

THE MINUTES OF THE ANNUAL GENERAL MEETING OF THE NSOA HELD ON JULY 11 2012 AT ROYAL DART YACHT CLUB, DARTMOUTH

The Chairman Jenny Riley welcomed some fifty members to the meeting and thanked them for their interest and support.

APOLOGIES - Sean Clarkson

MINUTES - The minutes of the previous AGM held at Royal Western Yacht Club, Plymouth, on June 28 2011, were accepted as a true record and signed by the Chairman. Proposed Toby Taylor, seconded Tony Saltonstall.

MATTERS ARISING

CLASS MEASURERS - Tony Saltonstall, as Chief Technical Adviser to the Squib Fleet, was concerned that only four Full Measurers were now listed in our Handbook, although any ISAF approved measurer could deal with sails, which these days were more usually signed off by the sail makers.

The committee had been made aware in March of the shortfall and Steve Warren-Smith was in the process of sorting out a matter that had been exacerbated by a decision, made some time back by the RYA, to email rather than post annual ratification forms. Others, such as Derek Jago from Ireland, had not yet been signed up. Tony felt it was essential that more Measurers joined the team and the Chairman agreed fully with his sentiments.

CHAIRMANS REPORT - Jenny opened her report by welcoming our two visitors from South Africa, who were competing this week in Squib 94 Confusion, which had been kindly lent by Peter Horton. The Hunter Association had instigated an invitation to the NSOA last year to participate in their 2012 Championships held earlier this year and had hosted the Rileys on that occasion. Leaving aside the competition, which had been a brilliant event and opportunity, Jenny had found the exchange both interesting and valuable, noting that Fleets often shared common problems and solutions. She hoped that other Squib sailors might take up the challenge in the future.

On the publicity front, she and Mike Barsby had produced a DVD which had been distributed to all Fleet Captains to present to their Club; a new Squib poster, again for Club posting; and Ricky East of Waldringfield and Webmaster Sean Clarkson had spent many hours revamping our website

to create its excellent new user-friendly, modern image. She also thanked Tony Gibson of Stone SC for taking over the post of Picture Editor – volunteers were always in short supply, much needed and fully appreciated.

Happily, Ricky had agreed to take on the role as Publicity Officer and her name had been added to the forthcoming Election of Officers and Committee. Fleet Captains present were urged to send any reports from their clubs to her on a regular basis, in order that the website could be updated and that we might make use of free publicity in Yachts and Yachting.

Bruce Parker, our boat builder, had been concerned over the year by the sale of new boats, despite their excellent quality and it was hoped that this would ease along with current economic conditions.

Jenny read out a mantra that now appeared in our Handbook and asked the Fleet to consider these guidelines when faced with rule changes. Bas Edmunds, at the time our RYA Technical Adviser, had commented that he found it listed a number of truly helpful and pertinent pointers.

She warmly congratulated Malcolm Blackburn, Chairman of the Technical Committee, who had worked hard to address the keel problem, and for his determination to reach a satisfactory conclusion in a tricky matter.

Jenny went on to thank Max Evans, a former NSOA Chairman, who had decided to stand down from the Committee, for his dedication to the Fleet over many years; Mike Barsby, who was retiring as Publicity Officer, for tackling the job with considerable skill and enthusiasm and for producing our ongoing Squib logo; and Membership Secretary Sally Everitt, who had taken on one of the most onerous tasks and carried it out successfully and without complaint for seven years. We are indebted to them all and members gave them a hearty and deserved round of applause.

HON TREASURERS REPORT

The balance sheet and accounts for the financial year ending April 30th 2012 (as attached) had been posted on the website and copies circulated to those present.

As treasurer, Andrew Porteous pointed out that our main source of income from subs was slightly down, along with Squibble and the Handbook advertisements, and for a second year running, mould fees from Parkers for new build boats – a total of four only in the past year. These fees had peaked in 2009 at £3000, but had fallen to £1500 in 2010 and to £1200 for the past two years. The money was ring- fenced for replenishing/replacing the mould, which as Tony Saltonstall, Chief Technical Adviser to the Squib Fleet, pointed out had recently been replaced and should last

approximately 30 years. Our RYA Technical Adviser Bas Edmunds had visited Parkers with Tony in 2010, at the time of the first boat from the new mould, and had been considerably impressed, commenting the mould was one of the best he had ever seen.

Conversely our main costs were the printing and distribution of Squibble and the Handbook, which had risen some £2000 in the past year. Eddie Harper, as Editor of Squibble, asked members to consider if they might consider downloading the magazine rather than receiving a hard copy by post. However, a show of hands were unanimously in favour of continuing as currently.

Andrew continued that, although our accounts show a deficit of -£125, we have a positive cash asset of +£730 after depreciation. However, he did not consider this sufficient and we need to be wary of entering a negative position. Inevitably costs do increase and a rise in our subscription fee will need addressing soon.

David Wines proposed that we accept the accounts and this was seconded by Eddie Harper.

Jenny thanked Andrew for his excellent presentation and accounts and said that she was very sad that he intended to stand down at the next AGM after seven years in the post. It would be difficult to find a replacement as reliable and knowledgeable as Andrew. His advice over the years had been invaluable and she invited the membership to cast their minds to finding a successor.

MEMBERSHIP SUBSCRIPTIONS - The committee did not recommend a change during a year in which the position of Membership Secretary was changing. Andrea Holland of SCYC had very kindly agreed to take over from Sally, although the points made by Andrew about an increase were carefully noted by the Committee.

ELECTION OF OFFICERS AND COMMITTEE - The Chairman asked if these might be agreed en bloc. The only change from the list posted with the Notice of AGM (see attached) was the addition of Ricky East as Publicity Officer. All in favour

FUTURE NATIONAL CHAMPIONSHIP VENUES - Fran Blackburn, Chairman of the Championship Sub- committee, confirmed that that SCYC would host the nationals at Abersoch in 2013 and that the event would be held at Lowestoft in 2014 and Howth in 2015.

ANY OTHER BUSINESS

The Chairman pointed out that this was a time for members to air their views and that nothing at this stage would become binding. The two items for particular attention were the Championship Format and rules re keels.

CHAMPIONSHIP FORMAT

This week the new format of eight races/two discards had resulted in contrasting conditions, races two and three being sailed in light airs and races five and six in heavy weather, which was ideal. Fran Blackburn as Chairman of the Championship Sub-Committee reported that the majority of the committee were in agreement with the expanded programme and it had been introduced in the hope that it might encourage new and younger people to compete. With two discards, it was not essential to compete in all eight races.

Comments from the floor came from:-

Eddie Harper, adamantly in favour of six races only.

Peter Eddis pointed out that with the Practice race on Day 1, there was a total of three 2-race days, of which the first four of the meeting were sailed on consecutive days. Travelling, launching, etc were tiring enough without this start to the event.

Mike Probert, spoke against eight races, which had not brought any new faces, required perfect weather conditions to complete and an event that should be a holiday not an endurance test. There should be time to explore the area as well. He was concerned that ultimately there would be smaller fleets in future years.

These comments solicited a round of applause with Max Evans welcoming valid points from a 'youngster'.

Jill Fleming, Irish Forum, reported that her fleets would prefer a maximum 5-day event to cut costs, with an increase in races per day.

Rosalie Eddis, criticised the eight race programme for definitely favouring the men as there were no 'loo' boats for female competitors.

Toby Taylor, suggested that the choice of programme could be dependent on the venue and the time taken to the start. Abersoch would be approximately 45 minutes, whereas at Dartmouth, the fleet left the moorings at 9.15am for an 11.00am race meaning that competitors could be fatigued before the gun.

Malcolm Hutchins, preferred the full eight race schedule simply because it was the National Championship and he had come here to sail.

A show of hands resulted in:-

24 in favour of 8 races/2 discards – the new format

28 in favour of 6 races/1 discard – the original format

Eddie Harper pointed out that some members had chosen not to enter because of the extended programme and therefore their views were not represented at the meeting.

Gerard Dyson proposed that there could be a middle way with two races on one day only, making a total of seven. Mike Fenwick criticised the idea because it could mean that two of seven races could be run in similar conditions, distorting the result.

Paul Changuion, a South African entrant, said that their Race Officer was left to decide on the number of races each day according to his wisdom.

A show of hands for the proposal for a 7-race programme resulted in three in favour.

There followed a discussion about the merits of 8 races and 1 discard – those against two discards explained that it favoured maverick starting and risk taking, where as one discard rewarded consistent sailing. Those in favour of two discards explained that it meant that those, who did not wish to do two races on one day, could still have all their scores included in the Championships.

Fran agreed that she and her Committee would further deliberate on the issue and make recommendations accordingly.

KEELS

Malcolm Blackburn, as Chairman of the Technical Sub-Committee, had spent considerable time recently comparing Squib keels of all ages and working in conjunction with Bas Edmunds, the RYA Technical Adviser, to reach a workable and simple solution to keel measurements that would be fair for all boat owners.

The legacy of the Squib fleet over 40 years had been three keel patterns, a draconian set of rules that outlaws any modification to the keel casting and a perception that old boats are faster than newer – a perception which serves to distort prices and possibly discourage purchase of new boats.

Malcolm presented a diagram by Oliver Lee circa 1977 based on the original keel and also some profiles of Squib keels. The old and modern keels are very similar design. However, there is a discrepancy at the trailing edge, which is thinner in older boats, and it is primarily this

measurement that causes concern. Old boats, mainly sailed by top Squib helms, go fast – the contribution that this thinner keel makes is open to speculation, but it is this measurement that those with second and third generation keels seek to emulate.

The Technical Sub-Committee sought to propose a rule change that would allow keels to be modified on the trailing edge in line with the original keel measurements. Tony Saltonstall, as Chief Measurer and Technical Adviser, recommended that the easiest way was to adopt a minimum measurement rather than the +/- 6mm tolerances permitted and Malcolm agreed. This would bring all old keels into class and allow others to modify them if they wished.

These measurements would be 80mm in from the trailing edge /22mm wide, 15mm in/13mm wide with a minimum aft edge radius of 3mm.

Eddie Harper and Dick Batt queried whether the bulb would be addressed as well, but the committee sought to change only the trailing edge. David Wines said that he would welcome a standard set of templates to define the accepted profile which could be used by owners to make modifications. Other classes do have these available, but Malcolm felt that full templates would be unnecessary and complicated to use and that a simple set of metal templates for the trailing edge would allow easy scrutineering and policing.

Malcolm Hutchins said that he would never consider grinding the keel on 819 as it was well sealed and had never shown signs of rust, while Mike Budd commented that it should be possible to purchase a new boat more cheaply than paying to refurbish old ones.

Tony proposed that the Technical Committee would be supporting the One Design Principle by bringing a proposal to an EGM at the Inlands at Rutland in October based on minimum measurements for the keel trailing edge.

On a show of hands members voted unanimously for the rule change to be proposed at Rutland.

Jenny thanked Malcolm for investigating the issues so thoroughly and explaining them all clearly to the meeting.

A vote of thanks was proposed to the Chairman for another successful year in office and there being no further business the meeting was declared closed at 7.30 pm.

DATE OF NEXT ANNUAL GENERAL MEETING

TUESDAY JULY 2ND 2013 AT SCYC, ABERSOCH, AT 1800 HRS

