

Minutes Spitfire AGM 2010 held at Spitfire Inland Championships, Grafham Cat Open
16th November 2010

- 1. Chairman's introduction - Richard**
 - Items to discuss:
 - committee members for next year election
 - number of events for 2011
 - Membership fees
 - Constitution
 - Status of youth squad

- 2. Secretaries report - Alex**
 - Sailors were reminded that to race in class events their boat must be a member of the class association to make sure we are covered by insurance. Membership forms can be found on the website and runs January to January.
 - Members were reminded there is a new youth image consent form
 - There are 50 paid members in 2010, 20 of which are youths
 - 12 different clubs
 - At this time last year we had: 38 members, spread between 10 different clubs.
 - 19 events are shown on the calendar on the website
 - Location of members can be seen on the website
 - Youths have a dot next to their name

- 3. Treasures report – Nick on behalf of Sera**
 - Apologies from Sera
 - At the moment the total amount in the account is not known as the signatories are being signed over
 - Marcelle and Alex can only pay in and not withdraw or check balance
 - Loday White has paid £500 into the account (owed from Dinghy Show) and will hold £500 for prizes on behalf of the association.

- 4. Events report 2010 – Gary**
 - Minnis Bay, Pevensey, Eastbourne, Grafham and Instow were TT event locations in 2010, a combined Nationals and Europeans was held in Brightlingsea.
 - This was 1 more TT than 2009.
 - Entries were up 35 % from 2009.
 - Regfest was also up on number 23 boats attended the Nationals in 2009, 27 attended in 2010. The Inlands 18 boats attended in 2010, 16 boats in 2009.

- 5. Events 2011 - Gary**
 - The number of events for next year was discussed as well as joining up with other classes to make holding an event viable for the clubs. The shadows are an obvious choice. 5 no. TT confirmed plus Nationals.
 - Nominations for clubs for the Nationals 2011 were requested, Whitstable and Weymouth were mentioned. 6/7 August the F18 and Hurricane have an event at

Yaverland, IOW (this is Cowes week). Pagham was also mentioned, although the shadows are not keen on the beach there.

Locations

As provisional locations and approx dates until confirmed:

<u>Date</u>	<u>Event</u>	<u>Comment</u>
March	<i>Dinghy Show, London</i>	
March	Datchet Cat Open	tbc
April	Minnis Bay Cat Open	Open
May(beginning)	<i>Eurocat</i>	
May (end of)	Eastbourne Cat Open	Open
	Instow	Tbc – with dart 18
June	Pevensey	tbc
September	Nationals	
October	Grafham Cat Open (Inlands)	

6. Committee for 2011 – Richard

2010	Position	2011
Richard Golden	Chairman	Richard Golden
Alex Farr / Marcelle Newbold	Secretary	Gary Smith
Gary Smith	UK Events Secretary	Nick Henson
Henry White	European Events Secretary	Henry White
Sera Williams	Treasurer	Sera Williams

Congratulations to all.

7. Membership fee – Gary

- The membership fee will stay at £25 for a year to cover affiliation for the association with the RYA, insurance, website costs, keeping a class jib etc
- This will cover the helm, the crew and the boat on the form
- **Gary** to change the wording on the membership form for 2011
- Committee to consider a family membership category

8. Youth squad news – Nick

- There are 12 boats, it numbers did peak at 16 boats but have now dropped off.
- Nick is keen to produce a survey for the youth squad teams exploring 2 or 3 common themes

9. BSCA constitution – Richard

- At the moment BSCA has no constitution. The bank requires a constitution to set up a new bank account. The BSCA Constitution is based on the RYA stock constitution for a club, the committee has adopted it. A vote is needed to ratify the constitution.
- Over 50% of members voted in favour therefore the constitution is adopted.

10. Website

- It was agreed Alex to host website for another year. If anyone has any logging in problems they should email to get a new password.
- Photos and videos can be uploaded, please email to Alex.

11. Proposed spitfire changes – Rob White

- Rob reported some proposed developments in the fleet, some notes are below and some action points:
- Yves has been working on larger sails for the spitfire. The French fleet has adopted the larger spinnaker for all events.
- Yves has also been looking at the hull shape. A fairing for the hull is being explored to stop excess splashing, this may be introduced on new boats. A modification kit could be provided for older boats.
- It is up to the UK fleet whether they adopt the bigger spinnaker or the slightly modified hull shape.
- It could mean different boats sailed in France and the UK depending on whether the changes are adopted or not.
- A new shape main and new jib is proposed to increase performance and make the boat more manageable for all
- These are proposals only at this stage, as the builder he wants to push them forward in Europe. At Eurocat 2009 the French fleet were already racing with the big spinnakers and it was recorded at the fleet meeting that there was a 2 year change over period.
- There is approximately the same size fleet in the UK as in France at the moment
- The purpose of these changes is to take the boat forward, over a period of time. Other classes are improving and developing all the time. There have been no development to push the handicap for 9 years.
- The larger spinnaker is cut differently, and lower down, it is 1 sqm bigger. The spitfire was originally designed for the 1.04 class, that's why it had a small kite. The lower cut kite is proposed to make the boat easier to handle. Rob said the boat was originally designed for the larger spinnaker, but was eventually released with the smaller one to get it into the 1.04 class
- The cost of the modification kit for the hulls could not be confirmed at this time.
- The change to the hull shape has already been introduced on the shockwave.
- There were questions about devaluing the boat.
- Some of the BSCA members are happy to keep the boat as it is as they do club racing and do not see the need for the change
- Some members thought it would not be possible to race in Europe without the new changes adopted in the UK, so it will become a UK class only.
- If there is demand from the youth squad to push the handicap
- It was commented that when racing abroad a big kite could be used and when racing in the UK a small kite
- It was commented that if the changes were voted in it would be better for the changes to happen a bit at a time as it has been done with other classes.

- It was commented these upgrades are required to keep our class alive and competitive when racing against other catamaran designs on SCHRS or other handicap
- Equalisation was discussed so those with big sails could race with original spitfires until all boats had the new sails. Club racers could therefore still use a small kite
- If change is voted in the new parts would be provided by Loday White at cost for a designated number of months. This has worked well with the Shadow X.
- If this is the case Loday White would need to know number of kites as if they ship them to the UK in larger numbers there is a greater discount.
- Questions were asked of more or less people would be attracted to the fleet if the changes were made.

- **VOTE:** a vote was held to ascertain whether members were interested in talking about changes to the spitfire in the first instance. The meeting was almost unanimously in favour (37 number).

- **Action:** to put the new sails and hull onto the demo boat and pass around the clubs so spitfire owners can have a tryout.

- **Action:** find out how much a big main, new jib and big kite would cost

- **Action:** find out if a system for equalisation is possible

- **Action :** provide a large kite for people to try at TT events

- **CONFIRMATION:** no changes have been agreed at this time, only that the class should continue to consider changes. During this time a bigger kite would be made available for members to try out.

12. AOB

- Class members were reminded that there is a discount to members on insurance, see the website
- ISAF boat selection, this was to reviewed in March 2012. It must be a one design boat.
- The youth nationals are being held in April, the youths were keen to have the bigger kite to have a go with, especially as the boat will still be within handicap, this means they will also be practised before Eurocat in May.

End