

VX One Class Association Annual Meeting Minutes

Date: 12/17/15

Start: 1:05 p.m. EST

Adjourn: 2:20 p.m. EST

Present:

Chris & Julie Howell X
David Guggenheim, President X
Tim Pitts, Vice President X
Michael Norris, Secretary/Treasurer and Fleet #6 X
Jeff Eiber, Chief Measurer X
David Reich, Past President X
Jay Harrell, At Large Board Member X
Jim Myers, At Large Copyright Holder Rep X
Donovan Brennan, Fleet Captain Fleet #1
Rod Favela, Representative Fleet #4 X
Bob Maccini, Fleet Captain Fleet #5
Brian Bennett, Copyright Holder X

Agenda:

1. Roll Call
2. Class Office Report
3. Review of Ballots
4. Approval of Class Budget
5. New Business

Description:

1. **Roll Call** – Chris H. conducted a roll call, as noted in the attendance box above. A quorum is present. Tim will represent Fleet #5 at this meeting. Per the VX One Constitution, a voting fleet must have five boats represented by paid members. Based on this, fleets 1, 4, 5 and 6 are voting fleets. Seven votes are needed for proposals to pass.
2. **Class Office Report** – Chris H. said that the VX One Class had 72 2015 members, which includes both “Standard” (44) + “Associate” (24) memberships + a few “Life” members. A 2016 renewal notice was sent via e-mail last week. 164 royalty tags are reflected in the budget.
3. **Review of Ballots** – Chris H. distributed a ballot via e-mail prior to the call, however only 3 were received (Jeff, Michael & Tim).

Jeff Eiber submitted the following written summary via e-mail along with the Class Rules PDF: “There are some small changes in the 2016 VX ONE proposed Rules marked with a line in the left margin. Below is a list of the significant Rules changes for 2016:

- a. Reduction of the all-up boat weight to 255 kg from 260. This weight is more appropriate for the boats as built today. Older boats (hull #148 and below) will be provided methods to meet or nearly meet the minimum weight.
- b. Reduction of the minimum keel assembly weight to 60 kg from 64. The reduction of the keel assembly weight is done to allow older heavy boats (hull #148 and below) to meet or nearly meet the minimum weight.
- c. Eliminating published tolerances for the keel depth, replacing them with the design geometry dimension and allowing shimming only if the exact design geometry is met. This is to substantially discourage any incentives to modify the boat. If shims are present, then the depth of the keel must be exactly 1100 mm with no tolerance. Otherwise, the shims must be removed.
- d. Change of location of the forward corrector weights in C.6.1 (c) to 50% shall be bolted to the inside of the rudder pod on the portside located on the hull surface beneath the rudder pod and 50% shall be equally divided and located outboard under the aft lip of the deck hood.”

Tim asked about wording regarding who will correct the boats? Chris said that the Class is a Manufacturer’s Class, and therefore Brian manages this process. It does not need to be called out in the Rules.

David Guggenheim made a motion to accept the Rules as presented, seconded by Michael Norris. The Rules passed unanimously.

The slate presented:

President: Michael Norris, MI
Vice President: Tim Pitts, RI
Secretary/Treasurer: Beth Walford, FL
Chief Measurer: Jeff Eiber, OH
Member at Large: Jay Harrell, GA
Member at Large: Jim Myers, RI

Tim Pitts made a motion to accept the slate as presented, seconded by Jeff Eiber. The slate passed unanimously.

Chris added that the Copyright Holder Representatives will be from Europe and/or Australia. This is because those individuals have not joined the Class and therefore cannot be elected. Having them appointed by the Copyright Holder allows their involvement.

4. **Approval of Class Budget** – Chris H. distributed a budget via e-mail prior to the call. 2016 membership is based on 60 full members and 30 associate memberships, and 2016 royalty tag income is based on 200 tags. Chris noted that the administrative fee is being increased to \$750 per month. One Design Management normally charges \$1,500 as a base rate, but they have worked at a lesser rate to allow for the income level of the Class. He and Julie will add in a quarterly one-page newsletter in 2016. The travel budget is reduced because Chris is not able to attend the North Americans because of date conflicts. *David Guggenheim made a motion to accept the budget as presented, seconded by David Reich. The budget passed unanimously.*
5. **New Business** – Michael thanked David G. for all his work leading the Class over the years. He sees a lot of excitement for the boat and the Class. Michael continues to work with the European and Australian owners to further engage them in the Class. These are our opportunities to grow worldwide, hopefully leading to ISAF status and having our first World Championship. Brian added that boat numbers are increasing in those areas, and they may even plan a European Championship in 2016. He is at about 14-15 new boat sales per year, and the used boat market is healthy. In the US, we all need to keep our Fleet Captains motivated. Let's make our events fun, simple and cost effective. Tim said that the Caribbean Cup is 10 boats strong, and two more are needed to reduce costs. He's glad to see International representation. *Sailing World* is planning to do a story. He hopes we can meet often and keep the planning going for our own events + multi-fleet events. Michael thanked Jeff for all his hard work on the Rules. Jeff will continue to monitor the Rules. Jim said to spread the word to get folks to register for the Sarasota Series, Bacardi Miami and Charleston Race Week. There are some issues with the SSS registration, which Jim will investigate. The scoring plan is 60% participation and using the high point system for the series only. Michael added that the North Americans committee is working hard to host a great event. David G. reiterated that we all need to police sail royalty tag purchase/placement. Rod said that we should be louder with social media, etc. to promote the boat/Class beyond our current owners. Chris suggested that we utilize the public Facebook site more, as opposed to the private group page. Rod asked about the term "throat" when it comes to sail measurement. Jeff clarified that the terminology is from ISAF, so we have to follow their definitions. He thinks the Rules have become clearer in this area, with help from the Equipment Rules of Sailing. There are also drawings in the Appendices of the Rules, and Brian has the capabilities to do more as needed. It's important to engage the sailmakers to ensure our members' sails are correct, especially as more international sailmakers are involved. Rod wondered if Jeff could produce a measurement video to be posted online. Chris suggested we could try it at the Sarasota January event. Jeff will pull some useful wording from ISAF to be posted on the Class site. The Technical Committee will be considering Technora for the jib, including review of a test sail with Rod. Rod believes a sail can be produced to last longer but at the same price. Spread the word that Rachel Bennett has about 300 t-shirts/hats to sell...contact her. Regarding the website, a "Countries" tab has been added, but content is always needed.

Julie Howell

Action Items:

- Jim will investigate the Sarasota Series registration issues as well as confirm the scoring plan.
- Chris will post the new Rules on the website.
- Jeff will pull some useful wording on sail measurement from ISAF to be posted on the Class site.

Next Meeting: TBD