

THE MINUTES OF THE ANNUAL GENERAL MEETING OF THE NSOA HELD ON JULY 2 2013 AT SOUTH CAERNARVONSHIRE YACHT CLUB, ABERSOCH

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

APOLOGIES – Mike Barsby, Ricky and David East, Jill Fleming, Paul Withers

MINUTES – The minutes of the previous AGM held at Royal Dart Yacht Club, Dartmouth, on July 11 2012, were accepted as a true record and signed by the Chairman. Proposed Duncan Grindley, seconded Robert Coyle, all in favour. There were no matters arising.

MINUTES – The minutes of the SGM held on October 5<sup>th</sup> 2012 at Rutland Sailing Club, Rutland, were accepted as a true record and signed by the Chairman. Proposed Malcolm Blackburn, seconded Nigel Harris, all in favour. There were no matters arising.

CHAIRMANS REPORT

*Welcome to you all to this, my last AGM as Chairman of the NSOA. It has been an interesting year as always, with plenty to do and plenty to think about.*

*This time last year, our biggest concern was sorting out the issue of keel thicknesses so that our one design principals were not compromised. The Special General Meeting at Rutland was extremely well attended and the majority backed the proposal. Malcolm worked tirelessly on the project and subsequently made Keel Gauges for every Fleet so that everyone was clear about the new rule.*

*The Meeting itself proved to be extremely stressful for Chris and I and we would be wiser a second time around! However, with the benefit of hindsight, Lou Bibby has prepared some changes to the wording of the Rules for such occasions so that there is less likelihood of misunderstandings. These will be discussed later.*

*Ricky East has worked her socks off, trying to raise the profile of the Squib Class in as many ways as possible. We are regularly featured in the Yachts and Yachting web page and our own website is kept up to date . (Thanks, Sean!) More recently, Ricky has arranged for Squib Merchandise to be sold via the Website. The Shirts, caps, belts and wallets are all of high quality, make super presents and also provide a small amount of cash for the class. Please do have a look and encourage other members of your fleet to buy our Squib kit.*

*Several of us went to the Dinghy Show, and as you will have read in the last Squibble, I am really hoping to have some sort of stand next year, hopefully as a part of an RYA National Classes stand.*

*Steve Warren Smith and Andrew Porteous represented the Squib Class at a South Coast Seminar and dazzled the delegates with their presentation, backed up with the Squib DVD and Website. I always had an idea of a Squib Road Show to attract new Clubs and Sailors, and I think this was it!*

*When I look back over the last three years, I feel that despite a few hiccups, we have enjoyed three prosperous years, with good attendances at regattas around the UK and Ireland and that our sailors have enjoyed good humoured, fair, high quality competition. However, we do have some anxieties for the future, in that many of our sailors are the wrong side of 60, the number of visitors at this Championship is down on previous years, and our builder has not built any new Squibs this year. I am confident that we will continue to have a very bright future, but as a class we mustn't rest on our laurels and we must keep our minds open to different ideas and challenges, albeit within our one design principles.*

*One of the most recent hiccups has involved the RYA, measurers and Salty. I don't wish to go into details, but I can tell those of you who have not heard on the grapevine, that due to conflicts of interests, Tony has resigned from the RYA and as our Class Measurer. Consequently, in future, boats, sails, spars and accessories will have to be measured by other RYA measurers. Bas Edmunds is in the process of making a larger list for the Squib Class. It is my wish that Tony still plays a prominent part in our Association and we are planning a committee meeting in September to work out a way forward. Tony has been "Mr Squib" to so many people for over 30 years, he is always on the end of the phone to give advice, whether for a piece of historical information, speed tips, purchasing advice, you name it, Tony knows about it as far as Squibs go. He takes Squib tuning sessions, tows Squibs, repairs Squibs that others have given up on and I would say that he has given more time than anyone to bringing the Squib Class to where it is now. Because of all of these things I would like to propose that Tony is made an Honorary Life Member of the NSOA.*

John Bibby took up this proposal as an enthusiastic seconder. He felt Tony was a more than worthy candidate to be an Honorary Life Member and it was unanimously supported by members, who echoed their agreement with hearty round of applause.

*Now for some Thank yous! Firstly to Andrew Porteous who will be presenting his final set of accounts this evening. Andrew has been our Treasurer for 6 years and has been a magnificent asset to the Association. His accounts are always accurate and easy to understand and I have especially appreciated his good humour and wise advice in committee meetings.*

*Next, many thanks as always to Chris and to all the committee members for their hard work over the last three years and to Bryan, without whose support I could not have done this job,*

*And finally Thankyou to all of you, for bringing your Squibs all this way to support our Championships and for all the help, encouragement and kindness that you have given me during my term of office. It has been a most rewarding three years and I wish Steve Warren Smith every success and good luck for the future.*

Jenny presented Andrew Porteous with a personal memento and an engraved photo frame from the NSOA – appropriately the engraving read ‘Back in the black at last’ - a favourite mantra of Andrews for several years.

**TREASURERS REPORT** – a copy of the balance sheet and accounts follow these minutes and had been circulated prior to the meeting.

As retiring Treasurer Andrew reported that he was delighted to be handing over a strong set of accounts with a cash surplus in the bank at long last.

Basically income had totalled £12080 and expenditure £11400. Subs had steadied out at around £11500, with advertising costs pruned to a single advertisement in the Yachts and Yachting keelboat edition costing £450. He felt that lower advertising costs and one off ads were probably the way forward.

Since the accounts had been drawn up Tony Saltonstall had collected build fees for 883 and 884, which would be shown in the accounts for next year. Another point to consider in 2014 would be the raising of subscriptions due every ten years.

There were no questions and Chris Stonehouse proposed that the accounts be accepted, seconded David Wines. All in favour.

#### **MEMBERSHIP SECRETARYS REPORT**

Andrea Holland reported that we had a total of 460 members currently, split between 391 full members, 69 associate and 7 life members, including Tony.

She had experienced many problems with out-of-date software and she and Pete Richards were still struggling to extract material from the database. Unfortunately, it had not been possible to produce even the abbreviated version the Handbook that had been planned this year. However, upgrades were in hand, which should remedy matters for the future. A request for help from the floor for an IT expert resulted in Dubliner Eddie McCarron volunteering to assist if possible.

Jenny congratulated Andrea on a difficult introduction to the post and thanked her very much for all her hard work

**RULE CHANGES** – There were two rules changes to consider and vote on and Andrew had written an explanatory article in Squibble, which all members had recently received.

1. To amend Rule 3c of the Rules of the NSOA and delete ‘for the purpose of Class Rule A 1(d)’ and insert ‘for the purpose of Class Rule B 3.1 (Class Association Markings – Stickers)’  
three

This was a simple update as Class Rule A 1(d) no longer existed.

Proposed Malcolm Blackburn, seconded John Bibby. The motion was carried with one vote against. Vincent Delaney complained that his sticker had not arrived on time, but Andrea replied that it was sent as soon as the direct debit had cleared. Vincent felt that there had been an unnecessary delay in the transfer, although Andrew assured him the IBAN system used throughout would not be responsible for this.

2. To amend Rule 14 (d) of the Rules of the NSOA ‘In cases of multiple ownership not more than two votes per boat shall be allowed’ to read ‘In cases of multiple ownership, each co-owner, who is a Full Member in his own right, may vote, but a maximum of four votes only is allowed per boat, regardless of the number of co-owners’

The Committee had recognised that some Squibs had multi-owners and the proposal to expand the number of votes per boat from two to four acknowledged this, but still placed a limit.

Proposed John Bibby, seconded Tony Saltonstall. The motion was carried with three votes against.

**ELECTION OF OFFICERS AND COMMITTEE** – a list as attached to the Agenda follows these minutes

Steve Warren-Smith was delighted to announce that a replacement for the Treasurer had been found in Chris Rickman, an accountant and member of RVYC. He was very keen to become involved and had already been working with both he and Andrew to facilitate a handover. It was accepted that his name be added to the list of Officers.

Max Evans proposed that the Officers be elected en bloc, seconded Tony Saltonstall. All in favour.

Steve Warren-Smith proposed that the Committee be elected en bloc, seconded Nigel Harris. All in favour.

**FUTURE VENUES FOR NATIONAL CHAMPIONSHIPS** – Fran Blackburn, as Chairman of the Championship Committee, confirmed the dates for Lowestoft in 2014 as the July 6-13, with Howth hosting 2015 and Weymouth 2016. The venue for 2017 would be announced at the next AGM.

Brian Holland questioned whether we should continue to seek venues in Ireland in view of the poor attendance from the Irish fleet at Abersoch, which was almost as close as one could get to their home clubs.

**ANY OTHER BUSINESS**

**Weighing of Boats** – Vincent Delany questioned the principle of weighing boats when they were full of water and had noted that permitted safety kit had not been checked by scrutineers. Malcolm Blackburn replied that time was often of the essence and that helms are trusted to ensure that all permitted safety equipment was carried. Similarly, in wet conditions boats should be pumped as dry as possible. Vincent added that at the Inlands, a few years back, that it had been possible to have boats weighed and re-certified. Malcolm agreed that a request prior to the event to the Race Committee could result in this being possible, although the priority would always be to get boats launched as speedily as possible.

**Review of Sails – Nigel Grogan suggested that it was several years since the Fleet had reviewed the question of sail design and material, as well as colour, and whether there was an appetite for sensible and informed discussion between all sailmakers. There were various points of view from members agreeing with this in principle and Jenny felt that this could indeed be the right time, but emphasised that this must be an inclusive project between Hyde, Batt and Lonton and Gray. A show of hand from the floor confirmed this view with one against.**

**Entry Numbers at Nationals – Brian Holland was concerned that numbers could be well down at Lowestoft next year, as it was doubtful whether less than 50% of SCYC competitors would enter. Had they any ideas for attracting more entrants.**

**Jenny replied that the Lowestoft Championship Committee were planning a parallel regatta event on Oulton Broad for sailors who did not wish to sail their Squibs on the sea. The main championship would, as usual, be for gold, silver and bronze fleets. However, they hoped that the Broadland regatta would prove a popular alternative for less serious competitors and would help to boost the total number of Squibs sailing**

**Fran Blackburn felt that diminishing entries was the result of an ageing fleet, although Mike Probert considered that the eight race format might well have accelerated this. Max Evans pointed out that a show of hands at the Dartmouth AGM regarding the six versus eight race programme, had resulted in 28 competitors in favour of six races and 24 in favour of eight races.**

**Others points came from Malcolm Hutchings, who felt that younger members could be encouraged by an expanded programme; from Charlie Pearson, who cautioned that time on the water should be balanced with time for sightseeing and relaxing; and from Jack Grogan, who favoured a later start time, which could suit both age groups, and strict time limit on the length of races.**

**Fran thanked them and promised that the programme would be fully reviewed, perhaps with a short questionnaire as previously – a view held by some members present. The Championship Committee was very conscious that they must not alienate members.**

**Malcolm Blackburn added that it had been mandatory to have a long beat with a large entry of 90/100 boats and consequently a long course. With less boats on the start line options change and shorter races become more viable.**

**Vincent Delany reminded the fleet that the Irish still support a four day event rather than six.**

**More on Sails – Mike Budd returned to the question of sails and asked Nigel Grogan what ideas he had following his earlier remarks. Nigel replied that in order to improve the longevity of the sails we might possibly consider Dacron or a laminated fabric, not woven, which he felt might be available in a brownish colour. He also felt that the current construction of Squib sails with luff to leech seams was not suitable for tri-radial design.**

**Malcolm Blackburn agreed that he hoped a debate between all sailmakers would reach a consensus and requested that they might bring prototypes to the Inlands at Rutland, possibly showing them to the Technical Committee first if time permitted. This was accepted.**

**Buoyancy Tanks – David Lloyd noted that two Squibs had sunk in the same number of years and suggested that Technical committee might consider use of foam in the aft tank.**

**Jenny pointed out that buoyancy was always the responsibility of owners and a test kit designed by Bryan Riley as available. Malcolm Blackburn added that tanks will always leak if not well-maintained, although he would forward some details of rod and foam composite panels which could be bonded in. Nigel Harris added that well-coated marine ply does not rot.**

## **AN INTRODUCTION FROM THE NEW CHAIRMAN**

*I thought I would say a few words this evening as your incoming chairman. For those of you who don't know me my name is Steve Warren-Smith from the Royal Victoria Yacht Club. I race Aquabat, 13, and have been on the Committee as the RVYC rep for 12 years. Firstly I want to say thank you, on your behalf to Andrew Porteous, our outgoing Treasurer, for all his hard work over 7 years. And also to record publicly our thanks and appreciation to our outgoing Chairman Jenny Riley for all her efforts over the last 3 years and for handling some sensitive issues firmly, fairly and with great enthusiasm, and for her personal approach to all Squib sailors, as well as being a very good sailor. I want to thank Chris Stonehouse for standing for another year as Class Secretary, but to publicise the need to find a willing replacement for her next year.*

*I don't come to this position with any major agenda other than to keep the class as successful as it has been for the 15 years I have been a member, and where possible build on that success. I have been grateful to the number of people who have already offered me their support, encouragement and when needed, advice.*

*We all know how much fun Squib sailing is, what a rewarding boat it is to sail and race in all weathers, and how economical that pleasure is. The Class is in good health, but we cant stand still, and as other Classes have come and gone, we have enjoyed steady growth and now in our 45<sup>th</sup> year, long standing good health. Having been involved in yacht clubs and Classes on the Solent for a good few years now, I am convinced that their success boils down to a few basics, the two most important I am convinced being*

*-keeping the cost of boat ownership down, and*

*-getting new and young blood in the fleet to keep the average age down.*

*Fortunately the Squib is ideal on both these scores, and the strength of the Class isn't just due to the numbers at the Championships but also to the strengths of the fleets around Britain and Ireland, most of which are represented this week. So when you go back to your home Clubs, you are the experienced ones. Encourage your fleets and Club to keep this fantastic Class successful by keeping the cost of sailing down and encouraging young members to join. And while you are doing that, always remember to look after the back half of your fleet- they will be our future and we were all there once.*

*Please, always feel free to contact me as I am always open to new ideas and offers of help. I hope you enjoy the rest of the week and I look forward, with your support, to being your chairman over the next 3 years. Thank you.*

He received a hearty round of applause and the good wishes of the assembled members.

There being no further business the meeting closed at 7 pm

**THE 2014 ANNUAL GENERAL MEETING WILL TAKE PLACE AT ROYAL NORFOLK AND SUFFOLK YACHT CLUB, LOWESTOFT, ON TUESDAY JULY 9 AT 1800 – to be confirmed**

