

Minutes of Solent Sunbeam AGM

Sunday 23rd October 2011
Itchenor Sailing Club

1.0 Present: Gayle Palmer Class Captain
Anthony Robinson Vice Captain & Sailing Secretary
Graham Colbourne Class Secretary
Judy Howland-Jackson Social Secretary
Rebecca Wickens Class Treasurer

Duncan O'Kelly	Peter Goddard	Susie Barker	Ian Stobie
Joe Burnie	Viv & Anna Williams	Stewart Reed	Tim Hill
Simon Ratcliffe	Julian Money	Alan & Jackie Stannah	
Richard & Sue Kent	Anne Colbourne	Colin MacLean	Mike Weston
Sue Smith	Mike Creagh	Mary Ross	Bill Dickson
John Rippin	Robert Eggleton	Richard Dale	Alan & Chris Clatworthy
Jill Robinson	Peter Nicholson	Petra Tanner	
Roger & Jacky Wickens		Richard & Sarah Pearson	

Apologies:

Andrew Russell	Cathy Burnie	Johnny Hornby	John Tanner
Nick & Juliette Leach	Sally Nicholson	Tiffin Jones	John Watson
Pam Dickson	Stamford & Valerie Stoddard		John Mawdsley
Fleur O'Kelly	Barry Sampson	John Ford	Mike Williamson
Robin Hancock	Peter Craig-Wood	Paul Deeney	Robert Bailey
Ian & Sue Kay	Mike Hollis	Louise & Graham	Martin
Malcolm Glaister	Nick Timberlake	Nike Pople	Oliver Russell
David and Tessa Murdoch		Chris Colbourne	David Weston
Desmond Bell	David Melville	Simon Willbourn	Toby Spreckley
Mark & Nicola Harvey			

2.0 Prize Giving

2.1 Julian Money handed out some of the prizes for Cowes Week

2.2 Prizes were also given to Peter Goddard & Sue Smith for buying Maisy (V64), and V11, V24, V25 & V29 for being epoxied.

3.0 Previous Meeting Minutes

There were no corrections or comments. The Minutes were approved.

4.0 Election of Class Officers

4.1 John Ford was nominated by Gayle Palmer, seconded by Alan Stannah and elected unanimously as Solent Sunbeam Class Commodore. John Ford was unfortunately unable to attend the meeting so the Secretary relayed his thanks to the Sunbeam Class for the honour being elected as Class Commodore.

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- 4.2 Gayle Palmer was nominated by Roger Wickens, seconded by Duncan O'Kelly and elected unanimously as Solent Sunbeam Class Captain. Roger Wickens and Peter Nicholson thanked Julian for all his hard work as Class Captain in what had proved to be a very difficult period for the Class.
- 4.3 Anthony Robinson was nominated by Becky Wickens, seconded by Viv Williams and elected unanimously as Class Vice Captain
- 4.4 Judy Howland-Jackson was nominated by Anne Colbourne, seconded by Sue Smith and elected unanimously as Class Social Secretary.
- 4.5 Ian Stobie was nominated by Gayle Palmer, seconded by Alan Stannah and elected unanimously as Class Crew Master.
- 5.0 Matters Arising not included on the Agenda
- 5.1 Julian Money mentioned the hope of Valerie Davis to establish the John Davis Memorial Trophy in memory of John Davis, who died in 2010.
- 5.2 There were a number of suggestions from Members for the Trophy, including:
- a) Best overall placing by a classic wooden Sunbeam during Cowes Classic Week;
 - b) The Sunbeam member who had done most to support or promote the Class;
 - c) Best overall placing by a Sunbeam sailed by a family crew.
- Julian will discuss these and other ideas with Valerie Davis and hopefully the Trophy will be available for the 2012 sailing season. It was agreed that the Class would help donate to the John Davis trophy.
- 6.0 Changes in ownership, boats & shares for sale
- 6.1 Mystery (V16), Bryony (V13), Jenny (V27) and Emily (V30) are for sale. Jenny is currently available for £15,000, but the price will increase after the winter to reflect her improved condition after normal seasonal maintenance.
- 6.2 Maisy (V64), the second GRP Sunbeam, has been bought by Sue Smith & Peter Goddard.
- 6.3 Vanity (V34) has been sold and moved to Falmouth.
- 6.4 V62, owned by Roger Wickens & Alan Stannah, has been chartered to Stewart Reed & John Mawdsley for 2012. She has been named "Firefly".
- 6.5 Andrew Oliver & Haines Boatyard will fit out V63 this autumn and she is for sale or charter. The cost of a GRP Sunbeam, ready to race, is currently £58,500 complete with all rigging, sails and dolly.
- 6.6 Roger Wickens has two further sets of stainless steel fittings, but is hesitating to build any further GRP boats in the very short term while there are several traditional wooden boats for sale.
- 7.0 Class Revival / Class Promotion
- 7.1 The Class received good press coverage during the year.

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- 7.2 The Class is now on various Social Network media including Facebook, Twitter and Linked In.
- 7.3 Roger Wickens plans to emulate the XODs by displaying a GRP Sunbeam in front of the RYS at Cowes next year. This will need to be manned by Sunbeamers and volunteers will be needed, please.
- 7.4 Peter Nicholson thought some of our traditional wooden boats needed additional care and maintenance so that they would survive into the future. He suggested the Class should review the boats and consider ways of assisting owners. Richard Pearson noted that when boats were stripped back before epoxying it showed up how much remedial work was required on older boats.
- 7.5 Simon Ratcliffe suggested the Class should buy one of the Sunbeams that required some TLC. He thought some crewmembers would willingly help restore the boat and the Class could then make it available for charter.
- 7.6 It was agreed that a presentation would be made to the Class early next year on the whole epoxy process based on the experiences of Harmony (V11), Fay (V24), Query (V25), and Sugar Daddy (V29).
- 8.0 Finance Report
- 8.1 The Class currently has a cash balance of £2,500.
- 8.2 The Class paid out Cowes scrub fees to Lallows of £860, which will increase the balance to £3,360 when these fees are received from Members. The Class is also owed fees for the pre Cowes races that will increase our reserves further.
- 8.3 Full Balance Sheet and Income & Expenditure statements will be available from the Class Treasurer at the Sunbeam Spring meeting.
- 9.0 Crew Report
- 9.1 Gayle Palmer suggested we might be able to use a computer programme adopted by several ISC dinghy classes that could improve our crew management.
- 9.2 Ian Stobie calculated the Class needs a lot of crew to support our ambitious racing programme. He also thought a crew development and assessment process would be helpful and he will endeavour to put one in place.
- 10.0 Class Racing Programme for 2012
- 10.1 Members were provided with a draft of the Club's racing programme for 2012. The first race of the Autumn Jubilee Bowl will be moved to 1st Saturday in September.
- 10.2 As agreed at the Spring Meeting, Sunbeam racing has been scheduled for every ISC keelboat racing day. The first race of the season is therefore on Saturday 24th March 2012.
- 10.3 V1, V2 and Thursday evening racing has been scheduled through the season, even when some boats may be at Cowes.

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- 10.4 On the Chisholm and Chittagong bank holiday races, the series will not include racing on the Monday (a V2 race will be scheduled). Where racing is normally scheduled in both the morning and afternoon sessions, back-to-back races will be scheduled instead. This concept will be tested during 2012 and reviewed at our Autumn Meeting.
- 10.5 The Sailing Secretary suggested scoring the bank holiday weekend series on the RYA low points might be unhelpful. The Class will consider moving these races onto the RYA high points method at the Spring Meeting.
- 10.6 It was agreed that St Wilfred Nab Tower race (Saturday 22nd September) be included in our formal race programme, as part of the Leith series.
- 10.7 Arrangements for the Family Day and how we should structure the Training Days will be discussed and agreed at our Spring Meeting.
- 10.8 The Class will endeavour to schedule Team Racing vs Falmouth in the second or third week of June 2012.
- 10.9 The arrangements for Cowes Classic and Cowes Week are more complicated in 2012 due to the later running of Cowes Week. Members will agree feeder races and other details at the Spring Meeting.
- 11.0 Racing Results for 2011
- 11.1 The Class Scorer reviewed the year's sailing:
- Points Racing:
- a) 88 races were scheduled, including racing at Cowes;
 - b) 14 races lost due to poor weather;
 - c) 18 different boats competed;
 - d) 13 different winners.
- Thursday Evening Racing:
- a) 18 Thursday evening races scheduled;
 - b) 3 races lost due to weather;
 - c) Betty achieved 3 wins; Mystery, Melody & Spray achieved 2 wins each;
 - d) 9 different Thursday winners;
 - e) Honey 2nd 6 times (but sometimes only 2 boats!)
- 11.2 Full results for the 2011 sailing season will be on the Class website:
www.solentsunbeam.co.uk/news_results.html
- 12.0 Social Programme
- 12.1 Judy Howland-Jackson, the Social Secretary, advised the Winter Cocktail Party be held on Saturday 4th February 2012. Tim Hill & Tiffin Jones have kindly offered their home as the venue.
- 12.2 The Sir Henry Chisholm dinner will be held on Sunday 6th May 2012 at ISC.

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- 12.3 The Dainty Dish Dinner will be held at the Royal Corinthian Yacht Club on Saturday 21st July 2012. The Cowes Cocktail Party will next year be held on the Tuesday and the Class Dinner on the Thursday, as usual.
- 12.4 Julian Money will host another party to view the Boat Race.
- 12.5 Duncan O'Kelly invited Members to a talk by Tristan Gooley on Natural Navigation on 25th November 2011 @ 19:00hrs in the Eartham Village Hall. Details on the Class website.
- 13.0 Solent Sunbeam Handbook for 2012
- 13.1 Updates for the Handbook should be advised to Anne Colbourne by end February 2012.
- 14.0 Thursday Evening Racing
- 14.1 Viv Williams was thanked for organising the successful Thursday evening races.
- 15.0 Class Measurer's Report
- 15.1 Mike Creagh reported that sail makers had made very little change to shape of their sails. However, the new masts are stiffer and so luff curves have been amended to suit.
- 15.2 Three new masts have been built and measured. They are 1kg over minimum weight due to increased wall thickness.
- 15.3 The build tolerances of the new GRP boats are very high at around 0.2%.
- 16.0 Class Regalia
- 16.1 Sarah Pearson reported the Class had stocks of regalia valued at £1,007.
- 16.2 She is planning to order more polo shirts with the Sunbeam flag logo.
- 17.0 ISC
- 17.1 The ISC Open Day will be on Sunday 20th May 2012.
- 17.2 A number of working parties are being arranged to replace much of the dinghy staging. Member are requested check the dates on the ISC website.
- 18.0 Technical Matters
- There were no matters to report.
- 19.0 Class Rules
- 19.1 Roger Wickens proposed, Richard Pearson seconded and Members approved the amendment to the new Rules on a vote of 14 in favour and nil against.

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Add to Appendix C concerning the use of epoxy:

"The minimum weight of boats that have been splined and epoxy coated shall be 1860kg, weighed without mast, boom, and all other loose gear but with the standard 113kg of internal ballast on board. The weighing to be carried out at the end of the first season or part season of use, and any corrector weights necessary to be located as stipulated by the Class Measurer and not subsequently altered or moved except as instructed by him."

19.2 Roger Wickens advised the average Sunbeam weight was approximately 1880kg, without mast boom, loose equipment but including ballast. Haines weighed some of the Sunbeams and the GRP Team other boats. For example:

- a) Danny 1895 kg
- b) Fleury 1857 kg
- c) GRP 1870 kg \pm 10kg
- d) V61 1860 kg including 100 kg ballast (10kg forward, 10kg aft, 80kg amidships)
- e) V64 1860 kg including 30 kg ballast (10kg forward, 10kg aft, 10kg amidships)
- f) V25 1820 kg just before relaunch

Roger Wickens thought Query's (V25) only average performance was due to her being too light.

19.3 Roger reported on keel weights.

- a) V24 850 kg
- b) GRP 852 kg
- c) Milly 860 kg (and probably Spray)
- d) V11 829 kg (so add 21 kg in bilges)

19.4 Where keels of the newly epoxied boats are underweight (and assuming that added ballast will be necessary to bring the boats up to 1860kg) Roger suggested that the Class Measurer should first place the difference between the boat's keel weight and 850kg (V24's keel weight, and the weight of the new GRP boats' keels) in the bilges above the keel. Other weight, if necessary, should be neutrally distributed around the boat.

19.5 The Rules stipulated that the keels should be a nominal 17cwt (864kg), but the actual weight of the all the keels was almost certainly less.

19.6 Graham Colbourne proposed, Alan Clatworthy seconded and the Members approved the new Solent Sunbeam Class Rules on a vote of 14 in favour and nil against.

17.0 AOB

17.1 Viv Williams suggested the Class should reduce the frequency of scrubbing to help preserve the antifouling paint during the season and reduce costs.

17.2 Some Members were concerned about sailing boats with dirty (and slow) bottoms.

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- 17.3 The GRP and Epoxy Sunbeams are using Coppercoat. The effectiveness of Coppercoat will not be reduced by scrubbing – probably the opposite.
- 17.4 It was agreed we would analyse the Haines' data on Coppercoat vs traditional antifouling and review at the Spring Meeting.
- 18.0 Date of Next Meeting
- 18.1 The next meeting will be held on Sunday 22nd April 2012 at ISC.

*GRLC
24 October 2011
version 1.1*