

National Squib Owners Association

Minutes of Committee Meeting held on 7th November 2016 at the Naval Club

1. Attendance and Apologies

Present: Steve Warren-Smith Chairman
Marian Gibson Secretary
Malcolm Blackburn Chair, Technical Committee
Gerard Dyson Chair, Championship Committee

Mike Barsby, Lou Bibby, Peter Dale, Jill Fleming, Tony Gibson, Duncan Grindley, Jack Grogan, Brian Pettit, Mike Probert, Pete Richards, Chris Stonehouse, Richard Sullivan, Simon Vines, Iain Waite, David Wines,

Apologies:

Chris Rickman (Treasurer), Andrea Holland (Membership Secretary), Ricky East (Chair, Publicity and Communication Committee), Tony Saltonstall (Hon Technical Adviser), David Biddle, Jenny Riley, David Hall,

2. Minutes of the meeting held on 9 November 2015

Approved with the addition to item 13 (Annual General Meeting) that David Wines reminded the meeting of the Constitutional requirement of maximum terms.

3. Minutes of Special General Meeting and Annual General Meeting held on 28 June 2016

Agreed for clarity that the full wording of the SGM motions be inserted into the minutes and to change the wording of item 3 of the AGM to read "one production boat (not first)

4. Matters arising from the above not otherwise on the agenda

None

5. NSOA policy on Declaration of Interest (paper attached)

M Gibson opened the debate by saying that this was about transparency – so that it can be seen that decisions are taken in full knowledge of the interests that members have. In some cases it will be obvious but this is not necessarily so.

Jack Grogan commented that he had no issue with declaring interests. Mike Barsby wondered if other sailmakers might object to one being represented on the Committee. Input into issues may be welcome but a sailmaker should not vote on sail related issues. The question raised is whether we can rely on integrity. Pete Richards suggested tweaking Item 9. Lou Bibby suggested that this be incorporated in the constitution – agreed.

6. NSOA Constitution

Lou Bibby's report was debated. Lou reported that her initial conclusion was that the existing constitution needed some modernising. Additions / amendments suggested during the debate have been added to the report which is recirculated. Agreed that Richard Sullivan should join Lou and Chris to deal with the constitution. The timetable is to be as follows: Input from the Committee to be with Lou/Chris/Richard by 15 January 2017 with a further report coming to the March meeting. The final report and suggested amendments will come back to the May Committee meeting for approval before going to the AGM in June. The proposed revisions will be published on the website after the May meeting.

7. Sub Committee Membership

Agreed that sub-committee members must be members of the NSOA.

Technical Sub-Committee: Malcolm Blackburn reported that Fergus O'Kelly had replaced Derek Jago. He felt it would be useful to have someone from Weymouth on the sub-committee (Simon Vines to action). The sub-committee consults experts when issues arise.

Noted that the Championship Committee has got rather large and Pete Richards wondered whether a maximum size of 6 plus the Chair should be the rule. Gerard Dyson commented that the sub-committee composition changes according to what events are forthcoming. Fran Blackburn provides technical support to the process for NORs and Sis. Agreed that GD / MG would look at the composition and report back.

Publicity and Marketing: Noted that there has been little activity on this in recent years – probably due to the build status. Gerard Dyson commented that he did not think he needed to be on this.

Database: Agreed that a formal sub-committee was no longer needed but that Iain Jones be asked to continue as consultant / co-ordinator (Simon Vines to contact).

The list of members of sub-committees will be issued as soon as these queries have been resolved.

8. **Chairman's Report**

Report attached and forms part of these minutes.

Replacement Officers: SWS reported that he has asked a number of people to consider taking on the role of Chairman with no success. The reason being cited is the work load – particularly while the build process is ongoing. Some have indicated that they may be prepared to consider it in a couple of years time! It was noted that both the Treasurer and Secretary will have served their full terms next year as well and it has been difficult to find people prepared to take those roles on as well. The possibility of putting an article in Squibble (or eSquibber) was suggested.

9. **New Build**

SWS referred the Committee to the section of his report that dealt with the build and also to the part of the Technical Report that dealt with the issue.

Noted that the boat is due to be completed in the next week or so with testing due to take place towards the end of November. This process is in the hands of the RYA who are providing the sailors, with Rondar providing 2 boats – the prototype and production 1, and the NSOA providing a “top 5” Parker boat. That has been delivered to Weymouth to the Sailing Academy (819, Lady Penelope). Thanks were expressed to Malcolm Hutchings for the loan of the boat for this purpose. The RYA will decide the format. The NSOA will get the results back and have an observer present. David Wines requested that the RYA be asked to provide details of the proposed format and that the weather conditions should be the same as for a National Championship (5 - 25 kt winds). Chris Stonehouse proposed, Gerard Dyson seconded that the RYA be formally asked for full results including sea state and weather and that the results be circulated to the Committee. Agreed that Malcolm Blackburn would write to the RYA initially asking them what format the testing would take and then follow up with a request for more details and that these letters would be circulated.

Malcolm Blackburn went through the keel issue in some detail:

The dream was that with the new pattern it would be possible to have repeatable, encapsulated keels. The reality is different. This means it is going to be difficult / impossible to achieve the epoxy coated result we hoped for. At this stage keels will have to be hand finished and it looks as though they could cost about £2500 in total Each raw casting costs £750. The keels are also coming through heavier than we would like – apparently the keels Parkers used were in the 305 – 308kg range although Oliver Lee's own drawing suggest a keel weight of closer to 335kg. The meeting was reminded that the pattern was a result of CAD work combining Oliver Lee's drawings, scans Sean Clarkson did on Squib 12 and some data from Dick Batt, with a target weight of 305kg. The first new casting weighed 330kg and was too thick. The pattern was then altered to make the casting smaller (1mm all round) with a resulting weight of 315kg. There is the slight bend familiar in Squib keels. The keel used in the prototype came from 443 and weighed 308kg. It has no date stamp and the shape is not consistent with most mid-numbered boats – the second keel pattern which was used for approximately 160 – 500 numbered boats. The bulb at the bottom was a different shape.

Brian Pettitt asked about tolerances consistency on the new keel. Malcolm Blackburn replied that the foundries operate to a 10% weight tolerance. The keels were basically the same quality as the Parker ones. Pete Richards asked how the keels were cast – vertically or horizontally? MB: Horizontal, sand casting using a cured resin coating. A shape such as the keel tends to collapse if cast vertically. David Wines asked which foundry was being used given that Irons Brothers had been used in the past – MB replied that the foundry being used is one that Irons Brothers used to subcontract much work to. Peter Dale asked about the implications on sale price of this. MB replied that Rondar still believe they can achieve the £20000 sale price and that Paul Young is disappointed that the proposed scheme for the keel hasn't worked.

There was a debate on how the tendering process had worked.

Mike Probert asked when the new boat was likely to be available. SWS replied that hopefully by March 2017, in time for next season but the hold-up will be the RYA assessment.

10. **Treasurer's Report**

The report (attached and forms part of these minutes) was duly noted.

11. **Membership Secretary's Report**

The report (attached and forms part of these minutes) was duly noted.

12. **Publicity and Communication Report (attached)**

The report was noted.

Southampton Boat Show: Noted that Rondar took a cancellation for a stand at the very last minute and decided that they would display the prototype Squib. This was a Rondar stand not an NSOA one. Jack Grogan was critical of the stand as he felt the display did not do Squibs any good but Mike Probert (and others) commented that the stand was in a superb position and that it could only do the class good. Noted that there are photographs showing the stand to advantage – not taken by Rondar.

Dinghy Show 2017: Noted that following the email circular the stand has been booked. Jack Grogan's offer to house a Squib on the Hyde sails stand was also noted (it came through after the stand had been booked). Jack was thanked for the thought but given that the Squibs have 4 sailmakers to display on one stand could be perceived as partisan. M Blackburn commented that so far the investment has been from Rondar and to book the Dinghy Show stand shows good faith in the process and the builder. Having the builder on board makes the display easier – noting how much simpler it is to display minus the keel so there are none of the H&S issues associated with ladder access.

Advertising: David Wines said that although he did not favour regular expenditure on advertising in the yachting press, there had been none for 3 years, and he felt it important that the Class should advertise in, for example, the annual Yachts and Yachting keelboat classes edition."

Facebook: Noted that the NSOA page is a closed group with administrators who monitor who can post on the site (Gerard Dyson, Sean Clarkson, Ricky East and Jen Greatrex). GD commented that a lot of time is spent keeping infiltrators out! Tony Gibson asked whether the Committee should decide a policy / rules for what goes on the page. Richard Sullivan felt that as few rules as possible should apply and that it should be a discussion group. Jack Grogan felt that more should be done to promote the use of the Facebook page

eSquibber: Tony Gibson reported on attempts to get advertisers for eSquibber, and limited results.

13. **Championship Committee (report attached and forms part of these minutes)**

Gerard Dyson further reported on progress re Holyhead 2017:

Given the lack of response from Ireland it has been decided to go for the standard Nationals format with a full week event. Two sponsors are confirmed to date and there are six potential others. The Harbourmaster is supportive. The website is up and running. The NOR and SIs are being worked up and it is hoped that everything will be on the website by 1st December (Details to go to Squibble and eSquibber ASAP). Rather than using a higher rate for late entries Holyhead have decided to go for a cut-off date and have fixed the entry fee at £230. They have requested NSOA representatives for their organisational Committees.

Trophies:

Following the loss of the Frank Davis Youth trophy, GD has sourced a replacement which has been engraved. It was passed on to Richard Sullivan to deliver to Tom Moncrieff who won it for 2016. It was decided not to put all previous winners on the trophy as it is felt that the original may still turn up. The replacement cost £68.50.

Proposal from Hyde Sails to donate a trophy: Jack Grogan reported that Hyde Sails felt that they would like to donate a trophy for the best turned out boat – a Concours d'Elegance Trophy. Jack Grogan was thanked for Hyde's kind offer.

Torquay Nationals 2019 will run from 23 – 28 June. David Wines reported that organisation was already well under way. The daily race management charge per boat will be £25 including launch and retrieval and some parking will also be available (included).

East Coasts: 2020 will be at Lowestoft

Southerns:

2017 Torquay: David Wines reported that the race management fee, including launching and recovery would be £50. The intention is that there will be a championship dinner for under £20.

2018: likely to be Portsmouth

2019: possible Weymouth.

European Cup at Lac Cazaux: Intention is to run this again in 2018 during June (given that the Nationals will be in August) and then again in 2020.

Irish Championships 2017: Jill Fleming reported the events below:

Northern: 27 – 28 May, RNIYC

Easterns: 6 – 9 July, Dun Laoghaire

Southern: July, Kinsale

Nationals: end August, Killleagh

Inlands: 21/22 October, Dromineer

14. **2018 Nationals** (paper from Salty attached and forms part of these minutes)

Steve Warren-Smith reported that this paper followed various discussions where concern was expressed at the format, cost and courses.

SWS continued that he had had a number of meetings with the Cowes Week organisers re 2018 and he reiterated that they are excited at the idea of the 50th Anniversary Nationals being there, with what is traditionally a large fleet without the added impetus of the Nationals. The traditional Cowes Week format is an 8 day event with one race per day. The suggestion is that the Squib Nationals will be a practice race on the Saturday, followed by 6 races, 2 being Cowes Week Squadron starts and 4 being windward / leeward specially laid courses with a committee boat, probably using Bramble Bank. This will be confirmed at the next meeting. Those people who want to complete Cowes Week will be able to race on the second Saturday as well. The Cowes Corinthian Yacht Club will host nationals sailors and the AGM will be held there. There can be a class dinner one night but not Friday which is very busy. Prizegiving will also be organised. Jack Grogan commented that the format will be brilliant and it should be great fun. Mike Probert said that it is going to be up to the Committee to sell the event to the membership working to maximise entries from the fleets. On the technical side it will be self certifying rather than scrutineering but with the option of daily checks. The NOR and SIs and all other detail will be ready Summer 2017. They will be able to cope with 70+. Launching: RV can launch 30-40, there are options on the Mainland (Portsmouth) and sail across and Cowes as well. Richard Sullivan commented that whoever wins this event will really deserve to be National Champion.

Promotions: Rondar have raised the possibility of a raffle with a new Squib as a prize with entrance being by ticket "earned". The matter is still under discussion but the suggestion of one ticket per day sailed at open meetings (Travellers Series) during 2017 and up to Cowes 2018 has been made.

Jack Grogan reported that Hyde Sails are very excited by the prospect and are looking into a promotion possibly with a spinnaker being included for entrants. The idea is still being developed – including how logos might be used (note class rules of logos). The comments were that this was a great idea. However the other sailmakers shouldn't be forgotten.

15. **Technical Committee**

The report is attached and forms part of these minutes. The part dealing with the build has been dealt with under Agenda Item 9.

JG proposal to increase the weight to 700kg to make middle rank boats competitive: Malcolm Blackburn reported that the Sub-Committee had considered this and do not think it would be viable. No one knows how many boats might be affected. Pete Richards commented that this has come up in the past.

Alternative material to plywood for rebuilding Squibs: Malcolm Blackburn reported that his thought was to ask the RYA to licence 2 people to rebuild their boats under strict conditions acknowledging that full measurements would be needed throughout the process. There is a consensus among the fleets that they want to change the floor material. It was asked whether this would class as a minor change. Noted that the RYA have been asked for an opinion but to date there has been no reply. Note that the Rondar internal moulding as a retrofit is a separate issue. Richard Sullivan asked if it would be possible to get the builder to make the components needed so they can be bought from approved sources. MB replied that the people who do this tend to have the time to give to the project and their cost is minimal. Brian Pettitt commented that there are people who want to do this now.

Malcolm Blackburn proposed, Gerard Dyson seconded that the RYA be asked to put this through as a minor amendment to replace ply (in the floor) with foam, to help members, to take excess weight from boats along with waterlogged ply and to keep boats sailing while noting that boats would need to be remeasured. Carried nem con.

Electric Bilge Pumps: It was reported that both Burnham and Mersea fleets have agreed to use electric bilge pumps for local racing. It was noted that the decision of the AGM re electric bilge pumps would have the potential to penalise older boats. Malcolm Blackburn will continue to try to get definitive wording from the RYA for a rule change.

Olimpic Sails: They have produced their first set of Squib sails which have been measured by Fergus O'Kelly.

16 **Any Other Business**

Inlands: Mike Barsby reported that Rutland Sailing Club will offer main helpers for the Nationals a free night accommodation for the Sunday in the Clubhouse.

Broadland Regatta: Last weekend in March.

Portsmouth Sailing Trust: Pete Richards reported that they would welcome spare equipment.

East Coasts 2017: A reminder from West Mersea asking people to attend.

Colin Norman: Brian Pettitt reportrd the sad death of Colin Norman – Lancashire

Witch No: 616

Colin died in the early hours of Saturday 5th November aged 88. Colin joined the Medway Yacht Club in 1994 and represented the Club on the NSOA Committee from 1998 until 2010 - 12/13 Years.

17. **Date of next meeting**

6 March 2017

8 May 2017

CHAIRMAN'S REPORT, NOVEMBER 2016

Plenty has happened within the Class, both on and off the water, since our last meeting.

As always I will start with on the water. This summer seems to have been busier than ever, with many events. Firstly was the East Coasts at Medway on the end of May Bank Holiday weekend, followed relatively shortly afterwards by the Nationals at Weymouth. This was a generally windy but very successful event, back to the 6 race format with one day lost to the strong winds, although numbers were slightly down on previous events at this popular location. For the first time Nigel and Jack Grogan were crowned champions in boat 881, Rehydrated, adding to previous victories earlier in the year. During the Nationals week there were the traditional extra curricular events, including the AGM and an SGM, more of which later. Cowes Week was well supported, with 35 entrants, and again the Grogans won the Class and White Group overall, the 4th time in five years the Squib has won the whole day boat group. Next was a first expedition to mainland Europe for the Class with our inaugural European Cup at Cazaux Lac near Bordeaux, with 14 boats, superb hosting by CVCL, and worthy winners in the Rileys in Brimstone, 73. The traditional season end at the Inlands at Rutland was also popular with 42 entrants, and for the first time our own members launched and recovered the boats which was much appreciated by the host club. Capping off a superb year's campaign, the Grogans won again in 881 and not surprisingly took the Travellers Trophy. Amongst these flagship events were numerous Open events around the country and the usual well supported events throughout Ireland.

The next hot topic is the build progress. At the last meeting, it was voted 16-9 by the committee that the prototype boat had met our requirements during testing, and to ask the RYA to request Rondar to build one/the first production boat. This was duly communicated to all parties. However there still remained an element of concern amongst some members, and a SGM was called for the Nationals meeting to vote that the Rondar boat be altered before it gained Class approval. This caused the Committee a lot of extra work, and certain concern about the legality of what was being asked, but a healthy debate nevertheless took place and all concerns were aired before the members of a well attended meeting. It was determined that a show of hands should take place, and the motions were defeated by a clear margin, 57-9. However a lot of energy had been expended on acquiring proxy votes, and these were also counted as part of the exercise, with the motion again failing by 100-61. A relatively short and straightforward AGM subsequently took place, with the membership again being updated with the progress of the build, and the future testing process agreed with the RYA that week. This would entail three boats; the prototype, the first production boat (with a new keel) and a top 5 boat from the Nationals, under the auspices of the RYA, using RYA keelboat academy sailors, in Weymouth at the end of the season. It is hoped that all this extra scrutiny, well-intentioned concern and further testing will only go towards making the new build project a success. The Electric bilge pump proposal failed to achieve the 2/3 majority on proxy votes but all the other items were passed unanimously, including the Chairman to stay on for an extra year.

Shortly after the Nationals, it was pointed out to the RYA that according to the NSOA Constitution the Chairman could not stay in post for more than three years. The RYA legal department agreed (despite there being many past precedents in various positions) and I was summoned for a meeting at which this information was relayed to me. I stepped down with immediate effect and Marian Gibson our secretary took over my duties until a solution was found. This transpired in September, when an electronic vote was taken amongst the NSOA Committee and I was coopted back onto the Committee and as Chairman, until the next AGM. This added distraction had the effect of slowing up the build process and causing concern at the builders, that the Class was not supportive of their efforts. I have since visited them again to discuss the matters, and they appear fully invested in the process again and are building the production boat. As further evidence of their commitment, it was good to see the prototype exhibited at the Southampton Boat Show, albeit at short notice. The first, raw, new keel was also shown to the members at the Weymouth Nationals and has now been finished to production standards.

This item highlights two important areas within the committee's remit: that of rewriting the constitution so that it best reflects the Classes resources and requirements; and the renewal of our Officers as time moves on. We will need a new Chairman, Treasurer and Secretary in the next year.

While all this has been going on, there has been much work done to ensure the future of the Class

and its events. We go to Torbay for the first time in a long time next year for the South Coasts before their Nationals in 2019; a strong fleet is growing in Portsmouth Harbour who are keen to host open events; and our 50th anniversary in 2018 approaches with several exciting events planned then.

It was with great sadness that we all learned of the death of Chris Hogan, a multiple past National and Inland Champion, and the Class was well represented at his funeral. Many kind and supportive words have been spoken and written to reflect the remarkable man he was and his enormous contribution to the Class over many years.

I finish by thanking all of my Committee for all the hard work they have put in during a busy and at times trying year. We all give our time freely and voluntarily to the Class because we enjoy it and wish to help in its success. At times we won't agree with all the decisions made, but we must be able to move forwards together in a democratic way and add to the success we have inherited. The Build has been a difficult process, but we are nearly at the end now, with the testing being done independently which seems to have assuaged some of the wider held fears. However, throughout the process we have sought and gained the membership's support, and wouldn't have moved on without it, and it has been to this Committee's credit that we have been prepared to listen, adapt and learn from the varying views, while working collaboratively with the builder and keeping the process moving forwards. This has been a tricky line to tread but I believe we have done so with the right mixture of caution and optimism, and the result will have been well worth all the hard work.

Steve Warren-Smith

**National Squib Owners Association
Committee Meeting 7 November 2016
Treasurer's Report**

With regard to Monday, unfortunately I need to send belated apologies – my Mum has taken a tumble and is in hospital in Worthing. As such, I will need to be on hand to help her on Monday.

By way of a short report, as it happens, there is very little to report as the numbers year on year are quite similar with the numbers are settling down nicely from we started. Critically, it is when you compare the numbers over three years that you start to see the positive impact of the committees decisions as the headline numbers show :

	Oct-14	Oct-15	Oct-16	Oct '16 v '15 (£)	Oct '16 v '15 (%)	Oct '16 v '14 (£)	Oct '16 v '14 (%)
Income	£13,199.66	£15,555.85	£13,774.41	-£1,781.44	-11%	£574.75	4%
Expenditure	£9,672.01	£8,984.65	£10,491.33	£1,506.68	17%	£819.32	8%
Surplus	£3,527.65	£6,571.20	£3,283.08				
Balance	£8,324.05	£14,895.25	£18,178.33	£3,283.08	22%	£9,854.28	118%

Across the three years, the UK bank balance is 118% up based upon year on year surpluses. I have focussed on the UK number as it is the biggest and hasn't had the currency fluctuation.

To be slightly picky, it could be noted that this years performance is not as strong as last years, with a drop in surplus year on year, but an increasing bank balance should obviously be viewed as positive.

As such, I feel this is a healthy position for the NSOA – we do have some money to develop the class. As ever, I feel we should proceed with caution while the numbers relating to the new squib are finalised.

Hope this helps and that you have a great meeting and a lovely meal.

TECHNICAL SUB COMMITTEE REPORT. NOV 2016.

1) New boat.

Since the AGM vote things have been moving forward, although slowly as the changes to allow build of the first production spec boat have had to fit in with Rondars customer build schedules.

The current situation is that the inner moulding has had a few modifications to get the mast height within current rules and reduce the residual water that gets trapped forward of the mast. Plus a few minor tweeks to take notice of the comments from testing the prototype.

The inner moulding is now finished, the deck is finished and the hull is currently in work. So the boat will be assembled in the next couple of weeks ready for the RYA test programme.

The keel is proving to be more difficult. The original plan was to make a keel finishing mould so that the casting would fit inside it and epoxy could be sucked into the mould around the keel casting so that it could be finished very quickly and very consistently. Unfortunately despite the new pattern the casting process so far has proved to be giving a far from consistent result. The major problem is associated with the sand mould distorting during the poring process resulting in the same problems that has beset the Squib keel manufacture previously. Thus the castings so far have been thicker especially in the upper flat sections and slightly bent for and aft. The first production boat will have to use the best casting obtained so far weighing 315Kg and will be finished manually rather than in the mould.

The target is that the first production boat will be fitted together and finished 3rd week Nov and then supplied to the RYA at Weymouth for their test programme. This boat will be tested by the RYA along with the Prototype and reference boat 819 kindly loaned by Malcolm Hutchins.

2) Proposal to increase the minimum weight to 700Kg.

The technical sub committee have reviewed this proposal and no member is in favour. The reasons given are:

1. Initially all boats would have to have their certificates revoked.
2. The owner would then have to find a measurer with certified scales to re-measure their boat, and in many cases buy and fit 20Kg of additional correctors, at a cost of?
3. Certificates are only checked at the Nationals and typically there is no policing at club level, thus implementation would be very difficult to administer.
4. In the second hand market a boat that is sold on weight and with correctors is a good indicator that it is in sound condition. Increasing the minimum weight would allow boats that are not in good condition and in need of refit to slide under the net. The Squib already has a reputation as a boat that sinks, it is important that boats are kept in good condition.
5. We have no idea how many "sound" boats would benefit from this rule change.
6. Weight is just one of the issues with boats built by Hunters in the "problem" period, such a change would not address the real problems.

Whilst I did copy the RYA tech committee I have had no response, however I question if legally we could pass a rule change that makes all boats instantly out of class. Many classes have reduced the minimum weight, but that does not make old boats out of class.

Any rule change needs a 2/3rd majority at an AGM. Would turkeys vote for Christmas?

3) Proposal to allow boats to be rebuilt with a glass and foam core replacement for Plywood.

This has been on the back burner for some time. Mark Downer suggested a specification and made a sample using 12mm foam core and 600gsm/m² glass fibre chopped strand mat.

The conclusions were that structurally it was more than adequate, however it was potentially a little lighter than ½ inch ply coated with epoxy. However policing that the specification had been adhered to would be difficult and certainly the job would be a significant skill level increase over the current allowed ply and resin coating.

Attached is my research into how a DIY person could do the job, and risks.

I am bringing this up now because there has been a number of requests recently, and it is something that the committee should rule upon, and get it off the back burner.

Risks / benefits are.

- a) It will be possible whilst adhering to the spec to reduce the weight of a boat slightly below its original build weight.
- b) Typical old boats with care using good low weight Robins ply can be made to require approx 20Kg correctors. I believe that Parker boats have more weight in the floor and tanks than old boats, so could be made even lighter.
- c) Boats that were always struggling on weight could be helped.

How to police?

- a) The rule could be written such that to use this alternative spec permission should be sought from the RYA. They would then withdraw the certificate until the boat is re-measured.
- b) The core cut out for the hatches should be presented to the measurer to show that the spec had been adhered to.

It is proposed that this would purely be a replacement for plywood and all other class rules and measurements would apply. The use of the Rondar inner moulding would be a completely different issue.

4) Electric pumps.

Whilst the AGM proposal was rejected there are many fleets still wanting this, and the way it was rejected was unsatisfactory. There are some boats today that are fitted with these. In anticipation that there will be an AGM proposal from a fleet for the AGM at Holyhead I have asked the RYA tech committee for the definitive wording of a rule. So far I am still waiting. I will start to chase shortly so that all the ducks are in a row for next year.

5) Irish sailmaker.

Olimpic sails Kinsale have been approved by the RYA. I have made contact offering any help, they have touched base.

Malcolm Blackburn
Technical Sub Committee.

PUBLICITY REPORT FOR COMMITTEE MEETING 7 NOVEMBER 2016

Lack of information on the new boat, both prototype and the first licensed boat, has meant I have had little to publicise over the summer. I would ask to be informed in future in order that I can do my job better. There must be free release of information available on the website.

I have asked fleet captains for race and event reports on an individual basis. Mixed success but I am very grateful for those who have supplied them. These are the easiest and a free way to show off the class via Y&Y.

Most of my time lately has centred on Squibble. Response for articles has been marvellous and I thank all who have supplied copy and photos. There's been a good variety of material and I hope you'll all enjoy it. On all my steep learning curve, I have had great help from Mike Barsby and I would like my thanks and appreciation minuted please. Touting for extra advertisers has been largely unsuccessful despite my individual approaches. New sailmaker Olimpic, have responded favourably. I note one of our licensed sailmakers, Lonton & Gray, do not advertise which seems an odd way to appreciate their status. We have finally gathered in the advertising income for 2015. 2016 will be invoiced immediately.

Website. There is a need to be able to keep basic data updated. For example the Officers & Committee page has not been updated since the AGM. I know Tony has been unwell and this is the very situation I warned about earlier this year when I asked for back up for Tony. We must be proactive about this and find him help - I'm sure necessary tuition could be provided.

2017 Dinghy Show. Some time ago Jack Grogan offered the Committee space on the Hyde Sails stand. In my opinion, this is so good an offer, we should have accepted with alacrity. Instead there was agreement from a few committee members by email but no decision or leadership though this did come mid limbo in our Chairmanship. Can this be decided now please? We have no idea of future costs and commitments over a new boat so any money we can reasonably save is, at least, prudent. By 2018, our 50th Anniversary, I would hope we can have special displays at the Dinghy Show which may cost more. Savings from 2017 could help with this.

2016 Southampton Boat Show. The prototype Squib was exhibited without, as I understand it, permission from the NSOA. To have such a half-arsed exhibition does positive harm to our product. Photos of its display were seen on Facebook. Anyone who has worked in marketing will tell you that you should only exhibit a product looking at its absolute best, with the best sales material to back it up and the best people to man the exhibition stand. Otherwise you give a sloppy impression which takes time to rectify. For Paul Young to say on Facebook that he had 4 positive responses is not good enough. I presume he meant 4 emails or phone calls. It takes a little more than that to convert to a sale. Believe me, I talk from my long experience of marketing yachts.

Ricky East

**NATIONAL SQUIB OWNERS ASSOCIATION (NSOA)
POLICY ON MANAGING CONFLICTS OF INTEREST
PREAMBLE**

1. It is inevitable that the decisions made by the NSOA in general meeting or one of its Committees will, to a greater or lesser extent, have a personal impact on members. Indeed, in many cases, it is greatly to the advantage of the NSOA and its committees that they are able to draw on the expertise and experience of individuals who work within the recreational boating sector.

2. In order to protect the integrity of the NSOA, however, it is important that decisions made by the NSOA and its committees are made, and are seen to be made, without having been influenced unduly by individuals who are likely to benefit from such decisions.

3. Anyone who becomes a member of the NSOA Committee or a sub committee shall be required to sign a Declaration specifying any interests they have that might be relevant to the work of the NSOA.

4. This Policy is intended to assist members of the NSOA and its committees in identifying when a member has an interest in a particular matter and in managing any conflict or potential conflict between the member's interest and the interests of the NSOA.

INTERESTS

5. A member of the NSOA or one of its committees (the "Member") has an Interest in a particular matter when:-

(a) The matter will or is likely to affect materially (whether positively or negatively) the financial position of the Member* or of a body in which the Member* has a significant beneficial interest¹.

(b) The matter otherwise relates to or is likely to affect materially (whether positively or negatively):-

(i) any body of which the Member* is in a position of general control or management;

(ii) any employment, office, trade, profession or vocation carried on by the Member*, whether or not for profit or gain;

(iii) any person or body who employs the Member*, or who has appointed the Member*, whether or not for profit or gain;

iv) the Member's* well-being to a greater extent than the majority of other members of the RYA.

DECLARATION OF INTERESTS

6. The following should be recorded as Declared Interests on the Declaration signed by the Member if, at the time of submitting the Declaration, the work of the NSOA or the committee on which the Member is to serve might reasonably be expected to give rise to an Interest falling within paragraph 5(a) above:-

(a) The employment, office, trade, profession or vocation carried on by the Member*;

(b) The body or bodies in which the Member* has a significant beneficial interest.

* For the purposes of paragraphs 5(a), 5(b), 6(a) and 6(b), each reference to a "Member" in these paragraphs includes a reference to a member of the Member's immediate family.

¹ A 'body in which the Member has a significant beneficial interest' includes (1) a firm in which the relevant person is a partner; (2) a body corporate of which the relevant person is a director; or (3) a body corporate in the securities of which the relevant person has a beneficial interest representing 3% or more of the total issued securities.

7. If a Member subsequently has an Interest in a particular matter to be considered by the NSOA or one of its committees then the Member should declare that Interest to the Secretary of the NSOA or the chairman of the relevant committee, as appropriate, as soon as reasonably possible after that Interest becomes apparent.

8. If a Member has an Interest in a particular matter to be considered by the NSOA or one of its committees then that Interest should be recorded in the minutes of any meeting of the NSOA or its committee, as appropriate, at which that matter is discussed.

MANAGING CONFLICTS OF INTEREST

9. If a Member declares an Interest falling within paragraph 5(a) above, that Member may not take part in any discussion of the matter by the NSOA or its committee, as appropriate, and may not take part in any vote.

10. If a Member declares an Interest falling within paragraph 5(b) above, that Member may take part in any discussion of the matter by the NSOA or its committee, as appropriate, but may not take part in any vote.

11. Members who are precluded from voting on a matter in accordance with paragraphs 9 and 10 will not form part of the quorum of the NSOA or its committee, as appropriate, for the purposes of that vote. Chairmen of the committees of the NSOA should therefore ensure that the composition of their respective committees is such that the proportion of Members so precluded from voting on particular matters does not render the committee's decisions inquorate.

12. If the chairman or a Member of a committee of the NSOA requires assistance with determining whether a Member has an Interest in relation to a particular matter then they should, in the first instance, seek advice from Secretary. Any dispute as to whether a Member has an Interest in relation to a particular matter will be resolved by the Secretary and legal advisers.

HON MEMBERSHIP SECRETARY'S REPORT
MEETING TO BE HELD ON MONDAY 7th NOVEMBER 2016

I am sorry I cannot attend the meeting but here is my report after an excellent 2016 sailing season.

I have still been chasing members who did not increase their subscription standing order for this year and still have a couple outstanding, I am just awaiting a response from their Class Captain.

STATISTICS

450 current members made up as follows:

		2015	Paid 2016	Not Paid	Part Paid S/O
Full	361	(394)	329	30	2
Associate	60	(66)	50	10	
Honorary	19	(22)			
Life	7	(5)			
Clubs	3	(3)			

From ancient standing orders still being received and standing order payments from members who have resigned or lost contact, £862.75 has been classed as donations.

Numbers are slightly down on this time last year partly due to some resignations, some members not increasing their subscription standing order for a further year and now classed as Former member with their payment a donation and several Irish boats not renewing their membership after the Howth Nationals last year.

Those members who have not renewed their subscriptions this year have been sent numerous reminders from myself and also their Class Captain who now has access on the database to who has and has not paid in their fleet.

CHAMPIONSHIP COMMITTEE

Not had a meeting since Weymouth however an update is as follows:

Holyhead 2017 17/6/17 to 23/6/17

Progress has been made by the HSC Committee headed by Craig Hughes. Talks with the Irish fleets & forum were held but were put back due to their Nationals and therefore AGM were delayed because of a very bad forecast and the event delayed. Unfortunately they could not give a firm commitment to the requirement of 20 to 25 boats if HSC were to hold a 4 day Nationals and the Welsh Open to make up 2/3 days extra racing for those that wanted a full weeks racing. Because of this HSC decided that they could only go with a traditional event. Thanks go to Holyhead SC for all their efforts in trying to please everyone.

The website address has been bought and it will be donated to future events. It is www.squibnationals.com (also .co.uk)

David Lovegrove is going to be Race Officer. NoR should be on the website in Nov.

FUTURE EVENTS:

Nationals

- 2018 Cowes - SWS to give a progress report
- 2019 Torquay - DW to give a progress report
- 2020 Ireland - either Kinsale or RNIYC want to hold a 4 day event over a weekend **(to discuss)**
- 2021 Abersoch - SCYC have volunteered once more, thank you!

East Coasts

- 2017 West Mersea - 27/28/29 May
- 2018 Burnham - same bank hol weekend
- 2019 Levington - HPYC have requested to hold the event.

Southerns

- 2017 Torquay
- 2018 ?
- 2019 ? Maybe Weymouth.