

# National Squib Owners Association

## Minutes of Committee Meeting held on 9<sup>th</sup> November 2015 at the Naval Club

### 1. Attendance and Apologies

**Present:** Steve Warren-Smith Chairman  
Marian Gibson Secretary  
Malcolm Blackburn Chair, Technical Committee  
Ricky East Chair, Publicity and Communication Committee  
Gerard Dyson Chair, Championship Committee

Chris Stonehouse, Simon Vines, Peter Wyllie, David Biddle, Jenny Riley, Jill Fleming, David Wines, Lou Bibby, Brian Pettitt, Tony Gibson, Peter Dale, Mike Barsby, Duncan Grindley, Pete Richards, Ian Waite.

**Apologies:** Chris Rickman (Treasurer), Tony Saltonstall, Sean Clarkson, Eddie Harper, Andrea Holland (Membership Secretary), Mike Probert

### 2. Minutes of the Committee Meeting held on 18 March 2015:

Approved as a true record (proposed G. Dyson, seconded M. Barsby)

### 3. Minutes of the Annual General Meeting held on 2<sup>nd</sup> July 2015 at Howth Yacht Club:

Agreed as an accurate record of the meeting (proposed J. Fleming, seconded M. Blackburn)

### 4. Matters Arising, not otherwise on the Agenda: None

### 5. Chairman's Report

Attached and forms part of these minutes.

SWS noted that he appears to have boxed himself in to serve a 4<sup>th</sup> year, hopefully in a less frenetic manner.

### 6. New Build

The report from the meeting at Rondar on 28 October 2015 is attached and forms part of these minutes. The whole Technical Committee other than Salty had been present as well as Paul Manning from the RYA. Malcolm Blackburn commented that the test sail will help to resolve items such as self-draining and headroom. The prototype is to be test sailed by Malcolm Hutchings and Nigel Grogan using 819 and 105 as comparisons (in the same way they have tested sail development work) before the end of the year. The testing will include speed comparisons.

Since the meeting at Rondar, Paul Young has suggested moving the mainsheet traveller forward by about a foot. Concerns were expressed re this and after debate it was agreed that the prototype is to be rigged exactly like 819, noting that the measurements and photos have been sent to Paul Young. SWS commented that the testing process will show if the new boat is a Squib. Simon Vines said that Weymouth was very happy to host the prototype once the East Coast tests have been concluded.

Malcolm Blackburn commented that his views have evolved and the advantages of the new build need to be maintained – e.g. making it safer. However there is still the issue of what might happen to the “traditional fleets”.

David Wines commented that the NSOA had taken the decision to award the build to Rondar in the knowledge that the new prototype would be made in foam sandwich and might be self draining. However, he believed that most members did not want to see the boat radically changed, and considered recent proposals by the builder such as altering the rig and moving the mainsheet track to be steps too far. He also remarked that the new boat is taking far longer than anyone had anticipated and that too much seems to be builder-driven. He was concerned that if the first sight most NSOA members had of the completed prototype was also when the public at large saw it at the Dinghy Show the Class could find itself presented with a fait accompli.

Ricky East commented that moving the mainsheet traveller could make the weight distribution different.

Simon Vines said that there needs to be realism as the racing market is limited and the builder needs to address other markets to make the boat viable at the expected price. New sailors at Weymouth are put off Squibs by a combination of high levels of maintenance needed and the poor level of comfort.

Peter Wyllie felt that there was a small market for complicated racing boats and that the K6 was regarded as an easy alternative to the Squib.

Jenny Riley reported that the vibrant Broads fleet (15 boats likely to sail during the winter series) had been given positive feedback from Brian Riley following the meeting at Rondar. There are concerns that the new boat could result in a split fleet (speed issues). Note that foam sandwich construction and an encapsulated keel are not really compatible with home repairs. Concerns are that too many changes seem to be suggested (moving rigging etc) Note the guidelines for rule changes.

Gerard Dyson expressed concerns that the One Design principle should be maintained.

Jill Fleming said the Irish are buying mid-number Squibs. There are many female helms there. Moving the mainsheet could change leverage maybe causing problems for the female helms.

Brian Pettitt said that the Medway fleet seems to be dying.

Tony Gibson remarked that he thought the safety aspects of better buoyancy was critical. He liked the idea of self draining and low maintenance. The new squib is needed asap.

Mike Barsby commented that the testing needs to as broad as possible and should preferably be videoed.

Duncan Grindley highlighted the differences between the Squibs and the Dragons where there are 4 or 5 builders and the class does not own the moulds whereas the NSOA owns the Squib moulds. He commented that some people would rather have an older boat and maintain it themselves. Note that the floor height is not uniform in existing boats. The One Design principle needs to be kept.

Pete Richards commented that the racing market is very small for new boats – maybe 5 boats a year so a builder needs to market to other end-users for the boat to be viable. There are always a number of proven boats on the second hand market.

Malcolm Blackburn summed up saying the important thing was to go the meetings with facts, not gut feel. For example floor height: what are the issues, how could it be dealt with. Raising the rig could be done within the existing rules. Moving the gooseneck would be simple on a Canopus mast (4 pop rivets) but a bit more complicated on a Superspar. He suspects that there would be no difference in performance. Many of the views on the keel are a red herring re performance.

Steve Warren-Smith reiterated that nothing that has been done so far can not be undone, no bridges have been burnt, but at this point we must look to the future and future Squib owners and sailors. He still thinks we have the best man for the job with Rondar.

**Costs:** The prototype is being built by Rondar at their cost. The intention is that once approved the internal mould will be paid for by the NSOA from royalties.

**New Keel Mould:**

The process of making the mould is underway – Premier Patterns are using source data from CAD files and the original drawings. There will be costs for the NSOA from this process.

**7. Treasurer's Report**

The Treasurer's report is attached and forms part of these minutes. Chris Rickman has commented that he is particularly appreciative of the Andrea Holland's efforts in chasing subscriptions. Payment of the €110 subscription for the Irish Sailing Association was agreed (proposed T. Gibson, seconded S Warren-Smith).

**8. Membership Secretary's Report**

The report is attached and forms part of these minutes. David Wines commented that Andrea is doing a fantastic job chasing members. There is a residual list of people who have not paid the

increased subscription. Agreed that the list of these should be (re)circulated to Fleet Captains for them to chase. Note: the Helm needs to be a member of the NSOA for National or Regional events.

## 9. **Publicity and Communications Report**

The report is attached and forms part of these minutes.

**Insurance Scheme** – agreed to quietly drop.

**Website:** Ricky outlined developments since the report had been written with Tony Gibson coming up with a design concept for the site that would be responsive so user friendly for smartphones and tablets as well as ordinary computers and circulated screen shots. She expressed concern that Sean did not have as much time to maintain the site as he had previously had. She proposed that Tony Gibson be tasked with redeveloping the site along the lines shown to the meeting. Tony Gibson remarked that the main purpose of the front page of the website is as a marketing tool. Content needs to come from everyone – not just whoever is running the site. Tony Gibson suggested members would find the various sites easier to use if they were combined in some form. Members could also have access to more information than casual users. There was a request to have a discussion forum back on the website. He said he would be prepared to take the site on – but only if Sean does not want to continue. It was agreed that the new site should be launched in time for the Dinghy Show 2016.

There have been problems with the existing site which has been hacked and has been down for long periods. The cause has proved difficult to ascertain with a lot of time being needed to resolve the issue.

A vote of thanks was proposed around the table to Sean Clarkson for all the work he has done on the website over the years.

**Dinghy Show:** It was agreed to proceed with this with the prototype likely to be the display boat. It was noted that there will be costs associated with this as everything comes as an extra for shows. Publicity materials will be needed. Duncan Grindley volunteered to deal with any electrics needed. Tony Gibson has had his arm twisted to be stand manager. Noted that the stand will need staffing – but preferably with younger sailors. Ricky East to check what sponsorship was obtained previously and see what can be organised. (Note MG has a Squib banner and 2 Hyde flags.)

**ESquibber:** Agreed that this should continue and everyone was reminded that contributions are needed. Bi-monthly publication April to October and then a January/ February issue was suggested.

**Squibble:** Agreed to keep 2 issues although it was noted that the May edition was very thin on content. May should be largely forward looking with the December issue reflecting the year's events including any update from the November Committee Meeting. Ian Waite commented that the "old fashioned" hard copy was still valuable as there are members who are not connected. Ian Waite asked for clarification on distribution (AH /MG to sort). Agreed print run would be 550 with spares being used at the Dinghy Show.

## 10 **Championship Committee**

Gerard Dyson reported that minutes are now being produced of all meeting and will be distributed to the Committee as well as the Championship Committee. They are part of the minutes of this meeting and are attached.

**Main points:** Torbay has been confirmed for 2019  
Weymouth, Holyhead and Cowes: format will be 6 races.  
East Coasts fixed for next 3 years: Medway, Mersea and then Burnham

**Ireland:** Noted concerns about the absence of NI boats at Howth and the lack of support for events outside Ireland by Irish boats. Further noted that the winner of the Irish Nationals was not allowed to take the title as he wasn't Irish. Jill Fleming thought that the Irish Forum clubs probably wouldn't bid for the Nationals individually) (as mainland clubs bid) and she was concerned that the possibility of the Irish Forum withdrawing from the NSOA. It was felt that having the Irish Nationals the week before the Nationals affected the turnout of Irish boats and the suggestion was made that maybe the Irish Nationals could take place during the Squib Nationals next time they are in Ireland.

**European Championships:** SWS reported that he will pass information on entry etc to TG for dissemination via ESquibber. Entries will be open from 1<sup>st</sup> January via RVYC. Note that a 20% discount has been organised with Brittany Ferries. Everyone was asked to encourage member to make the journey for what looks a like a great fun event.

**Trophies:** Agreed that it was up to individuals to make sure they entered for special trophies. The difficulty of keeping track of trophies was raised and it was felt that it would be useful to have photos of all trophies as a record (Lou Bibby said she probably has some). The suggestion that trophies should be signed for was made. Lou Bibby commented that she still has a Team Trophy in safe keeping.

**50<sup>th</sup> Anniversary at Cowes:** SWS said he is looking for suggestions for the event. Dick Batt has suggested some sort of procession for past champions. Social event: Duncan Grindley to liaise with the Corinthian at Cowes.

**Holyhead:** David Lovegrove has been suggested as Race Officer.

**Inlands:** The paper from Mike Barsby is attached and forms part of these minutes. He commented that the Inlands do not appear to comply with the NSOA guidelines for a National event. Agreed that the Chair of the Championship Committee should have responsibility for deciding to race for minimum wind conditions, noting that at Rutland the coxswain has responsibility for maximum wind conditions from the safety point of view. Malcolm Blackburn asked whether the equipment at Rutland is insured if operated by non-members. He further commented that weighing boats at the Inlands is probably not necessary – all the top boats will have been scrutineered through the year. Note that SCYC have volunteered to man one launch area. Noted that RSC have agreed a discount for 2016 entry for those boats who entered 2015. This was regarded as very generous by the Committee.

Early season event at Rutland 2016: noted that a number of events are coming onto the calendar but it was felt that there wasn't a conflict as distances mean that some people will find one venue more convenient than another.

**Weymouth:** The comments from Weymouth (paper attached and forms part of these minutes) re the NSOA reception for helpers was noted and it was agreed that the NSOA reception should take place 30 minutes before the Commodore's Reception.

**Rondar Garda event 2017:** Note that there could be a conflict with Hoyhead on dates.

#### **11. Technical Committee:**

Noted that the RYA have said that Barbers on tracks are illegal. Clarification is being sought on cleat bar length. Full clarification of issues the RYA picked up at Howth are awaited. Noted that the RYA have been asked to clarify the situation re electric pumps but no reply has been received. Further noted that no reply has been received from the RYA re the last minor amendments (class stickers etc) SWS to follow up.

#### **12. Any Other Business**

Duncan Grindley reported that Phil Shanahan has taken over as Fleet Captain for Burnham but that he would continue to be the representative on the Committee.

#### **13. Dates of Next Meeting**

Saturday 5<sup>th</sup> March 2016 at the Dinghy Show at Alexandra Palace, 2pm (Ricky East / Marian Gibson to organise)  
Monday 9<sup>th</sup> May 2016 2pm at the Naval Club (David Wines)

There being no further business the meeting closed at 6.05pm

## CHAIRMAN'S REPORT

As ever, much has happened both on and off the water since the last meeting in May, and a lot of it will be covered in the individual sub-committee reports.

The summer saw another busy schedule of Open events around the British Isles, the season having started early with the East Coasts in Bridlington, followed by the Gold Cup in Burnham, the National and Irish Nationals at Howth, Cowes Week, the South Coasts at Weymouth and the Inlands at Rutland. Numbers varied at all events, as did the weather, but nowhere more so than at Rutland where 47 entrants were thwarted by a lack of wind, and consequently no racing for the first time in the event's running.

However the most pressing issue for the season has continued to be the progress of the build and assessment of the new boat. Despite our best hopes the new boat didn't make an appearance at the Nationals, but Paul Young from Rondar flew to Dublin to address the AGM. Several more visits were made by various members of the committee to the Rondar yard in Wiltshire over the summer to keep abreast of progress, and potential issues associated with it. Also, the keel profile was finalised and a CAD file of the profile given to the NSOA, a result of a combination of the scan of an original Squib keel and digitising the original drawings by Paul Handley. The new boat made an appearance at Rutland during the Inlands, eliciting plenty of comment and observation in several of the electronic forums. The new boat, with an old keel of representative weight, was launched at Lymington on 24th October to check water and buoyancy levels for the self-draining concept. As a result of all these developments another meeting was held at Rondar's on the 28th October, attended by 7 members of the NSOA and Tech Committee as well as Paul Manning, from the RYA, who will be keeping an overall eye on the process from a regulatory perspective. Over six hours of lengthy discussions, observations and measurements of the last Parker and the new Rondar boats, the many issues were distilled down to two major points:

- 1) Do we need foam sandwich construction?
- 2) Do we want a self-draining cockpit and all the implications on headroom?

The decision unanimously arrived at was to complete the present Rondar "prototype" boat to a final boat of correct weight and distribution within 2-3 weeks and for it then to be tested against an existing top ten boat on the River Blackwater before Christmas. This testing will fairly quickly indicate whether there are major problems with the Rondar proposals of foam construction and a self-draining cockpit.

We are in a position now, I believe, where we are nearer the end of the process than the beginning, but to get to a point of RYA licence issue and Rondar to be in a position to market boats for 2016, we need to move quickly and practically. No amount of theoretical analysis or bar room chat will replace actual on-the-water testing. Once that is done we will know whether we can progress with the Rondar proposals or not. If not, no bridges have been burnt, and Rondar can go back to more conservative plans for building new boats. But time is of the essence, and if we don't move quickly and collaboratively, Rondar will have another busy schedule for the spring and we will be in danger of losing another year's momentum. In line with this timescale, the Class has expressed an interest in having a stand at the Dinghy Show (5/6 March) in 2016, an agenda item for this meeting.

2015 saw the first sails used, made from cloth Contender now dye and finish in-house. This move was undertaken by Contender partly as a demonstration of commitment to UK Classes using coloured sail cloth, and in response to those Classes also showing a commitment to continuing with their sail colours. This collaboration seems, on early results, to have resulted in a better, longer-lasting product that both sail makers and sailors are happy with.

Before concluding, I should mention our first foray planned for Europe, the European Championships at Cazaux Lac, 8-11 September 2016. These are now being firmed up after I visited the venue in August and met the Commodore and President of the CVCL, the host Club, and a deal for 20% ferry discount from Brittany Ferries has also been arranged. It is hoped that all the expressions of interest can be converted into a good turnout there, as the Class spreads its appeal further afield.

Most of my reports over the last couple of years seem to reflect the same theme - lots of hard work done, with exciting times just around the corner, and this one appears no different. But this time I really hope that in a matter of weeks we will have some definitive answers to our questions and concerns over the new build. We took the decision, over a year ago, to work with a proven builder of one design racing boats, who came up with innovative ways of continuing the Squib Class's success for many years to come in a crowded and competitive market place (for boats) of which he has a considerable understanding. We owe it to future members of our Class at least to explore those possibilities without materially disadvantaging any present owners or their boats. However none of this enthusiasm would advance the project at all without the practical

and experienced oversight of our technical committee, all of whom have put a lot of time and effort into this matter. This team has been led, guided and encouraged superbly from the beginning by Malcolm Blackburn, and it is to him that we and the Class owe the greatest vote of thanks for all the work he has done. Thank you."

Steve

### **Rondar visit 28th Oct 2015**

Present            Malcolm Blackburn  
                       Steve Warren Smith  
                       Mark Downer  
                       Mike Barsby  
                       Bryan Riley  
                       Malcolm Hutchins  
                       Simon Vines  
                       Paul Manning (RYA)

#### **Pre Meeting.**

First we all assembled in a local pub for a pre meeting to air our differing views on what we saw at Rutland from Rondar, and find where we all stood. Rather than debating to consensus before meeting Rondar we left our meeting open. However as well as the protection of the one design aspect to ensure the new boat and old operated on a level playing field on which we all agreed, there were 2 main areas of concern.

- 1) The Foam sandwich hull and deck which was capable of being built well below the current weight and probably stiffer.
  - 2) The raised floor and self draining aspect that may make sailing the boat as we know it impossible, and the competitive advantage due to less water in the boat.
- A quick vote showed for each there was 3 in favour, 3 against and 2 not sure.

#### **Rondar meeting With Paul Young.**

Initially we talked around the subject of the reduced weight of the mouldings and how the boat could be built to the full weight of 680Kg less a max of 30Kg correctors. Paul Young had come to the conclusion that the only solution was to add more weight by adding more thickness of glass fibre and resin. He did not feel there was any alternative. With this in mind why bother using foam sandwich construction? In a nutshell the logic for retaining foam is that the component parts would float if severely broken up by collision, it is a modern construction method (typically all modern boats are built this way), it allows reduced bulkheads and support structure, and in Pauls view gives an overall tougher boat. The following discussion concluded that we should continue to a test trial' by finishing this prototype boat, but additional laminate is to be added to the inside of the hull and deck mouldings where practical to bring the finished boat up to weight without the need for additional correctors to the 30Kg allowed. There were still reservations within the team, but concern was less than it had been, the weight aspect was resolved, but the effect of the "potentially stiffer structure" would need be tested.

Discussion then focused upon the increased floor height. The deck was removed to show the structure, which did make it clear that the internal floor moulding could be fitted to an old boat if wanted (with deck removed). It did sit on a number of support frames, but these were placed as needed for the buoyancy tanks and inner moulding and were not as many or carefully equally spaced as the old boat, taking advantage of the "stiffer" foam sandwich construction. Measurement did confirm that the current moulding was resulting in the helm floor being 65mm above the current floor mean measurement in the helm area, and the mast being 12 to 25mm higher than the current Squib rules allow. This mast height would need addressing for the final production boat, but it was agreed to go ahead with the prototype build as is for the purposes of the test. Paul young did think he may be able to do something as the floor moulding did need a bit of alteration in the area of the mast step. That was left with him.

This measurement of the mast step height is a problem with the current rules in that no measurement exists between the mast step and the sheer line or base line. So depending on how the deck is mounted and curved this measurement can vary. (After the meeting Malcolm Blackburn made measurements on No96, 136, 878, and provided dimensions from top of deck at mast hole to sheer line, and section 6 and 9 top of deck to sheerline. Measurements showed a variation of 11mm and under from these 3 boats. This info was given to Paul Young to add to the dimensions he can get from Tony's boat he has to get the deck curvature as current Squibs.

Floation test the previous weekend had confirmed that the floor drained, but the outlet tubes needs altering slightly to get the last bit of water to drain out.

The meeting agreed to allow the prototype to be built and tested.

Testing Malcolm Hutchins volunteered himself and Nigel Grogen to test this boat against their boats 819 and 105 in which they have considerable experience following Hyde sail development. Everyone agreed this was the best possible approach, and the plan is to get the prototype sailing ASAP and delivered to Malcolm at Burnham for testing. Provisional programme was to get the boat ready to sail in 2 to 3 weeks, and for testing before year end.

### **Sail plan.**

The raised floor gave concerns in the meeting of lack of headroom, and what if any were the options. The meeting was reluctant to change the rig in any way, but possible options are to reduce the leach measurement to add headroom to the helm, and Hyde calculate less than 1% reduction in sail area by exploiting the width measurements, a full removal of 125mm from Luff and leach would result in 2% reduction in sail area. All these are within current class rules. Another alternative would be to look at a change like the Firefly class did several years ago to raise the whole rig, or maybe in our case just the mainsail.

It was agreed that at the moment testing would be with standard sails.

The meeting closed with a good plan forwards and many concerns greatly reduced, but a lot of detail still to be worked out.

Malcolm Blackburn

## **TREASURER'S REPORT**

Firstly, many apologies for not getting this report to the Committee earlier – last again eh !

Accounts remain healthy, but the benefits of the subs increase are being slightly eroded by expenditure and (slightly) the exchange rate.

### 1. Headlines (YoY) :

- 70% increase in our Bank Accounts - Income up by £2,800 / Expenditure down by £600
- Very good performance on Squibble costs. Precise Income and Expenditure Account information will improve when we see the new subscriptions flow in
- An income to expenditure ratio going from 48% to 89% - this is not as strong a performance as May as we are beginning to see some of the Mould payments coming through.

### 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 !
- Squibble Advertising Revenue has been collected in full (albeit on a slightly lower number) well done Eddie !

### 3. Other issues.

- Andrea notes that we have 23 accounts who we are struggling to get the extra subs from – I suggest we circulate the list to the committee for most relevant person to chase ?
- Very happy with RYA Dinghy Stand in May, but feel we need to find a criteria by which we can judge it's success or not ? Also think this is linked into the overall lack of a Marketing Plan for the Class

As ever, I hope this is of some help to the Committee. If there are any questions, please let me know.

Chris Rickman

## HON MEMBERSHIP SECRETARY'S REPORT

### MEMBERSHIP WEBSITE

The website database is now fully operational and as well as all the general information available to them, Fleet Captains now have access to their own fleet's membership status as to who has/has not paid the current year's subscription.

This will be a great help to me, as well as themselves, as I have requested they remind members now and in future years, when their subscriptions are overdue and also encourage non-members in their fleet to join the Association, thus boosting the membership.

Event organisers can also easily be included to access member's payment status for the duration of the event. Although I am at present still checking the entrants, this was made available to the organiser at the Southernns and also Mike Barsby for the Inlands for any late entries.

After a productive conversation with Chris Rickman, he now has access to all financial aspects of the database.

### SUBSCRIPTIONS

After two block e mails, two personal e mails, checking e mail addresses with Fleet Captains and, as a last and final reminder, a letter sent by Royal Mail, there are now only 27 Full members who did not increase their standing order and have not sent the extra £10 to cover this year's subscription.

These members who have not responded to my reminders will not appear as current members on the database for 2016 as they have not fully paid their subscription. So as not to mess up the accounting system, Iain Jones has included in the list of payment categories a section for "part payment" so that these funds are not recorded in subscription payments or donations and can easily be reinstated as subs payments if such a member contacts me at a later date.

### STATISTICS

490 Members listed on the website are made up as follows:

		Paid	Not Paid	Part Paid £25
Full	394	341	26	27
Associate	66	49	17	
Honorary	22			
Life	5			
Clubs	3			

From ancient standing order payments still being received and standing order payments from members who have resigned £757.75 has been classed as donations.

If you have any questions/queries please contact me on [andreasquibs@btinternet.com](mailto:andreasquibs@btinternet.com)

## PUBLICITY AND COMMUNICATIONS REPORT

Having missed the two previous Committee meetings, I do feel a little out of touch so it'll be good to be there in person.

**WEBSITE** - a meeting is planned just before the Committee meeting – Sean Clarkson, Mike Barsby and myself - to finalise the route we are to follow. Probably there will not be a huge change of information or how it's accessed but it's intended to have a more visually pleasing homepage to draw current Squibbers and outsiders to explore further. Mike has done some preparatory work to ensure that we have consistency of colour and design. Archived results, previously in the Handbook, will also find a home here. The structure of the website will be a content management system which means that not just Sean can make changes. We need to decide who will be authorised for changes. I suggest that this is the Chairman, Treasurer, Secretary, Webmaster, Membership Secretary, Publicity Officer, Website advisor and Tony Gibson as the core minimum. It doesn't mean that these people have to be involved if they don't want to but I think they are the appropriate ones to designate. This will reduce the small changes Sean gets lumbered with, leaving him better employed on the big crises such as when the site goes down!

**RACE REPORTS TO Y&Y** - not as many as previous years so a fresh push needed in 2016. Irish reports have been great. My local club, Waldringfield, has done well too. All clubs can supply reports and it does show off the class nationally and locally and might just bring a new potential Squibber to your club.

**SQUIBBLE** Poor quantity of copy for the spring issue. Hopefully this new issue will have more in it. There is probably just time to get more copy to Eddie. Mike Barsby is working hard as ever and the results of this will please us all, I'm sure.

**ESQUIBBER.** Huge thanks to Tony and especially for sorting out the distribution email issues. All need to support him in providing copy.

**DINGHY SHOW.** Stand is booked. Rondar have promised a boat which will be displayed on an angled stand to permit easy viewing of the interior layout. The keel will not be fitted but displayed separately. We need a Stand Manager to accept the boat on Friday, see it off on Sunday evening and be responsible for any problem-solving whilst the Show is open. I'm not able to be there for this span of time due to home commitments but I am happy to handle anything beforehand, inc displays, flyers, brochures, rota of people to man the stand, etc. Please can someone commit very soon to take on the Stand Manager position? Cost. Rental is approx £500. Until we have detail of the stand allotted to us, we won't know what extras we need to allow for – floor covering etc. There will need to be money spent for big photos etc., flyers.

**INSURANCE SCHEME.** Having done quite a bit of work on this, I'm concerned to see that it seems to have died a death. Is anyone interested? Should I just write an apology to the UK Global group?

Ricky East

## **Minutes of Championship Committee Meeting held on 30<sup>th</sup> June 2015 at Howth Yacht Club**

**1. Present:** Gerard Dyson, Steve Warren-Smith, Fran Blackburn, Ross Nolan (Irish Forum), David Wines, Iain Jones, Mike Probert, Duncan Grindley and Marian Gibson

**Apologies:** Jenny Riley, Lou Bibby

**2. Nationals**

2016 Weymouth

2017 Holyhead

2018 Cowes (it is acknowledged that this won't be universally popular)

**Other applications / suggestions / future Nationals:**

Stone

West Mersea (note no formal application form has been received)

Torquay

Falmouth (note: Paul Withers has been investigating – could also be a good choice for a Southernns)

Sea View (note: now very quiet)

**2020 - Ireland** (based on a five year cycle) – Irish clubs to make a nomination.

Ross Nolan commented that he thought the next Nationals shouldn't be in Dublin and wondered about 2019 rather than 2020 and the RNIYC and Belfast Lough to celebrate 50 years of Squibs on the Lough. Kinsale was also suggested as a possible Irish venue. Agreed that the 5 year cycle was guidance only – so over to the Irish Forum to come forward with a bid. Duncan Grindley wondered if the Irish might consider combining the Irish Nationals with the NSOA event (note that a larger fleet would make for longer races.

**Length of Nationals:** Ross Nolan asked about the length of the event – wondering whether a 4 day event would be more popular. Fran Blackburn outlined the history of the 6 day event. Mike Probert suggested looking at the number of races – one day with just one discard. Fran Blackburn commented that some venues cannot do 2 races per day. Gerard Dyson asked that everyone should talk to their fleets on the format for the Nationals and then feedback to the Committee. The format is a Committee decision.

**Weymouth 2016**

There is a probable maximum of 80 boats. It will be the same Race Officer as the 2015 Southernns – Peter Jacobs. It is intended to have the website up by the end of 2015 together with the NOR. The dates are 26 June – 1<sup>st</sup> July. The chair of the organising committee is Dave Dunn.

Agreed that the format should be 6 races.

### **Cowes 2018**

SWS explained that Cowes is an 8-day event with one race per day, running Saturday to Saturday. Many classes do 7 days. The Nationals could run Saturday to Friday with the choice of continuing to complete the full Cowes week. The favourite start is to use the Squadron line although there are options. Mike Probert commented that sometimes there are issues on windward / leeward courses. Fran Blackburn commented that it was meant to be a celebration not a marathon!

On the social side, a traditional Championship dinner at the end of the event would be a nightmare to organise. However, a 50<sup>th</sup> celebration dinner could be held during the week with a location found for prizegiving on the Friday evening. The AGM could be moved to the Inlands for this year only.

Moorings: probably swinging moorings.

Launch: 40 – 50 from RVYC, plus the ability to launch on the mainland and sail across. Note that scrutineering would be difficult.

It was noted that this was regarded as a one-off event.

### **Nationals Format:**

Fran Blackburn commented that one race a day could give more flexibility. It was probably also time to revisit courses. Ross Nolan said the Irish prefer windward / leeward course. FB replied that the course depends upon conditions. Triangles are for moderate conditions only.

**Holyhead 2017:** Noted that planning is underway.

### **3. Easterns**

2016 Medway  
2017 Mersea  
2018 Burnham

### **4. Southern:**

Torquay: David Wines to investigate. Communications with them are improving.  
Falmouth a possibility

### **5. Overseas:**

Southern 2016: Bordeaux. Planning is starting to come together. It will be a 3 day event, (Friday / Sunday).

Rondar Regatta on Lake Garda 2017: A promotional event but notes that some people have questioned whether it is appropriate for Squibs

## **Minutes of Championship Committee Meeting held on 2 October 2015 at Rutland Sailing Club**

**Present at Meeting:** Gerard Dyson (Committee Chair), Marian Gibson (NSOA Secretary), Steve Warren-Smith, Fran Blackburn, Iain Jones, David Wines, David Connell, Jenny Riley, Pete Richards, Duncan Grindley

**Apologies:** Ross Nolan, Mike Probert, Eddie McCarran, Lou Bibby

### **Weymouth 2016**

Key points:

Dates: 25 June - 1st July

Launching and trailer storage at WPNSA, then sail round to Weymouth Harbour where boats will be alongside.

Considering a 70 visitor limit

6 days, one race per day plus practice race

RO confirmed - Peter Jacobs - RO for this year's Southern

Championship dinner and prize giving at WPNSA

NOR and Entry Form by January (Paul Withers is working on these).

NSOA AGM: planned for the Tuesday

NSOA Cocktail: Iain Jones wondered about combining it with the Commodore's Reception but the feeling of the meeting was that it should be a separate function as its purpose is for the NSOA to thank the volunteers from the host club. Agreed that the timing and detail of the format to suit Weymouth.

Prizes: Iain Jones is dealing with them.

Gerard Dyson asked whether the committee is happy with the number and spread of prizes. Fran Blackburn remarked that there had been a review a few years ago so it is major trophy winners only who get "keepers".

### **Holyhead 2017**

Start date confirmed as 17 June 2017.

### **Cowes 2018**

Dates: 4 – 11<sup>th</sup> August 2018

SWS reported that ideas are coming through but it is too early for detail. The format will be slightly different to the classic Nationals. GD commented that he wouldn't personally have chosen Cowes but the potential for publicity makes it a perfect one off. JR remarked that we need to ensure that there is the ability for the fleet to get together. PR said that there will be dissent from some quarters noting the non-traditional style. He further commented that there could be some tricky sailing.

### **Torbay**

An updated application form was presented together with photos showing the improvements to the facilities. There are now pontoon berthing facilities and dedicated cranes. Note that the local council is pro-yachting so there is free berthing and parking for events. Charges: £25 /boat /day plus a £10 launch fee. It should be possible to have an entry fee in the region of £200. Note that there are currently no Squibs at Torbay, but there is a small fleet of SP20s and classic Flying Fifteens.

Following a debate it was agreed nem con that the 2019 Nationals should be at Torquay.

### **Squib Nationals in Ireland**

The background to the decision to go to Ireland every 5 years was explained. The original decision had been taken with the intention of building the Irish fleet. It was also agreed at that stage that all negotiations would be done via the Irish Forum who would decide which venue should be used. The fleet now appears stable and a number of Irish events are held each year including Inlands and the Irish Nationals.

It was noted that the 2015 Irish Nationals had been held at Howth the week before the Squib Nationals (with 28 entrants) and that their rules preclude a non-Irish entrant winning.

It was further noted that there was a lack of support from Ireland for any events in England or Wales.

It was felt that it may be time to revisit this arrangement including the ability for the NSOA to approach an Irish club direct. Could the 2 Nationals be combined when the event is in Ireland to get the maximum turnout? Another suggestion made was that maybe there should be short joint events in Ireland with the Nationals held in England / Wales.

Agreed that the Committee Chairman would write to the Irish Forum on the various issues.

### **Southerns / Europeans 2016**

SWS reminded the meeting that the event will take place between the 8<sup>th</sup> and 11<sup>th</sup> September 2016 at Lac Cazaux. Launching will take place during the afternoon of 8<sup>th</sup> September. The price will be €220 including craning, entry and 4 meals (2 per person). There is holiday accommodation available locally at very reasonable rates. A 20% discount has been arranged with Brittany Ferries (the booking code will be available soon). Everyone was asked to promote the event widely.

There being no further business the meeting closed at 18.15.