

Lymington XOD Division AGM 2010
held at The Royal Lymington Yacht Club
on Saturday, 30 October 2010 at 1720 hrs

- Present: Fenella Lees (Divisional Captain)
Rory Paton (Divisional Vice Captain)
Peter Lashmar (Hon. Treasurer)
Bill Dunsdon (Technical Representative)
Caroline Driscoll, Karl Thorne, Peter Halliwell, Stephen Whiteman, Paul Rivers-Latham; Paul Stickley, William Westmacott, Robin Balme, Nigel Thomas, Stuart Jardine, Ado Jardine, Vernon Nock, Robert Young, Alastair Wilson, David da Cunha, David Harris, John Miller, Rick Walters, Peter Fryer, David Carslaw
- Apologies: John OlliffCooper, Charles Prickett, Paul Fisher, James McGill, Ian Burr, Greg Ansell, Eric Williams, William Norris, John Colwell, Richard and Liz Field

1. Welcome
The Captain welcomed everyone to the meeting. She advised that the paperwork for the meeting had previously been circulated by email.
2. Minutes of the 2010 Spring Meeting
The minutes of the Spring meeting held on 10 April 2010 had been posted on the website and were approved for signature by the Captain, having been proposed by Karl Thorne and seconded by William Westmacott.
3. Captain's Report
The Captain's Report was accepted.

Stuart Jardine congratulated the Captain on the sailing reports in the local newspapers. Peter Halliwell advised that articles were also in the Hampshire Chronicle on a regular basis.

4. Accounts
Copies of the accounts were circulated by Peter Lashmar which showed a profit of £131 for the year to 30 September 2010.

In response to Stuart Jardine it was confirmed that, as the accounts were produced to 30 September, the costs for the guests at the forthcoming prize giving and dinner would be deducted from next year's accounts. Ado Jardine mentioned that there was always surplus catering in respect of teas and asked whether it would be possible for Race Officers to provide the Club with the number of boats sailing x three crew members.

The accounts were accepted, having been proposed by David da Cunha and seconded by Robin Balme.

5. Election of Officers
The meeting noted the following election of officers:
Rory Paton – Captain

Stuart Jardine – Vice Captain
Bill Dunsdon – Technical Representative
Nigel Thomas – Chief Race Officer
Peter Lashmar – Hon. Treasurer

Peter Halliwell proposed the above elections which were seconded by William Westmacott.

Fenella Lees advised that Paul Fisher would be retiring after seven years of having responsibility for race results and the XOD website. Accordingly, the Division would be looking for a volunteer to replace him; Paul Fisher would provide training to his successor. In addition, Fenella noted that there were vacancies for the position of Divisional Secretary and for someone to write Press Reports and would be pleased for volunteers to step forward.

The Division gave a vote of thanks to Paul Fisher for all his work.

6. Technical Officer's Report

Bill Dunsdon reported that there had been no meetings of the Technical Committee. Boats with the sail numbers 0 and 5 had been checked and numbers 1 and 6 (i.e. 16, 56, 156, 161 and 176) would now be measured. Fenella Lees advised that most Lymington boats had been officially weighed in the last five years; X179 required her lead weights to be weighed. Fenella thanked Bill Dunsdon for carrying out boats checks and measurements.

Stuart Jardine said that it was important that the Rule Book was revised, as rules were either repeated or outdated. Accordingly, members were asked to review the rules over the winter months and to provide feedback either to Bill or himself. Rory Paton advised that the rules were on the Club website.

Fenella Lees referred to holes in the deck off the centre line which would need to be filled in. Enforcement of the rules against modifying seats to be used as a hiking aid was to be encouraged by all divisions.

7. 2010 Racing

It was noted that 2010 had been a good year for racing and that only two Saturday races had been lost to poor weather. However, Rory Paton reported that the length of races had been quite short. The average race length on Wednesdays had been 1 hour 43 minutes; the longest race had been 2 hours 43 minutes and the shortest 41 minutes. On Saturdays, the average time had been 1 hour 37 minutes; the longest race was 2 hours 33 minutes and the shortest was 34 minutes. (The 34 minute race was attributed to one of the windward/leeward courses.) Rory also advised that the average number of boats competing on Wednesdays had reduced by 10% and he questioned whether the race start time should be moved back to 1420 hrs to enable more people to participate and give time for the sea breeze to infill. He was not advocating moving the time limit or the automatic shortening course time.

Stuart Jardine said that hours on the water counted towards good results at Cowes and he was not keen on shortening the time spent sailing. David da Cunha noted that the number of boats sailing had decreased and said that it was important for people to get out on the water. Peter Halliwell suggested that the length of each racing series could be shortened to generate more interest.

The issue of the start time was put to the vote. 12 people were in favour of a 1400 hrs start

and 5 voted in favour of a 1420 hrs start.

Rory said that it was important for people to encourage boat sharing and Fenella was keen that juniors also participate as there are several who are keen to crew. Fenella also suggested the possibility of two races back to back on a Saturday and Rory said that rather than abandoning a race during the season it should be postponed and windward/leewards sailed on a subsequent race.

Chris Baldwick questioned why the XOD Class started and finished on a blue buoy. He thought that it was important for the Class to observe the Club practice for all other keelboat racing of using striped and checked buoys for starts and finishes respectively.

Fenella Lees advised that there had been a poor turnout for Thursday evening racing with an average of 5.8 boats for the early series and 4.6 boats for the late series. She reported that racing had been good, as the X boats now had their own start, albeit a little earlier than before. It was important for boats to participate and if unable to sail try and lend their boat.

8. Moorings/New members

Fenella reported that not all boats had launched this year. If boats were not on the water, moorings would be sub-let. One new boat would be joining the Lymington fleet next year and Seamist had now gone to Yarmouth. There were several people looking to borrow a boat for Cowes next year and Flying Fox was available.

9. Centenary & Marketing Report

John Miller advised that Tina Scott had circulated a communication on behalf of Ted Roose mainly in respect of planned events in 2011. It was hoped that one hundred X boats would be sailed at Cowes. Anyone not planning to sail at Cowes should inform Rory. He noted that it was important for Lymington members to be supportive of the Centenary events.

Stuart Jardine said that participating in all events at Cowes Week could be costly and questioned which ones would be a priority. In response, John Miller reported that the most important event was the Centenary Dinner which would be held on the Thursday evening of Cowes week. He also advised that there would be a Squadron start on the three middle days of Cowes and the Thursday race would commence at 1000 hrs.

David da Cunha mentioned that no sponsorship was available and Rory Paton commented that individuals were now making significant contributions. John Miller said that £22k had been raised to date but that it was necessary to receive funds of between £35k and £40k in order to do all that was planned.

10. Any Other Business

Lectures

Fenella reported that Ian Burr was still happy to organise lectures but would be pleased to receive any suggestions. Recommendations included talks from (i) John Doer with particular reference to the X Class; (ii) a boat builder; and (iii) the Race Officers. It was agreed that members of the Class should meet, if possible, for a drink at the Club bar at 1800 hrs on the second Thursday of each month.

Jubilee Cup

It was noted that the Jubilee Cup, which had been presented on the anniversary of the

Lymington XOD Division in 1977 for Lymington Keel Boat Week, had not been awarded of late. (2010 it has now been awarded to Lone Star for Lymington Week which was only 2 evening races this year). It was suggested that a trophy for a mini series might be a good idea and also a trophy for the top pre-war boat during the season .

Average points

Due to the number of planned regattas elsewhere in the Centenary year it was agreed that average points should be awarded to those attending them provided that ten races were sailed during the season.

2011 programme

Fenella advised that the Yarmouth division had decided to cancel their planned Round the Island race. Instead, Yarmouth would combine with Lymington to sail the Long Race East. The Alastair Easton trophy on 28 May would be the Lymington Centenary event and would be open to all divisions. The Club Pontoon has been reserved for visiting boats. A celebration of the first XOD race would be held on Friday, 3 June with a 1630 hrs start. The Lymington XOD week would be held from 1 to 4 June.

Lallows

In response to Steve Wightman, it was reported that there were no orders for new Lallow boats.

Publicity

Fenella said that it would be good to see more Lymington members supporting the Class in XOD shirts and fleeces.

Centenary flags

In response to Stuart Jardine, John Miller reported that a large Centenary flag to fly on the moorings at Cowes week would be available at a price of approximately £12. Rory Paton said that boats should be dressed overall for the Alastair Easton trophy and for the celebration of the first XOD race.

Volunteers

Fenella reminded members of the need for volunteers for the position of Divisional Secretary and to write press reports.

Thanks

The Lymington Division passed on a vote of thanks to the Race Officers. Karl Thorne also thanked Fenella, on behalf of the Division, for her hard work during her tenure as Captain.

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Captain