

**THE MINUTES OF THE ANNUAL GENERAL MEETING OF THE NSOA HELD ON JULY 8<sup>TH</sup> 2014 AT 1800 HOURS AT THE ROYAL NORFOLK AND SUFFOLK YACHT CLUB, LOWESTOFT**

The Chairman Steve Warren-Smith welcomed some eighty members to the meeting and thanked them for their attendance and continuing interest in the fleet.

**APOLOGIES – Andrea Holland, Paul Withers**

**MINUTES – The minutes of the previous AGM held at South Caernarvonshire Yacht Club on July 2nd 2013 were accepted as a true record and signed by the Chairman. Proposed Malcolm Blackburn, seconded Mike Probert, all in favour. There were no matters arising.**

**HON CHAIRMANS REPORT**

"I took over as Class Chairman a year ago in Abersoch, with the previous Chair (Jenny Riley's) words: "Don't worry Steve, there are no major issues on the horizon and it should be plain sailing" giving me a warm and confident feeling as I drove home through Snowdonia. A lot has changed since then but overall it has been a busy and productive year for the Squib Class, and I hope one which will stand it in good stead in the future.

Obviously the major issue was the loss of our builder, BPS, in October, and the temporary misappropriation of our moulds. The saga is now well documented and a summary of it was sent to all Class Captains in the spring. Since then there has been much good news. The moulds were recovered by Tony Saltonstall and stored at no cost to us by Jim Tubby, to both of whom the Class is very grateful. Once the moulds were recovered it was a lot easier to begin the process of finding a new builder, and a professional and competitive tender process was begun by Malcolm Blackburn to whittle the nine contenders down to one. This process was completed only last week after the committee personally visited and assessed eight builders all over the country, and we can now announce that the next builder of the National Squib will be Rondar Race Boats. Some of you will have met Paul Young, the Managing Director, on Saturday and will have had a chance to talk to him. As a Class this is a fantastic step forward, being involved with a world class builder of racing boats, and everything in terms of experience, exposure, marketing, publicity and global reach that that brings with it, and we look forward to building a productive and mutually beneficial relationship with Paul and his team. They are based near Trowbridge in Wiltshire, and not only will build the new boats, but refurbish older ones, undertake repairs, provide a one stop shop for spars, spares and fittings, build their own Squib trailers, and also have Phil Milanese, builder of our rudders, working in house too. At our meeting with Paul on Saturday a time framework was discussed and agreed that involved:

- a) deciding what rule changes would be required to modernise and simplify the internal structure of the boat;
- b) bring a mockup of it to the Inlands in October for competitors and visitors to view;
- c) vote on the rule changes at an EGM at the Inlands;
- d) have the first Rondar Squib built, measured, approved and licensed by the RYA and exhibited at the dinghy show at Alexandra Palace next spring.

Obviously a lot of work has to be done by Rondar and the NSOA between now and then and we ask and hope for your support and help over this period.

The issue that precipitated this whole chain of events was the major alteration done to our keel pattern putting it way out of Class. Fortunately and with great foresight, the technical committee had already spent a lot of time profiling keels and the variations thereof, and Dick Batt commissioned a detailed digital scan of his boat Squib's keel, which has provided enough information for Rondar and Milanese to be able to make a new pattern for future moulds to be taken from, matching as closely as possible the existing ones.

This whole process has been hard work and at times fraught with potential for disaster, but I believe we have achieved a superb outcome for the Class and would like to thank all those who have helped in attaining this result- Tony Saltonstall, Jim Tubby,

Malcolm Hutchings, Malcolm Blackburn, Gerard Dyson, Mark Downer and Marcus Hutchinson from Ireland.

Before the builder situation arose, we were actively looking at some changes to the sail rules to bring greater longevity to them and make them safer to use. Needless to say that has been slowed up by other more pressing matters, but again the tech committee will be looking to make recommendations for changes to achieve that effect. However it is safe to say at this juncture that there are no plans for wholesale changes to sail pattern, colour or materials.

Fortunately the upheaval of the last few months has had little if any effect on Class membership, our financial position or numbers at events. Our Class membership numbers are slightly higher than last year, reflecting not only an increase in membership but also the vigour with which Andrea Holland has chased down lapsed members.

Financially, and without treading on our treasurers toes, we are also in a healthy position. Chris Rickman, and before him Andrew Porteous, have been single minded in stripping out inefficiency and making sure that you money is spent as effectively as possible in promoting our Class and looking after it's members interests. There will be future expenses in transporting the moulds, replacing the keel pattern, promoting the Class effectively with the new builder and preparing for our 50th anniversary in 2018, and I think it is only prudent, after what we have been through this last year, that we are financially prepared for, and capable of managing, any future developments.

On the sailing front Cowes Week 2013 attracted 24 entrants and was won by Malcolm Hutchings and Andy Ramsey in Lady Penelope, and they also won White group and the whole of Cowes Week, a fantastic recognition for the Class. The 2013 Irish Nationals held at Kinsale YC had 34 entrants and was won by Marcus Hutchinson in Sensation. The Inlands last year also had 34 entrants and was also won by Malcolm and Andy, giving them the travellers trophy as well. This years' Inlands will be the 20th running of the event, and we look forward to getting a maximum turnout to celebrate that milestone and to peruse the new Squib. The Gold Cup at Burnham in May this year was supported by 20 boats, and the East Coasts, superbly hosted by Stone S C, by 30 boats. Both events were won by Micky Wright and Chris Dunn in Spoof. And Cowes Week this year has so far attracted 32 Squib entries, making us the second largest One Design Class, and promises to be a fantastic event to be viewed globally on CNBC TV, and commented on the Sunday on Cowes Radio online by our very own Gaby Logan, Gina Porteous.

To reiterate my chairmans column in Squibble, the Class is enormously grateful to the Fleet Captains for all their enthusiasm at promoting Squib sailing at a local level and encouraging their owners to join the Class Association. The Irish fleets in particular continue to grow in number, size and enthusiasm, and I would like to point out that any fleet, however small, is welcome to have a representative on the NSOA and to attend our three meetings a year in London. At this meeting we are looking for approval to increase our annual subs after 6 years of no rise, and hope that you will see it as good value for money, for all the work the NSOA does on your behalf. I would also like to point out that the Class's 50th birthday is fast approaching in 2018, and if there are any ideas or suggestions for ways in which we can publicise and celebrate the event please let us know.

Before I finish, I would like to announce that during today's Royal visit, Stacey Clarke, the RYA Chairman, told me that on the Class's nomination, the RYA have awarded a National Award to Tony Saltonstall in recognition of all he has done for the Class over decades of hard work, and he will be presented with a medal and certificate at a presentation at the RYA Headquarters in London this November.

I would like to conclude my report by thanking the NSOA Committee for all their support and hard work on their members behalf, for the enthusiasm of the Fleet captains, and for all the advice and offers of help we have received from so many Class members over the last year. I am convinced now that we have the key components in place to drive the Class forward into it's second half century, and am confident that it's future is secure for many years to come."

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**The announcement regarding Tony Saltonstall delighted those present and he received a hearty round of applause, as did Steve for his report and contribution to the Fleet over the past year.**

## **HON TREASURERS REPORT**

**Treasurer Chris Rickman, who had now completed his first year in the post, commented that it was both a privilege and a pleasure to be at the meeting. He was not actually an accountant, as reported previously, but he had received an enormous amount of help both from his wife Tracy and from the retiring Treasurer Andrew Porteous.**

**Most importantly he was happy to present a solid set of accounts that were in excellent order. Subscription receipts were up, income was up and expenditure was down. In the past year a large percentage of our income had gone to the production and distribution of Squibble, as it had in previous years.**

**The NSOA needed to note that contingency funds would be required for the moulds and their removal, for investment in further development of the website and database, and possibly for promotion of the 50<sup>th</sup> Anniversary of the Squib in 2018.**

**The validity of continuing to produce Squibble in its current format was questioned and Editor Eddie Harper replied that currently it appeared that it was responding to the perceived wish of the membership.**

**Ian Waite, whose company had recently taken over printing of the publication, anticipated a reduced final cost and Ricky East, Publicity, added that an overall 20/25% might be saved.**

Richard Dell asked if digital printing might be considered, but Iain answered that our short run made it less feasible. Steve pointed out that we were attempting to move into the digital age and at the same time accommodating the more traditional preferences of some older members.

Toby Taylor suggested that we should consider a single Squibble each year, supplemented by four Newsbrief pages, which could be on the website and sent individually by email to fleet captains to pass on to their members.

Robert Coyle proposed that the meeting accept the accounts, seconded Jill Fleming, all in favour.

Steve thanked Chris for all his hard work over the year and for getting to grips with the vagaries of the NSOA.

#### **HON MEMBERSHIP SECRETARYS REPORT**

As she was unable to be present Andrea Holland had sent the following report

I hope you are all enjoying the Nationals, I'm just sorry I can't be there.

Thank you to all members who have supported the NSOA by paying their 2014 subscriptions, most were on time but some need a little encouragement.

Membership at present has ever so slightly increased since 2012 when I took over this role. We have 360 Full and 54 Associate fully paid up members, however, there are still quite a few members who haven't rejoined this year, despite a reminder email or letter, but this seems to be the trend each year.

Most members will be aware of the minor administrative change to Class Rules whereby stickers for boats to signify membership payment are no longer issued. This saves the NSOA a substantial amount of money and makes my role so much easier. All has been explained fully in the new Squibble, 130.

In future, receipt of subscriptions will be acknowledged by email or letter where no email address is available.

#### **PROPOSED INCREASE IN SUBSCRIPTIONS**

Proposal 'to increase the subscriptions for Full Members to £35 or the Euro equivalent, and for Associate Members to £30 or the Euro equivalent'

Steve pointed out that the subs had not been raised since 2008 and that this was now due in order to give the Class a stronger feeling of being able to cope with possible expenditure at this transitional time.

Tony Saltonstall proposed that the increase be accepted, seconded Gerard Dyson.

Peter Wyllie spoke strongly against the increase, saying that he felt his members would not find it acceptable and that it was too severe. Gina Porteous queried whether there was a junior or youth rate, but Jack Grogan disagreed feeling that current rates were not extortionate for all ages.

In view of possible significant future costs Nigel Grogan asked whether the increase was truly sufficient and Fran Blackburn replied, that once the new database was in, situ it would be a simple administrative matter to initiate an increase. Currently it caused unnecessary problems for the Membership Secretary and these would soon be eliminated.

On a show of hands the motion was carried with forty seven in favour and three against.

## **ELECTION OF OFFICERS AND COMMITTEE**

The Nominations of the Committee as follows:-

<b>Hon Chairman</b>	<b>Steve Warren-Smith</b>
<b>Hon Secretary</b>	<b>Marion Gibson</b>
<b>Hon Membership Secretary</b>	<b>Andrea Holland</b>
<b>Hon Treasurer</b>	<b>Chris Rickman</b>
<b>Hon Auditor</b>	<b>Andrew Porteous</b>
<b>Hon Technical Committee</b>	<b>Malcolm Blackburn</b>
<b>Hon Technical Adviser</b>	<b>Tony Saltonstall</b>
<b>Hon Publicity Officer</b>	<b>Ricky East</b>
<b>Hon Championship Coordinator</b>	<b>Fran Blackburn</b>
<b>Hon Editor of Squibble</b>	<b>Eddie Harper</b>

## **Election of Committee**

The following, who were elected for a period of two years at the 2012 AGM, resign and offer themselves for re-election for a further period of two years

<b>Louise Bibby</b>	<b>Anglesey Fleet</b>
<b>Gerard Dyson</b>	<b>Royal Yorkshire YC Fleet</b>
<b>Jill Fleming</b>	<b>Irish Forum</b>
<b>David Wines</b>	<b>Plymouth Fleet</b>
<b>Paul Withers</b>	<b>Weymouth SC Fleet</b>
<b>Pete Richards</b>	<b>South Caernarvonshire YC Fleet</b>

The following, who were elected for a period of two years at the 2013 AGM, continue in Office for a further year

Brian Pettitt	Medway YC Fleet
Ian Waite	Waldringfield SC Fleet
Duncan Grindley	Burnham Fleet

The following who offer themselves for election for a period of two years

Tony Gibson	Stone SC
Peter Wyllie	Aldeburgh
David Biddle	Dartmouth

The list now included late entries Marion Gibson as Hon Secretary and David Biddle for Committee.

These were voted en bloc – proposed Chris Hogan, seconded Jenny Riley, all in favour.

#### **FUTURE NATIONAL CHAMPIONSHIP VENUES**

Fran Blackburn as Championship Coordinator reported that the dates for Howth in 2015 were Sunday June 28<sup>th</sup> – Friday July 3<sup>rd</sup> and Jill Fleming added that Dun Laoghaire week would be July 9<sup>th</sup> – 12<sup>th</sup>.

Fran continued that the 2016 Nationals were at Weymouth, with Holyhead hosting the 2017 event. As soon as a suitable venue for the 50<sup>th</sup> Anniversary Nationals in 2018 had been decided, it would be posted on the website.

#### **ANY OTHER BUSINESS**

Steve concluded the meeting and apologised that the customary question and answer session would be curtailed – the visit of Princess Anne earlier in the day and a re-jigging of social events had meant time was short. He was always happy to discuss any problems with individuals when necessary. However, he felt confident that we were on the verge of a very exciting era for the fleet, the future was looking bright and we had plenty to look forward to.

There being no further business the meeting closed at 1900 hours.

**AGM 2015 Howth Yacht Club, Dublin, on Tuesday June 30<sup>th</sup> - to be confirmed**

