

# SANDHOPPER CLASS BRITISH ASSOCIATION

## CALLING NOTICE FOR THE 2010 AGM – 14<sup>th</sup> November 2010

### 1 Introduction

This calling notice is for the 2010 AGM to be held at Maylandsea Bay Sailing Club on Sunday 14<sup>th</sup> November commencing at 11.00 a.m.

### 2 Agenda for 2010 AGM

- 2.1 Apologies for absence
- 2.2 Approval of Minutes of 2009 AGM
- 2.3 Review of Actions
- 2.4 Chairman's Report
- 2.5 Membership Report
- 2.6 Treasurer's Report
- 2.7 Subscriptions for year 2011
- 2.8 Vote to accept Accounts
- 2.9 Technical Committee Report
- 2.10 Discussion and Approval of proposed Rule Changes (see attached proposal)
- 2.11 Election of Officers
- 2.12 AOB - to include dates for 2011 National and Open Meetings  
- Cruising Trophy.

### 3 Officers

There are 4 officers to be nominated to the main committee each year. (2 from each Club). Plus two officers elected at the AGM. Note: the Committee may co-opt additional members at its discretion.

All nominations should be sent to the Secretary (Mike Hopper) at least one week before the AGM.

<b>Nominated Officers</b>		Current post.
Barry Duce (TBYC)	Prepared to stand again	
Steve Hopper (TBYC)	Prepared to stand again	
Mike Hopper (MBSC)	Prepared to stand again	
Roger Lambourn (MBSC)		
<b>Elected Officers</b>		
Tom Dayes (MBSC)	Prepared to stand again	Technical Committee
David Johnson (TBYC)	Prepared to stand again.	Technical Committee
<b>Co-opted Officers</b>		
Peter Blomfield	Prepared to stand again.	Treasurer
Tony Padbury	Prepared to stand again.	Membership secretary

We look forward to seeing you at the AGM

Mike Hopper - Association Secretary  
46 Washington Road, Maldon. CM9 6BN  
01621 858586  
[mike.hopper@tiscali.co.uk](mailto:mike.hopper@tiscali.co.uk)

## SANDHOPPER CLASS BRITISH ASSOCIATION

### PROPOSED RULE CHANGES

The Committee propose the following changes to the Rules:

Sandhopper Class rules proposed amendments				Date 13th Oct 2010
Revised Following Class Association Meeting				
Item Number	Document	Reference Number	Proposed Change	Reason
1	Measurement Form	Issue 1.1 November 2001	Load to web site also notifying current edition	To prevent self build Sandhoppers being out of class
2	All Documents		Label Measurement Drawings as Diagrams 1&2, complete with date of issue and revision number. Change all references in all other measurement documents to reflect the above change	To prevent self build Sandhoppers being out of class
3	Measurement Form	6 (1) 1	Change wording to Hull And Keel. Sail number cut or indelibly marked on the forward or rear side of the rear buoyancy tank in figures not less than 15mm high	To make the current way that Parkers mark the boats comply with the rules
4	Measurement Form	13 4	Measurement change from 3585 to 3610 Change all references in all other measurement documents to reflect the above change	Deck moulding changed for Squib's hole moved forward
5	Measurement Form	14	Change wording to Over length of mast, measured from extrusion excluding tenon Change all references in all other measurement documents to reflect the above change	Both Z Spar and Seldon are making masts this way
6	Measurement Form	17 (2) 34	ADD Wording And must be made from aluminium Alloy	To prevent exotic materials being used
7	Measurement Form	3 Declaration	Word change to include and / or	As many new Sandhoppers are fitted out by owner or other
8	Measurement Form	3 Declaration	add wording Delete as appropriate *****	To support item 7 above
9	Measurement Form	3 Declaration	Add wording to bottom of page 7 Note to Builder Measurement form must be completed signed and accompany new boat on delivery to owner	At present new boats are dispatched to owners un checked by builders as to whether they comply to the rules. The onus should be on the builders to confirm that what they supply to the customer whether it be part or complete boat complies with the rules
10	Measurement Diagram	Back stay fixing points	Add + or - 25mm to measurements	Tolerance required to ensure boats are in class
11	Rule Book	7. construction (2)	Remove wording "in which case the hole shall not exceed 100. sq mm in area"	makes all Sandhoppers out of class and makes no sense
12	Rule Book	10. cockpit layout (3)	Change lower tolerance measurement to 22mm	to suit parkers construction
13	Rule Book	14. Mast (1)	Add minimum length of mast as Measurement form	to tie in technical documents
14	Rule Book	17. Spinnaker boom	Change wording any material; excluding carbon fibre to aluminium alloy only	to clarify rule and prevent other exotic materials being used nomex kevlar etc.
15	Rule Book	19. sails (2)	Remove wording mixed sail colour etc	Not relevant
16	Measurement form	Pages 13 on wards	Remove these pages so as not to conflict with measurement diagrams	Avoid conflict in measurement
17	Rule Book	Entire Book	Change First Part of Rule Book "Rules for The Sandhopper British Class Association" Add Section A and re-number index as A1, A2 ....Etc Change Second Part o Rule Book "Sandhopper One Design KeelBoat Measurement Rules" Add Section B and re-number index as B1, B2 ....Etc	To cross reference enquiries more easily

### TREASURER'S REPORT 2009

At the last AGM, despite our reserves, we agreed to keep the subscription rates at £10 (full) and £5 (associate). This proved a wise decision as our income this year exceeded our expenditure by just £71.21.

As I mentioned in last years report the Committee felt we should insist on paying for our very professional Newsletters during 2010. We managed to convince Barry that we pay for the last one (£150); he paid for the other; thank you Barry. In 2011our Newsletters will cost SCBA at least £300.

The other large expense this year was the cost of the Hyde spinnaker given as a prize at the Nationals.

No one has submitted a cruising log this year so there was no cost for trophies and engraving. I hope this will not happen in 2011.

## SANDHOPPER CLASS BRITISH ASSOCIATION

Given our reserves I think we can hold subscriptions at the present rates and the Committee will recommend this at the AGM. We may have to increase the subscriptions for 2012.

Our thanks to John Boshier who has once again examined the accounts and found no sign of embezzlement!

### ACCOUNTS FOR THE YEAR ENDED 30 SEPTEMBER 2010

<b>Income</b>	<b>2010</b>	<b>2009</b>
Subscriptions 52 Full & 21 Associate	625.00	605.00
Certificates (4)	20.00	35.00
Measurement fees-RNLI	65.00	70.00
Sale of books	5.00	20.00
Interest (Reserve account)	0.40	3.15
<b>Total</b>	<b>715.40</b>	<b>733.15</b>
<b>Expenditure</b>		
RYA affiliation	96.00	96.00
Website costs	23.49	103.49
Printing stationery postage	77.70	75.79
Newsletter	150.00	Nil
Trophies & engraving	Nil	15.00
Weighing boats (tractor lift)	Nil	80.00
RNLI donation	65.00	70.00
Plans and CD	Nil	70.00
Nationals Prize	232.00	Nil
<b>Total</b>	<b>644.19</b>	<b>510.28</b>
<b>Income less expenditure</b>	<b>71.21</b>	<b>222.87</b>
<b>Balance sheet at 30 September</b>		
Accumulated fund 1.10.2009	2225.91	2003.04
Net income (loss) for year	71.21	222.87
Accumulated fund year end	2297.12	2225.91
Represented by		
Reserve account	941.51	941.11
Current account	1355.61	1284.80
<b>Total cash in bank</b>	<b>2297.12</b>	<b>2225.91</b>
<b>Other assets; 11 books</b>	<b>55.00</b>	

Peter Blomfield Hon. Treasurer

3.10.2010

I have examined these accounts & in my opinion they show a true and fair view of the affairs of the Association for the year ended 30<sup>th</sup> September 2010

John Boshier

# SANDHOPPER CLASS BRITISH ASSOCIATION

## SANDHOPPER CLASS BRITISH ASSOCIATION

### Minutes of the AGM held on Sunday 22nd November 2009 at Thorpe Bay Yacht Club.

Attendance was 32 Full and 4 Associate members

Apologies for absence were received from R. Gaylor, N. Whiting, P. Harris, R Lytheer, J Evans and C Bates.

#### **1 Approval of the Minutes of the 2008 AGM**

Len Eastaugh proposed (seconded by Martin Binnendijk) that the Minutes of the 2008 AGM should be accepted. This was unanimously accepted.

#### **2 Review of Actions from 2008 AGM**

- 2.1 Steve Hopper reported that he had now collected data about all Thorpe Bay and Maylandsea Bay boats and was currently collating them into a document that would be published in due course. He believed that there was a pattern emerging from this data.
- 2.2 Tom Dayes reported that he had now measured the shroud positions of a number of boats ranging from early ones to the latest. The position could vary by up to 100mm between boats. Discussion with Parkers had resulted in the position being moved forward by some 12 mm but the position would still be on the limit of the current tolerances. Tom is to try to visit Parkers in the near future to try to agree to a definitive shroud position.
- 2.3 As a result of the above (and Parker Yachts going into voluntary liquidation during the year) meant that rule changes to reflect the above had not yet been formulated.

#### **3 Chairman's Report**

The Chairman reported that 2009 had been a hugely successful year for the Class at Thorpe Bay, but sadly not the same extrovert enthusiasm from our other main centre of activity. We were unable to persuade any Maylandsea Bay sailors to come to Thorpe Bay for the National Championships this year. We have lost Tom Dayes temporarily to a hip operation from which he is recovering well, and Bill Wright to the 707s and the Squib Fleet at Burnham. It is difficult to know how we may entice our fellow Sandhopper enthusiasts away from that muddy Essex creek, so that our Nationals Fleet is truly representative of the Class.

Nevertheless the season saw a steady build up of excitement towards the weekend of the Nationals in September. It proved to be a much better time to hold them, as enthusiasm grew, rather than diminished as the season went on. Thorpe Bay saw a lot of competitive racing as teams worked hard to improve their skills. I need say little more about the Nationals, other than to congratulate the winners, Peter and Steve, worthy champions for the second year running. They will have to work harder still next year, with the increasing speed and skill of a number of boats and crews, old and new. Barry Duce has written a splendid account of the event in latest TBYC Sandhopper Newsletter, which he has made available to Maylandsea as well.

Once again, I would like to express my thanks and those of the Class to Steve Hopper, who has contributed so much on the technical side this year. He led a searching session on sail measurement at a recent SCBA Committee meeting. With the help and advice of Chris Henderson, I believe that we reached a sensible conclusion on spinnaker measurement.

The Maylandsea Bay fleet continues to enjoy its local racing and I understand that turnouts are still good. So long as we carry on enjoying the competition which these excellent boats can give, the Class has a great future. Certainly at Thorpe Bay, Barry Duce as Class Captain is ensuring that nobody is allowed to be complacent in the ownership of their boats. He even went to the trouble of following us all in the last race of the season, just so that he could get a better idea of the potential of each boat and crew. Such is the dedication of leadership.

2010 promises another excellent year of sailing and racing. The Committee has decided that the Nationals will again be at Thorpe Bay. We must do all in our power to persuade our friends at Maylandsea to come and enjoy what will definitely be a brilliant weekend.

Peter Blomfield expressed the meeting's appreciation for all the work the Chairman had put in during the year.

# SANDHOPPER CLASS BRITISH ASSOCIATION

## 4 Membership Secretary's Report

The Membership Secretary reported that subscriptions had been received from 50 Full members and 21 Associate members, the income from this amounting to £605. Every boat in both fleets was currently a member of the association with just two Sandhoppers not members, one in Wales and the other in Benfleet.

## 5 Treasurer's Report

The Treasurer presented the audited accounts for the year ended 30<sup>th</sup> September 2009.

He noted that financially it was an uneventful year. Excluding the very small amount of bank interest, (which is likely to be even less next year), income exceeded expenditure by just £220.

This was not a large margin and could easily have been swallowed up had we incurred race officer fees or entertaining costs etc during the year. The Committee recommend that for the next year we maintain our subscription rates at the present level.

The accounts do not include anything for the production of two very professional News Letters during the year. We owe Barry Duce a big thank you for funding these himself. The Committee had convinced Barry that The Association should pay for these next year; another reason for maintaining subscriptions at the present level.

The figure of £80 appears as an expense for boat weighing. The Committee decided that it needed to reweigh all the new boats. As this was a Committee decision and the boat had been previously weighed it felt that the Association should cover the cost.

Finally he recorded his thanks to John Boshier for examining the accounts and confirming their accuracy.

## 6 Subscriptions for 2010

As noted above the Treasurer proposed that the subscriptions for 2009 should remain at £10 for full members and £5 for associates, this was seconded by Phil Crawford and unanimously accepted.

## 7 Vote to Accept Accounts.

Phil Crawford proposed that the accounts should be accepted. This was seconded by Paul Spratt and unanimously accepted.

## 8 Technical Committee Report.

Nothing further to report

## 9 Discussion and Approval of Proposed Rule Changes.

The Committee proposed the following Rule changes:

Rule 5(i): Change 3 weeks notice of Committee Meetings to 2 weeks to bring into line with Rule 7(c). Proposed by Rupert Snow, seconded by Paul Clarke. Accepted unanimously.

Rule 8(b): Change to read "The annual subscription for full and associate members shall be determined annually by the National Association in General Meeting.

Proposed by Nigel Payne, seconded by Iain Abbot. Accepted unanimously.

Measurement Rule 18.1 Change to read "The hull weight in dry condition including compulsory and permanently fixed optional equipment listed in these rules shall not be less than 700 kg. This excludes mast. all spars, standing and running rigging, sails, rudder and anchor.

After some discussion, Peter Blomfield proposed that this be amended to read : The hull weight in dry condition including permanently fixed compulsory equipment and any permanently fixed optional equipment listed in these rules shall not be less than 700 kg. This excludes mast. all spars, standing and running rigging, sails, rudder and anchor.

This was seconded by Brian Casey and unanimously accepted.

Mr. P Crawford has proposed that Measurement Rule 19.6 (g) be changed to read "Not more than two spinnakers shall be carried on board whilst racing of which only one may be used in any one race".

The Committee support this proposal, but with the following additional wording added: "The second spinnaker shall be used only if the first is lost or damaged beyond repair"

After some discussion the Chairman asked that the meeting vote firstly on the Committees proposed amendment.

## SANDHOPPER CLASS BRITISH ASSOCIATION

This was unanimously rejected.

Mr Crawford's original proposal was then seconded by Chris Clarke and was carried with 1 vote against.

### 10 Election of Officers.

<b>Nominated Officers</b>		Position
Ken Clarke (TBYC)		
Mike Hopper (MBSC)		
Richard Lytheer (MBSC)		
Barry Duce (TBYC)		
<b>Elected Officers</b>		
Tom Dayes (MBSC)		Technical Committee
David Johnson (TBYC)		Technical Committee
<b>Co-opted Officers</b>		
Tony Padbury (TBYC)		Membership Secretary
Peter Blomfield (TBYC)		Treasurer

Brian Casey proposed (seconded by Martin Binnendijke) that the above be elected. This was unanimously accepted.

### 11 Any Other Business

#### 11.1 Dates for 2009 National and Open Meetings

Nationals 11/12 September at TBYC  
MBSC Open 12/13 June 2010

#### 11.2 Cruising Trophy

No cruising logs had been submitted during the year so The Cruising Trophy was not presented

#### 11.3 Parker Liftkeel Yachts

Mike Hopper reported that he had been trying to gain confirmation that the Association Keel Moulds (Main and Bilge) were in safe hands following the closure of Parker Yachts and the formation of Bruce Parker Sailboats Limited. He had received verbal confirmation but was awaiting written confirmation.

There being no other business the meeting closed at 11.25 am.