lees said that Ted Roose or Jeremy Willcox should be advised if anyone knew of possible sponsorship.

12. Publicity/Marketing Committee

John Miller reported that the purpose of the Committee was to increase the profile of the XOD Class. He said that Liz Field was busy pushing the Class and wished to note his thanks for her work. A new website has been produced to provide new, up to date and relevant information. John Miller noted that only one person at the meeting was wearing XOD clothing and felt that other members should do the same to bring the Class to the attention of others. He advised that various clothing with the XOD logo was available and that Musto would contribute 25% of any sale to Class funds. A comprehensive list of X boats in use and not in use would also be produced.

John Miller also advised that the Class was producing XOD news which, although ambitious, was expected to be ready in time for the AGM. The Class handbook would include a number of pages of advertising, which at £250 per page should help to cover costs. He informed the meeting that members might receive email flyers from sailmakers but that home addresses would not be divulged. Peter Fryer felt that sailmakers who sent flyers should be advertising in the handbook – (after meeting note by PLF – sailmakers contribute £200 each per year for the XODCA to send out these flyers, so they are contributing).

John Miller asked for any ideas in respect of sponsorship. In response, Ian Burr suggested Blue Funnel due to business from XOD sailors during Cowes week.

13. Any other business

Bill Dunsdon mentioned that he had reserved tickets for the XOD dinner in November but had nowhere to place names and to request seating arrangements. Fenella Lees was keen that members provide photos of XODs which could be displayed at the dinner.

Robert Young referred to the plans for XN1 in 2010 and asked how costs were to be covered. In response, Ado Jardine said that there was a small amount of money in the kitty but was hoping for four additional shareholders to provide further funds. If no new shareholders were forthcoming, current shareholders would be asked to contribute £20 each. He noted that insurance for the boat was £500 per annum due to the number of helmsmen. The idea was to use XN1 in the same way in 2010 and to give members of other divisions that had not yet trialled the boat the opportunity to race her.

Ado Jardine referred to the rigging rule change and asked whether anyone knew of a rigging expert. Ian Burr said that he would speak to Tim Haynes who lived in Milford and ran his main business down in Falmouth.

Fenella Lees requested that trophies be returned as soon as possible so that they could be engraved prior to the dinner. She also advised that Coleman in Poole had provided a very competitive quote for her insurance and felt that if all boat owners used the same insurer costs could be further reduced. Robert Young asked that she email details so that everyone could compare quotes.

Fenella Lees referred to team racing during Cowes week which would be discussed at the forthcoming AGM. It had been suggested that team racing should take place on the last Saturday of Cowes and that the Captain's Cup would be held over 7 days of racing rather than the usual 8. A points race would therefore not be held on the final Saturday. Rory Paton mentioned that this rule could change if two races or more were lost during the week.

Steve Whiteman advised that Lallows had two new X boats on order and needed a third order to make costs more economical. Ado Jardine mentioned that the cost of a new Lallow X would be £42,500, excluding VAT.

Fenella Lees noted that the Invitation Race had not been held in 2009 as it had been cancelled in the previous two years due to adverse weather. Robin Balme felt that the race should continue to be part of the racing programme as it provided huge publicity for the X class in Lymington.

Robin Balme referred to the Centenary celebrations and the possibility of free spinnakers. He questioned whether all boats should have the same spinnaker as it would be hard to distinguish between boats during racing. In response, Fenella Lees said that spinnakers would not be uniform and there would be a combination of colours available.

On behalf of the Lymington Division, Fenella Lees thanked Nigel Thomas and his team of race officers.

There being no further business, the meeting then closed.