



## XOD Annual General Meeting 19th November 2011

### Resolutions

#### SUMMARY

- |              |   |
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| Resolution 1 | Five yearly weighing                            |
| Resolution 2 | Mast position clarification                     |
| Resolution 3 | Forestay and spinnaker - mast attachment points |
| Resolution 4 | Minor Rule changes for clarification            |

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#### **RESOLUTION 1      FIVE YEARLY WEIGHING      Proposed by the Class Committee**

##### **Add new Rule**

**B.4.2.d** Boats shall be weighed at intervals not exceeding five years. The Class Secretary is to be informed of the boat and its weight on completion.

##### **Add to Rule D.7 Weight and Weighing**

##### **Before D.7.1**

Boats shall be weighed at intervals not exceeding five years. The Class Secretary is to be informed of the boat and its weight on completion.

*TAC Note: This interval need not be the same as the measurement interval, at B.4.2.c above, to allow Divisions to organise groups of boats to be weighed at the same time.*

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#### **RESOLUTION 2      MAST POSITION      Proposed by the Class Committee**

##### **Revised Rule C.5.1 a**

##### **Delete**

##### **C.5.1 MAST**

- a. There is no restriction on the rake or position of the **mast** except that the centreline of the **mast** shall be placed between 1880mm [6ft 2in] and 2134mm [7ft] at deck level aft of the foremost part of the stemhead and the **mast** shall be placed on the centreline of the hull. The front edge of the deck mast slot shall prevent the mast going further forward than allowed above.

**Replace with:**

C.5.1 MAST

- a. There is no restriction on the rake or position of the **mast** except that the **mast** shall be placed on the centre line of the boat with its forward face at least 1880mm [6ft 2in] and its after face no more than 2134mm [7ft] aft of the foremost part of the stem head. These measurements are to be taken at the gate level. (See also D.4.2)

**Add to Rule D.4.2**

The mast slot shall be such that the forward face of the mast be at least 1880mm [6ft 2in] aft of the forward face of the stem post and the aftermost face no more than 2134mm [7ft] from the same point. (See also C.5.1.a)

**To read:**

D.4.2 DIMENSIONS

Dimensions of the deck shall conform to the latest issue of the official class drawings, unless specified otherwise in the **class rules**. The mast slot shall be such that the forward face of the mast be at least 1880mm [6ft 2in] aft of the forward face of the stem post and the aftermost face no more than 2134mm [7ft] from the same point. (See also C.5.1.a)

[TAC Note: This returns the rules to the 1980 wording. It is considered that this removes differing interpretations of the current rule and maintains the structural integrity of the hull.](#)

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**RESOLUTION 3 MAST ATTACHMENT POINTS**

**Proposed by the Class Committee**

**Delete F.2.4.b**

- b. The forestay intersection shall be the point at which an extension of the forestay intersects the front of the **mast spar**; for the purpose of measurement it may be assumed that the forestay meets the mast at 20 degrees.

**Replace with F.2.4.b**

- b. The point of attachment of the forestay to its mast fitting shall be no more than 5105mm [16ft 9in] above the upper edge of the lower black band (LBB) and shall be a maximum of 50mm [2in] from the forward face of the **mast**. The headsail shall be set inside the forestay, in that the attachment points and halyard sheaves shall be behind and/or below the attachment points for the forestay.

**Delete F.2.3.h**

- h. The spinnaker halyard block shall be positioned not more than 102mm [4 in] above the intersection of the forestay on the foremost of the **mast spar** and shall be secured either on to a hole in the forestay tang, or to a fitting on the **mast spar**, at a point not more than 102mm [4 in] forward of the foreside of the **mast spar**.

**Replace with F.2.3.h**

- h. The spinnaker halyard block shall be positioned not more than 5217mm [17ft 1in] above the upper edge of the lower black band (LBB) on the foremost face of the **mast spar** and shall be secured either on to a hole in the forestay tang, or to a fitting on the **mast spar**, at a point not more than 102mm [4in] forward of the foreside of the **mast spar**.

[TAC Note: These revised rules recognise the difficulty of enforcing the current measurement of the rules and is intended to encompass most, if not all, current arrangements for forestay and spinnaker attachment.](#)

It is proposed that the order of some of the rules are changed to make the rules more coherent. The rules to be moved are:-

<b>Subject</b>	<b>Rule</b>	<b>New Rule number</b>
Amendment to Class Rules	B.6	A.8
Repairs and Alterations	B.8	B.7
Hull	D.1.3	B.7.2
Spars	F.1.3	B.7.3
New Construction	B.9	B.8
Hull Markings	C.4.2	B.8.5
Membership	C.9	C.2
Crew	C.6	C.3
Equipment	C.2	C.4
Setting of Sails	C.8	C.6
Additional Rules	C.11	C.7
Polishing and Painting	C.10	C.7.2
Chartered or Loaned Boats	C.11.2	C.7.3
Advertising	C.7	C.7.4

**A number of minor changes to the rules are proposed, as set out below. These are intended to clarify the rules and to reflect changes in the way that racing is managed. The changes are shown in red for the sake of clarity.**

#### B.4.2.c – In Measurement Section

Each boat shall be re-measured according to the Class "Boat Check List" at five year intervals. The Five Yearly Certification rule will be introduced from 2010 to 2014. Boat with numbers ending 0 and 5 will be re-measured in 2010 and thereafter at five year intervals. Boats with numbers ending 1 and 6 will be re-measured in 2011 and thereafter at five year intervals. Boat numbers ending 2 and 7, 3 and 8, 4 and 9 will be re-measured in 2012, 2013 and 2014 respectively and thereafter at five year intervals. **This measurement may be carried out by the Divisional Captain, his appointed representative, the Divisional Technical Representative or by the Official Measurer. The Class Secretary shall be informed of the result of the measurement.**

#### Repairs and alterations

##### B.8.1 General **Change to new rule number B.7.1**

**B.7.1** When repairs or alterations to the **hull, spars or sails** are to be undertaken that could potentially involve a change in weight, a change in hull shape, performance, or may contravene the **class rules, the divisional captain** must be so advised by the owner and given the opportunity of overseeing the repair or alteration. He will, if he thinks fit, instruct the owner to refer the overseeing of the repair or alteration to the **official measurer** who may request that the **measurement certificate** be withdrawn until the relevant parts have been re-measured and the **measurement certificate** has been re-issued by the **XODCA**. **It is the responsibility of the owner to ensure that the repairs comply with these rules, and that the boatyard is aware of them and their contents.**

##### D.1.3.b Hull **Change to new rule number B.7.2**

**B.7.2** Any alterations or repairs made to the **hull and hull appendages** of existing boats must, whenever possible, be designed to bring them into line with the present **class rules**.

## Section C – Conditions for Racing

The crew and the **boat** shall comply with the rules in this section before the preparatory signal and when racing. [TAC Note: The words 'when applicable' before 'when racing' have been removed.]

### C.4.1 Hull Weight **Change to new rule number C.1.2**

**C.1.2** The weight of the **hull** shall be in accordance with the measurement certificate and in any case not less than the minimum weight. This includes spars and equipment as specified. [See D.7. Weight and Weighing]. [TAC note: This clarifies C.4.1 and moves it to this section]

### C.6 Crew **Change to new rule number C.3**

**C.3.1** Whilst racing no more than three persons shall sit or position themselves on the side deck or coaming at any one time. [TAC Note: Clarification of the wording]

### C.2 Equipment **Change to new rule number C.4**

**C.4.1.d** A minimum of 2 hand held red flares or orange smokes. [TAC Note: This reverts to the 2008 wording with the addition of red to remove doubt over white flares. Cowes Week and the Metre Regatta require red flares and this will bring XODs into line with that requirement.]

### C.2.2.n VHF radio **Change to new rule number C.4.2.n**

**C.4.2.m** VHF radio which may only be used to transmit in emergencies or in accordance with race instructions. (TAC Note: Recognises that increasingly courses are passed on VHF.)

### C.3 and C.3.1 **Change to new rule number C.4.2.o**

**C.4.2.o** Buoyancy. It is strongly advised that a personal flotation device for each crew member be carried at all times. (TAC Note: RRS Rule 1.2 This replaces C.3 and makes carrying personal buoyancy devices optional and advisory.)

### C.5 Spars

#### C.5.2 Main Spar

The gooseneck of the **boom** must either be fixed or, if it is able to slide, fitted with a permanent stop so that in either case the forward projection of the track on the **boom** including its track is never below the top of the lower black band with the **boom** horizontal. (TAC Note: Clarification of the rule.)

### C.8.2 Headsail **Change to new rule number C.6.2**

**C.6.2.a** The headsail shall be set so that the sailcloth in the **foot** at the **tack** is at least 102mm (4in) above the level of the deck covering at the stem head. Where a tack downhaul is fitted a suitable stop shall be provided to ensure that this rule is not broken. (TAC Note: As suggested by the Official Measurer.)

**C.6.2.c** If the spinnaker halliard is lost up the mast immediately prior to or during a race then the jib halliard may be used to hoist the spinnaker and the jib together for that race. (TAC Note: Existing last paragraph of C.8.2.b given a separate numbered rule.)

#### **Insert new rule C.6.2.d**

The headsail shall be set inside the forestay, in that the attachment points and halyard sheaves shall be behind and/or below the attachment points for the forestay. (TAC Note: Clarification of the rules.)

### D.3.17 Height of the Mast Step

a. No part of the mast step shall be at a height that is more than 250mm [10in] above the level top of the keelson (measured vertically). The top measurement will be taken at the highest point of the mast slot and shall include the shoe if used.

### D.4.3 Deck Covering

The deck shall be covered with canvas, plastic material or glass reinforced plastic. No other covering is permitted.

### D.4.6 Holes

No open holes are permitted in the deck or kingboards or covering boards except that, within 76mm [3in] of the fore and aft centreline of the deck, suitably sized through deck fittings may be fitted for the operation of control lines of up to 8mm maximum diameter: a tack downhaul line, a spinnaker boom

downhaul line, a mainsheet traveller adjusting line, a backstay tensioner line. **Side deck pumps shall be fitted with a watertight gaiter to preserve the watertight integrity of the deck.** (TAC Note: A clarification of the rules.)

#### D.6.1 Fittings

##### D.6.1.j

Delete: Mastjacks, sheet and halyard winches, and any tensioning devices other than bottle screw lanyards, tackles, muscle boxes or levers are not permitted.

Replace with: **Bottle screws, lanyards, tackles, muscle boxes or levers are permitted. Any other tensioning devices, such as mastjacks, sheet and halyard winches, shall not be used.**

(TAC Note: Clarification of the wording.)

#### D.7.1 Weight

##### D.7.1.b

At the time of weighing there is to be no portable equipment, **including the battery for the electric pump if fitted**, aboard and the bilges are to be sponged dry. **The Official Measurer may require compensating weights to be removed and weighed separately.** The following shall be on board: (TAC Note: Clarification of the rule.)

##### D.7.1.c

In order to allow for the initial absorption of water, weighing may be delayed **no more than 6 weeks** after first launching at the start of the season **or before Cowes Week if first launching is less than 6 weeks before the first day of racing.**

#### F.2 Mast

##### F.2.3.d

The **spreaders** shall be of wood or metal 610mm [2ft] long **including the heel fitting**, plus 0 or minus 6mm [ $\frac{1}{4}$  in]. **The outer end is the innermost point of the shroud wire. They shall be positioned** fitted between 2642mm [8ft 8in] and 3251mm [10ft 8in] above the upper edge of the lower black band. (TAC Note: This is as set out in the Class drawings and the ISAF Equipment Rules of Sailing.)

##### F.2.3.e

The spinnaker boom attachment on the **mast** may be an eye(s), a swivel pin, or a cup; the **fitting(s)** may be on a slide attached to the mast. (TAC Note: Clarification.)

#### F.3.4 Boom Dimensions

##### F.3.4.b

Delete:

	Minimum	Maximum
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outer end of **boom**

[inc. fittings]

3626mm [11ft 10 $\frac{3}{4}$ in]

3658mm [12ft]

(TAC Note: It is proposed that the measurement for the length of the boom should be removed, since those made by Lallows are shorter and those by Hamper longer than the rule allows.)

#### F.6.3 Fittings

##### F.6.3.a

Shrouds shall be secured **to the chainplates** with lanyards or rigging screws or simple stay adjuster plates. (TAC Note: Clarification of the rules.)

##### F.6.3.a (ii)

Delete: The lower ends of the upper and lower shrouds on each side of the mast, shall be secured at points not less than 254mm [10in] apart in a direction approximately fore and aft.

Replace with: **The chain plates shall be no closer than 254mm [10in] apart and positioned close to the deck edge as shown in the official drawings.**

(TAC Note: Clarification of the rule to prevent extreme arrangements.)

#### G.5.2 Dimensions of the Spinnaker Headboard

The current reading of 111mm (4 $\frac{1}{2}$ in) to be amended to 114mm which is the correct calculation of 4.5 inches.