



National Swallow Class Association

AFFILIATED TO THE ROYAL YACHTING ASSOCIATION

Minutes of AGM held at ISC on Saturday, 14th January 2006

1 Attending: 47 members

Apologies for absence Denis Mossman, Charles Fisher, Paul Giles, Nick Warner, Ben Misselbrook, Nigel Glennie, Mike Robinson, Richard Keane, Andrew Reid, Neville Upton, Sue Glover

2 2005 AGM Minutes were approved. There were no matters arising.

3. Chairman's Report. Retiring chairman Anthony Lurch said how much he had enjoyed the honour of being Class chairman and welcomed Malcolm Green who had agreed to succeed him

4. **Accounts** were outlined by Treasurer Peter Snell and adopted. The total surplus presently stands at around £11,000. After payment of 2006 subscriptions, he expected that some £13,000 would be available for use such as replacement of the deck mould (see later). Payment of a local class levy of £10 per boat for use by the Class Captains (for raising the Class profile within the Clubs, entertaining OODs at class dinners, extra prizes etc), was agreed by a large majority.

5. Class Rule Changes

(a).....Richard Thompson outlined the new class rules necessary to meet RYA requirements which he is liaising with the RYA on behalf of the Class. Behind the changes would be a considerable simplification of the measurement system and a cost reduction. The proposal that the Swallow Association is authorized to approve the new class rules was agreed.

(b).....A further Rule change circulated to members before the meeting was to delete Rule 7.2.1 (that only aluminum alloy extrusion be used for booms) The weight difference using carbon fibre is small (4 – 5 kg) although this material can shatter - and the cost not widely different. It was agreed that owners could choose if they wanted carbon fibre; the proposal was agreed by a large majority.

(c).....Spinnaker poles. The proposal that a pole of up to 25% longer and purchased by the Class Association could be trailed during the summer was also agreed.

6. **Strategic Direction** Richard Jackson introduced the document prepared by a sub-committee last autumn. Its aim is to encourage the Class over the next 25 years and describes how to achieve this. It was stressed that it is up to each and every member to 'grow' the Class. He mentioned Rule 3.5 requiring that 'a good level of sportsmanship be engendered. The meeting agreed the importance of retaining the

title 'National Swallow' and the strap line 'Sail-a-Swallow' will continue to be used for a web site.

Tony Bridgewater suggested that it should be possible to purchase a standard boat fitted up ready to sail/race as with other classes such as the Flying 15. To achieve this, a builder and price would have to be fixed. This was supported.

7. Moulds An important recommendation decided by the committee was spelt out by incoming chairman Malcolm Green. The committee had asked Simon Shaw to inspect the Class moulds and report back. The hull mould had been reinforced last year and is now considered suitable for the construction of at least a further 10 to 12 boats. The keel mould and the rudder mould were considered satisfactory. However, the RYA-recognised builder Harleys, recommended the deck mould be replaced. Quotes had been put forward that to patch up the present deck mould would cost some £3,500 whereas construction of a new mould would be around £12,500 + VAT. This latter alternative was recommended by Simon Shaw, the builder and the Class committee. The proposal to have a new deck mould and for the committee to progress this with the assistance of Simon Shaw was unanimously agreed by the meeting.

It was suggested that the Class should investigate an alternative builder and it was agreed to investigate *Composite Craft*, a Cowes company building Flying 15s to a high quality. Simon Shaw is to be commissioned to work to draw up specifications and get both builders provide quotes for the construction of two boats. It was noted that Harleys are the only current RYA-approved builder.

Guy Knight explained how the *Spectre* syndicate obtained their hull from Harley and then joined with Haines in the finishing as Harleys did not have a woodworker to complete, a route he did not recommend for other boats. The suitability of the rudder mould, whether all-GRP splashboards would be appropriate and if the positioning of deck fittings should be decided before the new mould was finalized, were raised in the ensuing discussion.

8. Championship/Cowes 2006 championships are to be held in Bracklesham Bay, hosted by ISC on July 8/9th. Cowes Week takes place on 29th July – 5th August. It was agreed to repeat providing funding a Bursary Boat if a boat is offered and suitable young competitors come forward. It was agreed to publicise Swallows at Cowes with the RS fleet. The chairman urged AYC boats to join in and welcomed Jeremy and Trish Davis from AYC at the AGM.

9. Lord Mayor's picture The chairman announced that the lithograph by Royal Academician Norman Ackroyd commissioned by Robert Finch for presentation in the year of his mayoralty and kindly donated to the Swallow Class should be awarded at the Class Chairman's discretion to a boat or competitor at Cowes Week. This year it was awarded to *Ptarmigan*, sailed by Alistair Impey making his first visit to the regatta. *Ptarmigan* won one race and came fourth overall, an excellent first-time result.

10.AOB The chairman noted that the committee wished to the clubs to check their boats for class compliance and safety equipment on board.

The site of the AGM was briefly discussed. London is easier for AYC members but Itchenor had proved popular.

The meeting closed with Anthony Lunch saying what an honour it had been to be class chairman for the past four years and the in-coming chairman Malcolm Green

expressing the Class's gratitude for all that Anthony had done to encourage and upgrade the Swallow presence generally and at Cowes, during that time.

The meeting closed at 7.20 pm