

MINUTES OF THE 55th ANNUAL GENERAL MEETING

held in Salcombe Yacht Club on Tuesday August 9th 2022 at 6.45 p.m.

Committee members present :- Chairman Jonathan Britton (Y173), Stephen Galvin (Y99), Michael Knowles (Y15), Mike Whitehouse (Y171), Will Henderson (Y168) Andrew Squire (Hon Technical advisor), Allyson Lofts (Hon Secretary)

1 Apologies for absence were received from John Donovan (Hon Measurer), Juanita Greenhill, James Greenhill (Y138), David Greening (Y177), John Rowland (Y180), Charles Harrison (Y123), Malcolm Squire (Y173).

The Chairman Jonathan Britton welcomed everyone to the meeting.

2 The Minutes of the 2021 AGM were adopted.

Proposer :- Barney Greenhill seconded by Charles Thompson (Y109, Y162, Y189)

3 Matters Arising.

3.1 Progress on Classic Rig specification.

North sails produced a design proposal which was reviewed by the technical committee following which a prototype was produced. This sail is available for trial use but has yet to be tested. Unfortunately it was too windy during the training weekend and winds have been too light since! It will be tested soon.

Will Henderson said that Batt sails have also produced a smaller sail, little different to the North design. Mark Alexander (Y87) said he has purchased a Batt example and it sails well.

3.2 Progress on in-house sail certification.

Following discussions with the R.Y.A we have found that in order to obtain R.Y.A. approval for this, our Class Rules have to be in an acceptable format.

Will explained that our rules should be in World Sailing Format. The section of our rules covering sails already complied. To be certain of full compliance we might have to undergo a significant re-write of the Class rules, but we hope that the changes to be addressed and voted on in item 7 of this meeting will be enough to meet their requirements.

3.3 Boom measurement proposed changes.

These have been considered by the technical committee and a proposed change to the boom measurement is included in item 7.

3.4 Proposal to use funds accumulated

Tonight's band cost is being subsidised from SYOA funds as agreed at last year's AGM.

4 The Accounts 2021 /2022 were adopted.

Proposer :- Dan Bridger (Y159), seconded by Jock Lennox (Y20)

5. Chairman's Address

With the impact of the pandemic over we have been able to return to the full sailing and social programmes. The Halloween party at Soar, the London dinner at the Corinthian and the Chairman's drinks party were all very well attended and enjoyed. The A.G.M. will be followed by supper and the BeachBoyz performance.

Many thanks to Penny Reed for her help in organising all our social events.

The Salcombe Yawl Class is in excellent shape with over 20 new members joining the Association this year and around 25 boats changing ownership.

All four Regatta fleets are well supported this year. The Committee wanted an environment for everyone to enjoy their racing. Numbers are up despite several usual competitors not taking part due to injury or ill health. We wish them all a speedy full recovery. Dan Bridger and all the others who aided Malcolm Squire when he collapsed in the Club earlier in the year were thanked wholeheartedly. Finally the Chairman thanked the committee for their work "behind the scenes", John Donovan as Measurer, Michael Knowles for his assistance with Yawl weighing, Andrew Stirling for running the website and editing the magazine and Allyson, as secretary.

6 Election of Committee members

Michael Knowles retired from the Committee having served his term of office.

Andrew Savell (Y187) was elected to serve on the Committee.

Proposer :- Kevin Anderson (Y20), seconded by Jane Alexander (Y87).

Andrew Squire was re-elected to serve as Honorary Technical Advisor.

Proposer :- Graham Pike (Y154) seconded by Geof Gilson (Y170).

Allyson Lofts was re-elected as Hon. Sec.

Proposer :- Andrew Savell, seconded by David Fitzsimmons (Y89).

John Donovan was re-elected as Hon Measurer.

Proposer :-Barney Greenhill, seconded by Michael Knowles .

All votes unanimous.

7 Rule Change Proposal.

Will explained the proposal.(Full details attached)
Michael has made a wooden template (hole) to check boom size compliance.
There were no comments on the proposal, 8 proxy votes in favour had been received.

Vote in favour - unanimous, the changes come in with immediate effect.

8 A.O.B.

Jock Lennox expressed concern that although Stone's Boatyard was providing support in the form of maintenance, repair and storage of Yawls on the Portlemouth side of the estuary there was little on the Salcombe side. The Chairman declared his interest as co-owner of the Salcombe Boatstore. Attempts have been made to address the issue but so far to little avail. Chris Turns looks after a few Yawls but another boatbuilder in the town is needed.

Care of Yawls is an issue to be addressed.

Michael said that Tristan does have a problem in that his planning proposal to have a pontoon for floating Yawl storage is facing opposition. This pontoon would hopefully have increased the number of Yawls taking part in racing but would not increase the overall capacity. The Boatyard is at capacity for boat launching from the yard.

There is a very big problem for new owners of Yawls finding somewhere to store and launch them. Simon Hotchin (Y119) said he has to book a boatpark space on January 2nd if he intends racing in Regatta.

The problems of the Residents Boatpark were discussed. If a Yawl owner with a space sells their Yawl then the space is not allowed to be passed to the new owner – or another Yawl owner. The space usually becomes a car parking space for a holiday home owner. The new Yawl owner goes to the back of an extremely long waiting list. S.H.D.C. do not make differentiation between car and boat parking. Even in August few spaces have boats in them.

The Chairman said that the Committee will address this problem. Andy Savell has already researched the issue and Will suggests writing to S.H.D.C.

Felix Appelbe (Y146) suggested that we use excess funds to sponsor a student to visit Salcombe to sail Yawls. This proposal was countered with a suggestion to donate to the SYC cadet fund but Geoff Gilson said that fund was very healthy. The money may well be needed for unforeseen expenses.

Mike Knowles has set up a WhatsApp group for Yawl racing. Anyone wanting to join should supply him with their telephone number.

Barney proposed to thank the Committee for their work and Karen Whitehouse seconded this.

There being no other business the meeting closed at 7.28p.m.

Rule Change Proposals for 2022 AGM (v.1)

Proposals by ad hoc Technical Sub-Committee of SYOA (John Donovan, Andrew Squire and Will Henderson)

Proposal 1:

Change the heading of the Specification from “Specification for the Salcombe Yawl” to ”Class rules for the Salcombe Yawl”.

Reasons:

1. The Racing Rules of sailing and the Equipment Rules of Sailing refer to “Class Rules”. It is desirable that our class rules should be labelled so that they fit seamlessly into the wider world of rules and measurement. More technically so that the cross-references are unambiguous.
2. “Specification” is a historical legacy from when it was substantially a specification which a boatbuilder could use to purchase materials and build the boat.

Proposal 2:

Add after Rule 1, a Rule 1A which reads:

“These class rules shall be read in conjunction with the Equipment Rules of Sailing and the Racing Rules of Sailing”

Reasons:

1. The Equipment Rules of Sailing and the Racing Rules of Sailing contain definitions and rules which determine how hulls, spars and sails should be measured and used. For example how to find a corner of a sail in order to measure its leech length; the size of sail numbers, and where a sail should be relative to a measurement (black) band on a spar. It is important that it is made clear that these are the definitions and rules which we apply.
2. Such a provision is standard in National and International Class Rules.

Proposal 3:

Replace existing rule 5.3.1 (Main Boom – Maximum width 51mm. Minimum depth 76mm, taper permitted for a maximum of 610mm from each end) with the following:

“5.3.1 The boom shall be solid and made of wood. With all fittings attached it shall be capable of passing through a circle of 150mm in diameter.”

Reasons:

1. The existing rule is ambiguous.
2. The purpose of the existing rule providing for a maximum but not a minimum width is unclear. It might well come from when the “specification” (see above) was for a piece of 3” X 2” – pretty near 76mm X 51mm.
3. It is probably not necessary to have any rule restricting width or depth except, perhaps to prevent very deep booms which increased the projected area of the rig. The new rule should prevent anything too extreme in that regard.
4. The “pass through a circle of a specified diameter” reflects the current Merlin Rocket class rule and they do not appear to have a problem with people having different booms for different wind conditions.
5. The Merlin Rocket rule specifies a diameter for the circle of 130mm. The Yawl booms we have checked would comply with that, but we are concerned that there may be some rarely used older booms out there which might not. We have therefore proposed 150MM to allow for a margin.

Proposal 4:

Add at the end of existing rule 7.2:

“The anchor and its warp may (but need not be) connected to each other with a chain. If they are so connected then (i) the weight of anchor shall be treated as including the weight of the chain and (ii) the length of the warp shall be treated as including the length of the chain.

Reason:

This reflects the practice stated at the 2015 AGM.