

# National Squib Owners Association

## Minutes of Committee Meeting held on 18 May 2015 at the Naval Club

### 1. Attendance and Apologies

**Present:** Steve Warren Chairman  
Marian Gibson Secretary  
Malcolm Blackburn Chair, Technical Committee

David Biddle, Peter Wyllie, Jill Fleming, Brian Pettitt, Gerard Dyson, Mike Barsby, Duncan Grindley, Lou Bibby, Pete Richards

#### Apologies:

Chris Rickman (Treasurer), Andrea Holland (Membership Secretary), Ricky East (Chair, Publicity and Communications Committee), Fran Blackburn (Chair, Championship Sub Committee), Chris Stonehouse, Jenny Riley, Paul Withers, David Wines, Sean Clarkson, Tony Saltonstall, Tony Gibson, Iain Waite

Mike Probert (a former National Champion) and Simon Vines (Weymouth SC) were welcomed to the meeting.

### 2. Minutes of NSOA Meeting held on 9 March 2015

Approved as a true record (proposed Gerard Dyson, seconded Lou Bibby)

### 3. Matters Arising, not otherwise on the agenda

9) Publicity and Communications: check that website has been updated (MG / SC)

10) Championships: Royal Dart 150<sup>th</sup>: still trying to sort out.

12) Rule changes: see Technical report.

### 4. Chairman's Report

Attached and forms part of these minutes.

The technical section will be covered under Build

Note that SWS has finally managed to speak to Bas Edmunds at the RYA (18/5/15) and has been promised replies to the outstanding emails.

Further noted that the RYA have now come back to us re PY figure for Squibs for 2015 with the suggestion of using 1145 for the handicap. The stated reason for non-inclusion was the low number of returns. Noted that the return provided by the RYA is odd in that there is mention of a Club no-one has ever heard of in terms of Squibs. Agreed that all fleet captains would be circulated with the RYA response on this issue (MG).

Measurers: Malcolm Hutchings and Steve Pitman will be approved once documents are received by RYA signed by Malcolm Blackburn and Tony Saltonstall (note MB reported Malcolm Hutchings documents have been signed off by both!)

### 5. Build Report

SWS reported that there had been a very positive meeting with the RYA before Christmas – but since then nothing (see above). Following the successful phone call on 18 May, Bas Edmunds will talk to Paul Handley re keel and the RYA concerns about stiffness and the keel box. The RYA intend involve the Wolfson Institute at Southampton on technicalities. Note the new build will have to pass Part 9 (Keel) and Part 5 (hull) assessments.

Keel: As the data in the scan of Squib (11) was not good, Perkera (12) has been scanned with many thanks to Sean Clarkson. The data is now with Paul Handley who is working on that and the original drawings. Note that there is a twist in the keel and the bulb is asymmetric. Malcolm Blackburn's view was that this was the result of the casting process. He commented that the CAD files should be assessable and he would like to see them. Agreed that MB would liaise direct with Paul Handley to arrange a visit so the keel CAD can be assessed. Agreed that once MB is happy with the CAD a wooden keel should be made and then a fibreglass cast made for posterity (half mould / board half mould). Finished thickness should be 26 – 27mm (MB / SWS action).

Note that there will be costs associated with the new keel (approx £1200 for the wooden keel and another £400 to Paul Handley) which are essential to keep the intellectual property rights and pattern ownership with the NSOA.

Mike Barsby commented on the keels seen at Rondar and the different methods of construction (e.g. lead bulb and top with steel shafts encased in foam).

Rondar:

SWS reported on the visit to Rondar on Monday 11 May when he had been joined by Mike Barsby, Mike Brown and Tony Gibson. M Barsby felt there had been very little progress but it was noted that Rondar have been very busy building Sonars to complete an export order. Paul Young's target is still to have a boat at Howth, not to race but to test sail.

The work so far: the floor being raised a bit to see whether it is possible to have aslef-draining cockpit, a new sealed buoyancy tank in the bow in front of the mast (note channel for rigging?), possibly getting rid of the helm's seat and making the "crew" seat "U" shaped, creating a step. Questions raised:

Echo sounders: do they work through foam?

Outboard brackets – is the transom going to be strong enough (outboards are used in a number of places)

Gerard Dyson commented that the class would like to see a boat at Howth even if it hasn't a keel so it can be carefully examined.

#### **6. Treasurer's Report**

Attached and forms part of these minutes.

#### **7. Membership Secretary's Report**

Attached and forms part of these minutes.

Access to Membership Database: Andrea has commented that it would be more than useful if Fleet Captains had access to full details for their members to help with chasing defaulters. The comment was made that the database must be right for Howth.

Brian Pettitt commented that many Squib sailors do not seem to appreciate the benefits of NSOA members. SWS said he would try to attend the Medway Squib Annual Dinner if that would help.

There was a discussion on membership perks (note the insurance scheme will be discussed in Publicity). Sail discounts were mentioned as a possibility.

#### **8. Publicity and Communications Report**

Attached and forms part of these minutes

Agreed to keep Squibble to 2 copies per year at this stage

ESquibber: can there be links to the website? (TG)

Website: A reference point. There is a feeling that the Forum has been overtaken to some extent by Facebook.

Facebook: Works as an immediate communication method but it is difficult to find anything after a very short time.

GD commented that the Forum is ideal for factual items and as such is complementary to the chatter on Facebook.

Agreed that it would be useful to have an article in ESquibber on the different uses of Facebook and the Forum. (TG)

Note that it is intended to have a meeting at Howth with as many people involved in the database and website as possible.

Insurance scheme: Note that the UK Global scheme would produce as small income for the NSOA. UK Global are being asked to quote for the NSOA insurance – renewal due 23 June. Noted that the comparison figures are not comprehensive. UK Global charge a £20 registration fee which will be waived for NSOA members. Agreed to proceed with the scheme.

Squibble mailing list: Clarification was sought on who gets Squibble (clubs etc), how many copies are printed and where spares go. It was felt that spare copies should be held by AH RE, MG and SWS. (Action MG / RE / IW).

Mike Barsby commented that he had artworked a poster for the Travellers Trophy. SWS commented that he may have someone who would be prepared to do some artwork.

## **9. Championships**

Following Fran Blackburn's decision to stand down as Chair, it was agreed nem con that Gerard Dyson would be proposed as Chair. It was also noted that Paul Withers has resigned from the Championship Sub Committee. Mike Probert agreed to become a member of the Sub Committee. A vote of thanks to Fran for all her work was recorded and SWS will write to her as well (action SWS).

### **2018**

Fran Blackburn's paper on 2018 was noted.

There was a lengthy debate:

Malcolm Blackburn asked whether Cowes was really a good idea.

Mike Probert commented that he thought it was a fabulous idea and that a number of classes do use Cowes for Nationals and Europeans. It would be a one-off opportunity to put Squibs in the limelight at the world's largest regatta. Why not capitalise on that?

SWS reported that he has spoken to the organiser to find out their views in principle and they would be happy.

Gerard Dyson commented it would ideal for a one off (and even Salty has said it is a great idea and he would go!) but he fully agreed with Fran's comments.

Pete Richards commented that it would be a different event.

The format would have to be discussed. SWS commented that a Regatta fleet probably wouldn't work and there should be squadron starts for at least part of the week. MP commented that there could be a combination of race formats. Logistically there are a number of options: launch at Portsmouth and sail across, launch at RVC, the trots at Cowes or there is a new marina being built.

The following motion, proposed by Salty and seconded by Jill Fleming was put to the vote:

"I think for the future good of the Class, we must propose a nationals for the 50<sup>th</sup> Anniversary at Cowes - to be held as part of Cowes Week.

I personally hate sailing in the Solent, but this will be a big milestone that must be held in the right place....and I am sure Cowes will be the place.

I reckon the publicity and volume of entry would be second to none....and the Yachting World will soon realise what a popular little boat we have."

10 voted in favour, 3 against.

SWS said he is happy to start the organisational process.

### **2016 Weymouth**

Concerns from Weymouth were noted and Gerard Dyson will liaise with them to resolve the issues. (Action GD)

## **10. Technical Committee**

Measurers: see comments in Chairman's report.

Rule Changes:

Malcolm Blackburn reported that the original attempt to add new rule B3.1 re boat eligibility had been in Spring 2014. Since then the RYA have not responded despite chasing.

Mast Rams / Chocks: After much to-ing and fro-ing between MB and the RYA, no wording was agreed. The conclusion was that since they are not mentioned they are not allowed.

However there remains an issue that needs resolving and he will continue to chase the RYA to try to find out whether they would regard chocks as a minor or major amendment.

**11. Class Rules (items from Paul Withers)**

a) Dispensation for a Rondar prototype to race at Howth: In view of the timescale, the prototype will not be competing so no dispensation is needed.

b) Rule changes re keel changes and keel measurement: Malcolm Blackburn commented that he did not think we were far enough on with the process to be able to deal with this yet but the suggestions would be included in the rule change package that will be necessary once the new build is sorted.

c) Rule change suggestion re carrying GPS: after some debate it was felt that this was not appropriate at this stage.

**12. Annual General Meeting, Howth, Thursday 2<sup>nd</sup> July 2015**

The Agenda and nominations were agreed. No Rule Changes will go to the meeting.

**13. Any Other Business**

Fleets listed on the website who no longer have boats: Pete Richards to investigate these with Andrea.

2018 East Coast: Duncan Grindley requested that the 2018 East Coast be held at Burnham and suggested that West Mersea should be asked to host 2017.

**14. Date of next meeting:**

Monday, 9<sup>th</sup> November 2015, Naval Club. (MG / David Wines to book)

There being no further business the meeting closed at 17.53

**Chairman's Report for Meeting on 18<sup>th</sup> May 2015**

Since the last meeting on March 11th there has not been a great deal to report although steady progress has been made in a number of areas. The first major event of the year has been held, the East Coast Champs at the Royal Yorkshire Yacht Club over the Bank Holiday weekend 1-4th May, which hosted 23 entries. Although Sunday was lost to strong winds and heavy seas, 5 races were competed and the Grogans in Helmut Shoing were the decisive and worthy champions of a well run event.

Continuing progress has been made on the new build by Rondar. I believe it is in the Class's interest to keep a close eye on progress and continued pressure on the builder both to keep progress moving and to be abreast of the latest developments. To that end another visit took place on Monday 11th May, with Steve Warren-Smith, Tony Gibson, Mike Barsby and Mike Brown present. Further progress has been made in the internal layout of the boat, floor levels for self-draining, seating positions and buoyancy requirements. It is still Rondar's intention to have a boat at the Howth Nationals this summer, hopefully in sailing condition, (although unlikely to be competing) for competitors to inspect and comment on. The builder is wary of competing it until its final performance is checked and known, which I believe is the correct approach. The final performance of the boat is critical to its perception both within the Class and to a broader market, and will need to be closely assessed in various conditions and by varying sailors before it hits the competitive circuit. The shape and structure of those assessments needs to be agreed and defined by all three parties. And of course the build needs to be approved and signed off by the RYA before Rondar are issued with a licence. This leads onto two further areas of interest.

A) After a certain amount of confusion, it was found that the scan of the keel of boat 11 contained little useful information, and a quick decision was made to scan boat 12's keel at the Sheffield Hallam University's Centre for Sports Engineering Research. This was facilitated with the not inconsiderable help and cooperation of Sean Clarkson and Neil Oram to whom we are very grateful. A detailed and useful set of data were obtained and this has been sent to Paul Handley to combine with the work he

has done from the original drawings. Paul Handley had a face to face meeting with Paul Young at Rondar on Friday 8th May (which was great to hear) and progress on the keel is continuing.

B) Of greater concern to me as Chairman and the Class as a whole has been the almost total lack of contact with the RYA over this period, despite many attempts to gain their ear. The whole build process was conceived as a collaborative effort, with the RYA providing the oversight to the project and this was an important part of the package approved by the membership vote last Christmas. Despite numerous efforts, emails and voicemails I have had no response and have sent a further, stronger worded, email to try to gain their attention. I await a response, and will continue chasing them.

**It should be made clear in this report, that a considerable amount of expenditure has taken place, and will be needed, from NSOA funds, to see the project to completion, if we are to maintain our ownership of all physical and intellectual property required to build Squibs in the future.**

Further work has continued on the membership database, subs collection, Class insurance and eSquibble, all of which is important to a smooth running and inclusive Class organisation and the individuals involved have contributed enormously to this process. Also taking shape, and in interesting ways, are the ideas and plans for the Class's 50th celebrations in 2018, with more being submitted all the time. It is important we use the event, with the new boats, to make as much noise as we can in the yachting press. The next few months will prove busy, interesting and important to the future of the Class, as the new boat takes final shape and the seasons' racing events unfold. We all look forward keenly to the 2018 National Championships at Howth Yacht Club.

Steve Warren Smith

### **Treasurer's Report May 2015**

Good afternoon all,

Firstly, many apologies for not getting this report to the Committee earlier and not being with you today. I also would really have loved to go to Rondar last week – I hope all is going well.

#### 1. Headlines (YoY) :

- 67% increase in our funds
- Income up by £4,200 and expenditure down by nearly £790
- An income to expenditure ratio going from 34% to 94% - please see 2. below.

#### 2. Note of caution! :

As we suggested in our March update, the income and expenditure ratio is inflated by the number of duplicate payments we have received, due to the change in subscriptions – Andrea is doing a superb job working through the anomalies – we will obviously get there, but it is a bit time consuming !

- I don't appear to have seemed any Squibble Advertising Revenue since March – we will need to reconcile this pre. AGM ?

#### 3. Other issues.

- Currently reviewing our insurance costs with UK Global and Churchills to see if we can't get a better deal.
- Beginning to prepare our accounts for the AGM.
- We are getting there with our 'mould slush fund', but need to keep chipping away at expenditure – how do we measure the success of expenditure like the Sue Pelling piece ?

As ever, I hope this is of some help to the Committee. If there are any questions, please let me know and I will respond by e-mail to everyone.

Finally, apologies again – I hope the meeting goes well and have an enjoyable evening.

Best wishes,

Chris Rickman

Work : 01983 882640 / Mob : 07891 708826

## HON MEMBERSHIP SECRETARY REPORT, May 2015

### Membership Website

Whilst the new membership database is now operational, there are still some features that I require but have not yet been implemented as Iain has been busy now that the new sailing season has begun. I am hopeful these will be set up soon.

The members listed on the website were all members last year. On my version of the database this is shown as 2014 in a column by the member's name. As a member pays their subscription this is then updated to 2015, indicating payment.

I feel that this information would be beneficial to Committee Members, Fleet Captains and Event Organisers if it was also available to them so they can see who has/has not paid the current subscription, although it might mean it being available to all members. I am still awaiting clarification from Iain how this could be set up but would appreciate your views at the meeting.

After a brief discussion by e mail with Tony, Ricky and Marian regarding the ehandbook discussed at the last meeting, I have written an article for Squibble outlining the functions of the Membership website (below).

I feel that an ehandbook is not necessary as all relevant information can be found on this constantly updated website and the Squib website, although there may be a handful of members who would prefer a hard copy.

### Subscriptions

Despite a further two reminder e mails, there are still members who have either not yet rejoined or did not amend their standing order and have not yet sent payment of the extra £10 to cover the increased subs. I have written a further reminder for the next issue of Squibble and eSquibber and will continue to contact them until payment is received.

### Statistics

470 Members from 2014 listed on the website are made up as follows:

		<b>Paid</b>	<b>Not paid</b>	<b>Pay by S/O</b>
Full	380	232	148	85
Associate	61	30	31	12
Honorary	21			
Life	5			
Clubs	3			

The 85 Full and 12 Associate members who are classed as not paid and pay by standing order have in fact paid £25 and £20 respectively but did not amend their standing order to cover the increased subscription, therefore still owe £10 each. I am not updating their membership until I receive payment.

There will be 15 Full and 3 Associate renewals, possibly more, from Dunlaoire and payment will be with me soon.

From ancient standing order payments still being made, abnormal s/o payments and s/o payments from members who have resigned, £477.75 has been classed as donations.

If anyone has any questions please contact me on [andreasquibs@btinternet.com](mailto:andreasquibs@btinternet.com)

### Functions of [www.membership.squibs.co.uk](http://www.membership.squibs.co.uk)

Every member will have received their Username and Password with the last issue of Squibble or for new members, with their welcome letter, and hopefully managed to log on successfully.

As well as being able to amend your personal details, you can check that your subscription transactions are up to date.

By clicking on the headings Boats, People, Fleets, you can obtain a variety of information by clicking on the blue link:

All boats in numerical order with their owner, past owners, past boat names.

All members with phone numbers, club, boat number and name and the ability to contact them by email.

All fleets with the number of members and Class Captain, all NSOA members of that club and all boats registered at that club (both members and non-members).

I hope you will find this available information useful.

If you have any problems accessing the membership website please contact me on [andreasquibs@btinternet.com](mailto:andreasquibs@btinternet.com)

Andrea  
Hon Membership Secretary

## **PUBLICITY & COMMUNICATION REPORT FOR NSOA COMMITTEE MEETING – MAY 2015**

Some of my time earlier this year has been involved with in the customary nagging of Fleet Captains to improve the Squib presence on club websites, offer brochures etc, request articles on club activities for Squibble, request race reports for Y&Y and for our own website and so on.

I am uncertain how the class at large feels about how we communicate so I have done a short piece for Squibble to ask. Additionally at the time it is published I'll try to start a conversation on Facebook to seek some answers. What I've sent to Eddie is:

### **HOW DO SQUIBBERS WISH TO COMMUNICATE?**

Currently we can exchange our views on a one to one basis of course but what I'd like to explore is how else we can achieve this. We use Squibble for the printed word, eSquibber for bimonthly updates and news, the website - the Forum in particular - and Facebook.

Facebook and eSquibber have both been very successful in their young lives and go from strength to strength. By elimination that leads us to consider the future of Squibble and the website. Firstly may I say I like both, I think they have their place and should continue. However we do need to consider whether there is room or need for change and I also seek your ideas of how to improve them.

Here are some questions. Do Squibbers want 2 issues of Squibble a year, bearing in mind it is hard to get enough copy for the Spring issue? Should we just have one bumper end of season issue? Should the website be mainly a provider of information and an archive which doesn't change content very much? Do you want the Forum or has Facebook taken its place?

I'd be really interested to hear answers to these questions. Your Committee have repeatedly pondered all this and a bit of guidance in where we go would be really helpful.

eSquibber has published again and continues to be attractive and informative. Well done Tony. He does regular copy though.

Hopefully the website will get its promised refurb once Sean has less demanding things to cope with. Mike Barsby has defined our logo artwork and this is available from me anytime if you wish to embellish your local Squib literature.

The big time occupier has been the proposed class insurance scheme with UKGlobal. The principle is that it produces a reasonably priced premium with a reduction for NSOA members which will help

them feel they gain from paying their membership fee. Having done a quick check with our Waldringfield fleet, I find that Squib premiums do range a large amount but there are people who have very low premiums due to long standing arrangements with brokers. These will never change to a new scheme and I am uncertain how popular it will prove. However if it doesn't get organised, we'll never know! By the time of the meeting I may have the final documents from UKGlobal. As I write we have just agreed to change their "key exclusion" of "damage to boats unattended on moorings". This was due to certain moorings being high risk, eg Abersoch. The revision includes an increased premium for these high risk mooring areas which is fair.

Ricky East

## **SQUIB NATIONALS 2018 – A PERSONAL VIEW**

### **BACKGROUND**

The NSOA has since 2004 been trying, utilising its Nationals sub-committee, to bring a degree of consistency and credibility to the Squib Nationals. To this end we developed guidelines in 2005 which have been continually refined in the light of experience to this date. Alongside the guidelines is a questionnaire which is completed by applying Host Clubs so we can evaluate potential venues for any year.

Additionally in 2010 we sent a questionnaire to the whole Squib Fleet to try and understand what the requirements for a Nationals event were.

The results were quite clear:

- 75% of respondees wanted a Nationals outside school holidays
- The most important aspect to attendees was good sailing
- The most discouraging aspect was a poor sailing area; this encompasses a long sail to start, extreme tides, restricted waters, tricky sailing conditions

I think it's important that in our 50<sup>th</sup> year with a new boat we be seen to be a serious racing fleet to attract new sailors. That means running a professional and popular Nationals event.

### **What do we want From our 50<sup>th</sup> Anniversary Year**

- An event that publicises the Class in a positive fashion. We need to attract new, younger sailors
- An event that is attractive to the maximum number of current squib Sailors, so it would be nice to be able to accommodate a separate regatta fleet to encourage participation.

### **Venue & Format**

We have 4 possible proposals for 2018 on the table, see below. Although Falmouth has been talked about for the future investigations are not yet far enough advanced to allow them to be included at this stage.

- West Mersea
- Stone
- Royal Torbay
- A fleet start within Cowes week (a recent idea discussed at the East Coast event)

### **Pros & Cons**

#### **West Mersea**

- Can meet the guidelines
- Are an emerging Squib fleet which could do with encouraging
- Cannot accommodate a separate regatta fleet.

#### **Stone**

- Can meet the guidelines
- Can support a separate regatta fleet
- Have a resurgent Squib Fleet



### **Royal Torbay**

- Can meet the guidelines
- Can't support a separate regatta fleet
- Have no Squib Fleet

### **Cowes Week**

- Can't meet the guidelines
- Would be in August which is not popular with 75% of potential attendees
- Cannot support proper Nationals style racing
- Would be very expensive compared to a normal Nationals event (a higher entry fee because of Solent mooring costs) plus peak period accommodation plus ferry costs.
- Would be part of a very large event which would generate publicity, but will it be the kind we want!
- How do we have our own celebration as part of such a big event!!

### **The Way Forward**

I think we need to discount Cowes Week, no-one I've spoken to would be interested in attending as it couldn't be a serious Nationals. We always said that we would publicise our 50<sup>th</sup> at Cowes but not have the main event at Cowes, why change? Additionally if we run Cowes as a Nationals event some of the existing regular attendees may be discouraged from attending and some of the front-end of the fleet won't attend so I don't believe we'll get a bumper attendance.

I think we need to discuss publicity and our 50<sup>th</sup> with Rondar as they have expertise that we may well be able to build on to provide an event that is both good publicity and good sailing for all the fleet.

At the moment without any other applications I think we should be trying to choose between West Mersea and Stone. We have been talking to West Mersea for 12 months now and they deserve a quick answer, Stone is a much more recent applicant.

**Fran Blackburn 17<sup>th</sup> May 2015**