

MINUTES OF THE MEETING OF THE GENERAL COMMITTEE OF THE NSOA HELD AT THE ROYAL NAVAL CLUB, LONDON, ON MONDAY NOVEMBER 7th 2011 AT 4 PM

PRESENT Jenny Riley - Chairman
 Chris Stonehouse - Secretary
 Andrew Porteous - Treasurer
 Jill Fleming - Irish Forum
 Eddie Harper - Editor Squibble
 Mike Barsby Fran Blackburn
 Malcolm Blackburn Peter Marchant
 Alan McDine Brian Pettitt
 Ian Waite David Wines
 In attendance - Kit Noble - Royal Dart Yacht Club

APOLOGIES were received from Lou Bibby, Sean Clarkson, Gerard Dyson, Sally Everitt, Peter Horton

CHAIRMAN Jenny Riley welcomed the members to the meeting and asked that Pete Richards might be co-opted to the Committee. This was unanimously agreed.

THE MINUTES of the meeting held on Monday May 16th 2011 were accepted by the Committee as a true record and signed by the Chairman.

MATTERS ARISING - Brian Pettitt reported that there had been no progress regarding a Squib Fleet being formed at Bewl Valley SC. It had been a one man idea and had received little support from the Club. Where clubs already had a FF15 fleet it seemed unlikely that Squibs would prove an alternative.

Secretary Chris Stonehouse confirmed that she had contacted the Webmaster Sean Clarkson re a date alteration to the website membership form and requested that a time limit be set for boat sales listings. He had confirmed that this had been done.

Jenny Riley told the committee that she had spoken to Bruce Parker that morning and, although he had one new Squib in the mould, he had no other orders. He is planning to improve his website and asked for more photographs, which Mike Barsby offered to help supply. Owing to increased costs, he was raising the price of a new hull. The committee then discussed Bruce's worries regarding future orders and the significance to the NSOA.

ACTION MIKE

TREASURER'S REPORT - Andrew Porteous reported that the accounts show a deficit for the first six months of £3600, although this would be eliminated by subscriptions in January. We currently held £3200 in the bank with £800 owed by advertising debtors.

Andrew was concerned that the last boat fee paid by Parkers was for 878 some six months ago. He queried the status of boats numbered between 879 and 884. David Wines requested that we track and clarify the position with fees and the whereabouts of these boats and the Committee were in full agreement. Malcolm Blackburn, Chairman Technical Sub-Committee, agreed that he would do so.

ACTION MALCOLM

MEMBERSHIP SECRETARY'S REPORT - Sally Everitt sent a note saying that she had collected £1400 in subscriptions and that she was improving her records still further. Jenny was delighted to announce to the committee that Andrea Holland of SCYC had agreed to take over the post at the AGM. After six years at the helm, Sally felt that she had sufficiently streamlined the task and anticipated an easy handover.

Pete Richards suggested that Sally might be able to provide a list of paid up Association members to Fleet Captains and similarly Fleet Captains should urge their members to join and chase unpaid subs on our behalf. He would discuss with Sally and Sean the viability of acquiring NSOA lists from current data.

He added that he hoped the Handbook would be ready for Easter. ACTION PETE

TECHNICAL SUB-COMMITTEE - Malcolm reported that he had been in discussion with our sail-makers regarding the rate at which jibs can deteriorate. They agreed that it was not the fault of the material and Dick Batt was looking at ways to reinforce the leech. As this did not require a change of rules, he was happy to let things stand at the moment.

Mainsails set above the black band had been noted and criticised by judges at the 2011 Nationals, although the Race Committee had taken no action against the helms. Malcolm suggested that wire halyards be adopted as the norm or that a stop could be introduced at the lower edge of the band to prevent raising the main too high. It was not considered an advantage to over tighten the halyard, but it did contravene Class Rules and, as such, perhaps should be addressed. Malcolm volunteered to write an article for the next edition of Squibble and the Technical Committee would ponder further recommendations.

ACTION TECH COMMITTEE

CHAMPIONSHIP SUB-COMMITTEE - Chairman Fran Blackburn reported that the Nationals at Plymouth had been a great event, only marred by craning out on Friday afternoon. This had taken so long that some competitors had been unable to make the start of the prizegiving dinner. The Committee recommended that craning should take no longer than three hours and that a second crane/entrance be used where necessary.

Jenny pointed out that a new colour coded system for order of craning out had been experimented with at the Inlands with some success. Recovery of all boats had run smoothly, there had been no real criticism and it was considerably fairer to mid and back of the fleet competitors. In fact it had facilitated those working on shore to make ready trailers in the correct order.

Nationals venues were confirmed as 2013 Abersoch, 2014 Lowestoft and 2015 Ireland. Fran and Derek Jago would liaise on the venue in Ireland with Jill.

In response to a recommendation by the Sub-Committee for the NSOA to purchase six strops for use at the Nationals, David Wines pointed out that there were virtually new sets available from Plymouth, which could be re-used for Dartmouth. Jenny added that there were also buoys. Alan McDine reminded the Committee that there was a question of testing and insurance to be considered and Andrew agreed that public liability was always a problem. The Sub-Committee would consider the situation.

ACTION FRAN

A discussion on load cells highlighted problems with weight variations; sometimes by as much as 7/8kg as had happened at Plymouth. There were two load cells in addition to the Class one, which was known to be very sensitive and could give varying results if the size of the shackle pin was altered. The other two belonged to Tony Saltonstall and Mike Barsby and Mike recommended that they should be re-calibrated each year, although at best the accuracy always fell within a tolerance of +/- 1%. David suggested that the class loadcell should only be used for the Nationals and the Inlands, never lent and retained by the Technical Committee Chairman. Pete felt that the Association should be responsible for providing accurate equipment whenever a boat required weighing and as a backup suggested that we keep records of weights of boats in order that we might compare the % difference. Malcolm said that he would speak to Tony Saltonstall as our Hon Technical Adviser and ask him to sort the matter out.

ACTION MALCOLM/TONY

Regarding the Nationals at Plymouth, David had been disappointed that it had attracted the lowest entry for ten years, possibly a result of the highest entry fee yet. Fran commented that all the feedback that she had received had been very positive, everyone had enjoyed a splendid event and she thanked David for helping in the organisation. James Bremridge of RWYC had also done much to ensure a successful week and had worked tirelessly with efficiency and great enthusiasm. He had been especially thanked by the NSOA by letter.

IRISH FORUM - Jill thanked Jenny for supporting the recent event at Dromineer, Loch Derg, which had been a prototype for a proposed Masters meeting, to which ten top helms would be invited to compete in local boats with boat owners crewing. The format would be open to discussion at a later date.

A tender document had been drafted for the 2015 Nationals and applications to host the event were expected from Kinsale, Howth, RNIYC and Dromineer. They would provide a single loadcell themselves, correctly calibrated and entrusted to one keeper only.

In answer to a question, Jill confirmed that Derek Jago would continue in the position of Chairman of the Irish Squib Forum until the Irish Nationals at Dun Laoghaire next summer.

PUBLICITY - Jenny read two reports (see attached) – one from Sean and another from Ricky East of Waldringfield, who had recently been invited by the Chairman to join her campaign to exploit ‘free publicity’.

Jenny expressed her frustration that we had failed to move on during the year, particularly regarding the website, which, as Fran put it, could be ‘flashier’ and convey a more modern image of the Class. Sean had agreed to progress the work, but had pointed out that it was time consuming and requested an increased honorarium of £750. He much regretted that, although he had the technical knowledge, he lacked creative skills and Mike Barsby, as a graphic designer himself, offered to contact him. The Committee agreed the fee and Mike would confirm this with Sean and help him get the project started with some presentation and design ideas. ACTION MIKE/SEAN

Ricky had suggested a Fleet Captains database and Chris confirmed that the list in the Handbook was up -dated prior to publication in April. Everyone had been contacted personally to verify their position.

SQUIBBLE - The next edition of 72/76 pages would be the largest ever and Eddie had a happy mix of editorial and pix from all Fleets. It would be published for Christmas.

The committee were most impressed, with Jenny congratulating him on what was only his second edition as Editor.

NATIONALS 2012 AT ROYAL DART YACHT CLUB - Kit Noble reported that his Club had run the J2 Nationals and J109 Europeans as part of Dartmouth Week - the second largest event of its kind after Cowes Week – primarily as a trial run for the Squib Nationals. Happily there had been no major problems and he was confident that Royal Dart would be well able to host the Squib fleet.

Room was not a problem should there be a large entry with competitors moored at a marina upstream from the Club, as well as on a pontoon mid-river serviced by Club launches. To facilitate launching local boats were to be encouraged to crane out on Saturday and the remainder should be out within the three hour limit, possibly utilising the marina travel hoist if necessary.

Other points: Racing would be in Start Bay in 20m of water and with a short sail to the line.

Towboats would be used in tidal conditions up and down river

Accommodation locally was wide and varied

The event had attracted a large amount of quality sponsorship

A two-course dinner would be served each evening bar one

The Committee vetoed the suggestion of bow stickers from sponsors and put forward the idea that flags could be flown at anchor, which Kit agreed. Regarding costs, Peter Marchant pointed out that

local boats had never attracted a lower entry fee and, in particular he and Eddie urged that not only the championship fee, but that the Prizegiving Dinner should be carefully reviewed, with a possible ceiling of £30 per person. Some savings could be made as VAT was not applicable on all their costs, as had been previously thought. Both Kit and the Championship Sub-Committee were keen to field an event that was attractive to all the Fleet and he promised to come back soon with details of final proposals.

Jenny thanked Kit for attending the meeting and wished Royal Dart YC every success.

ANY OTHER BUSINESS

BOAT SHOWS - the committee agreed that the cost and effort involved in displaying a Squib at a boat show was not worth it and Peter Marchant proposed that the money saved would be much better spent on the website. All agreed.

PUBLICITY CD AND CARDS - Jenny proposed that a publicity CD should be completed and Mike agreed that he could put it together. Similarly it was agreed that Jenny's greetings cards should be used for advertising Fleet events and sent to all Fleet Captains among others. ACTION JENNY/MIKE

FORMAT OF NATIONALS - in answer to a question Fran confirmed that the format for the Nationals 2012 would be based on eight races.

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| FUTURE EVENTS | Gold Cup, Burnham | May 5/6/7 2012 |
| | East Coast Championships, Burnham | June 9/10 2012 |
| | Southern Championships, Plymouth | September 8/9 2012 |
| | Southern Championships, Weymouth | September 2013 |

WEYMOUTH - Alan McDine put in a request from Weymouth SC to host the Nationals in 2016

There being no further business the meeting closed at 7.30

FUTURE MEETINGS GENERAL COMMITTEE NSOA TUES MAY 8 2012, ROYAL NAVAL CLUB, 3PM

ANNUAL GENERAL MEETING TUES JULY 10 2012, ROYAL DART YC, 6PM

GENERAL COMMITTEE NSOA MON NOVEMBER 12, ROYAL NAVAL CLUB, 3PM

NB . General Committee meetings now scheduled for 3 pm to allow for an earlier supper

