

National Squib Owners' Association
Annual General Meeting held on 20 June 2017 at Holyhead Sailing Club
MINUTES

The start of the meeting was delayed as a protest was being heard.

The Chairman, Steve Warren-Smith welcomed some 43 full members and 4 Associate members of the Association to the Meeting. Bas Edmonds of the RYA and Paul Young of Rondar were present.

1 Apologies: Apologies were received from Mike Barsby, Duncan Grundley, Chris Stonehouse, Simon Vines, Ricky East, David Biddle, Richard Sullivan, Iain Jones, Brian Pettitt and Nigel Harris

2 Minutes of the AGM and SGM held on 28th June 2016 at Weymouth Sailing Club:
The Minutes of the AGM and SGM held on 28th June 2016 were approved (proposed Mike Probert, seconded by Robert Coyle).

3. Chairman's Report
Attached and forms part of these minutes.

4. To receive the Accounts for the year ending 30 April 2017
The Audited accounts (attached and form part of these minutes) for the year were presented to the meeting. Proposed Jill Fleming, Seconded Lou Bibby that the accounts be adopted. Approved nem con.

5. The Class Constitution:
Lou Bibby reported on the ongoing work to review the Class Constitution. A small subcommittee is working on this with invaluable input from David Biddle who is a lawyer. The intention is to bring the Constitution to the 2018 AGM for approval.

6. To consider changes to the Class Rules
The two specific items below are part of the overall Class Rules document (item 7) but the views of the Class are being sought separately.

1. c.7.4 Fittings
(b) Limitations

Not more than two manually operated bilge pump systems which may discharge through the hull or the deck

and

not more than two electric bilge pump systems which may discharge through the hull or deck

2. C.5 Portable Equipment
(b) Optional
(8) A battery which shall be removable for weighing

Malcolm Blackburn introduced the items above and explained the logic behind them. There has been a call for some years for electric bilge pumps to be permitted but resolving wording has proved challenging. The major rules review that has taken place this year has enabled the wording above to be arrived at. The reason rule c.7.4 (b) states not more than two manual and two electric bilge pump systems is to deal with the physical structure of the bilges in the Squib were many have two compartments that do not connect. It was felt that both manual and electric pumps should be permitted so that pumps would still work if a battery fails.

The Committee debated whether batteries should be removed for weighing and the consensus was that this was the simple solution. If the battery is included in the weight of the boat it would need to be recorded on the certificate which makes for issues when it needs to be removed for charging / replacement. In addition battery technology is moving rapidly so the next generation will be lighter.

The debate centred round whether or not the battery should be included in the boat weight or not. Concern was expressed by Peter Marchant that a battery to power bilge pumps would need to be heavy (2 – 4 kg + being mentioned). MB commented that the trials he had done used a battery of 1.2kg which worked well. It was pointed out by Fergus O'Kelly that compared with the (typical) weight of the crew and all the things that they take on board, the battery weight would be totally insignificant. He suggested that the NSOA should adopt the rules as proposed and revisit later if necessary.

7. To approve the Class Rules 2017.

Malcolm Blackburn opened the debate by thanking Bas Edmonds for all the work he has put into the rules to make them fit for purpose. Over the years, changes have happened to equipment and how the boat is used that have not been reflected in the Rules. Put bluntly the Rules have not kept pace with reality and this rewrite brings them into line with current practice. Rules need to be kept up to date – and this not happened systematically.

A number of “changes” were highlighted:

The cuddy lip: Barker Brewer introduced it. It’s not on the official plans but every boat built since then has it.

Cleat bars: They are not a permitted fitting and consequently had not been defined. This set of rules provide a definition.

He urged the meeting to adopt this set of rules.

Steve Warren-Smith thanked Malcolm Blackburn for all the work he (and his sub-committee) had put into the rules.

Tony Saltonstall proposed that the 2017 version of the rules be adopted.

David Lloyd asked whether retrofitting of the internal deck mould was going to be an option. MB replied that there is demand for this and it has not been forgotten. Bas Edmonds remarked that how to move this forward has not yet been finalised. Malcolm Hutchings asked about, hypothetically, repairing damage (new deck needed) – how would that be dealt with? MB replied that currently no-one is licensed to do this. Bas Edmonds said that the build issue has been approached in segmented steps. Accident damage would force the issue to the forefront with potentially changing licences and issuing others to enable this to be done. This would include looking at materials. Bryan Riley commented that fitting a new deck has always been part of the agenda.

Fergus O’Kelly commented that the rules are much better than they were.

Malcolm Hutchings asked about the mandate and assessing racing performance. It was noted that it will take time to assess whether there is any difference in performance and that the mandate will not be fully fulfilled until this has happened. The target is to assess by the end of 2018 racing season.

The three rules motions were put to the vote with proxies being counted.

The Rules were approved by the NSOA in General Meeting with a majority of 77%.

8. Election Officers and Committee

Hon Chairman

Nigel Grogan
(Nominated by David Wines, Seconded by Tony Saltonstall)

Hon Secretary

Marian Gibson

Note: Marian Gibson has served three years in succession so specific approval for her to continue is needed by a vote of the majority of the membership at the AGM – Agreed.

Hon Membership Secretary

Andrea Holland

Hon Treasurer

Chris Rickman

Hon Auditor

vacancy

Hon Technical Committee Chairman

Malcolm Blackburn

Hon Technical Adviser

Tony Saltonstall

Hon Publicity Officer

Ricky East

Hon Championship Co-ordinator

Pete Richards

Hon Webmaster

Tony Gibson

Election of Committee

The following, who were elected for a period of two years at the 2015 AGM resign and offer themselves for re-election for a further period of two years

Brian Pettitt	Medway YC
Ian Waite	Waldringfield SC
Duncan Grindley	Burnham Fleet
Mike Probert	Royal Corinthian YC
Simon Vines	Weymouth SC
Mike Barsby	Rutland SC
Chris Stonehouse	Rutland SC

Gerard Dyson RYYC
On standing down from the Chair of the Championship Committee offers himself for election to the Committee

All the above were elected nem con

The following, who were elected for a period of two years at the 2016 AGM, have indicated that they will continue in office for a further year.

Louise Bibby	Anglesey Fleet
David Wines	Plymouth Fleet
David Biddle	Dartmouth
David Hall	Holyhead
Richard Sullivan	WOBYC

Jenny Riley, Peter Dale, Jill Fleming and Jack Grogan have retired from the Committee. Steve Warren-Smith leave the Committee on standing down from office.

A vote of thanks was made for all those standing down from the Committee

9. Future Championship Venues

4 – 11 August 2018: Cowes

Races will run from Sunday to Friday for the Nationals with the two Saturdays counting for the overall Cowes Week event. There will be 4 Committee boat starts and 4 Squadron line starts. The AGM will be held on 7 August 2017 at the Cowes Corinthian Yacht Club.

2019 Torquay

2020 Kinsale

10. Any other business

a) The incoming Chairman, Nigel Grogan made a brief speech in acceptance of the role emphasising the need to now move forward.

b) That the NSOA should support the Semaine de Golfe de Morhiban in May 2019 rather than travelling to Bordeaux (proposed by Vincent Delany). The motion was referred to the Championships Committee for consideration. It was noted that a return visit to Lac Cazaux has already been arranged for 28 June – 1 July 2018.

c) Vincent Delany asked what efforts are being made by the NSOA to build links with Scottish Squibs and to encourage them to attend events in England and Wales.

After a brief discussion this was referred to the Committee for consideration.

There being no further business the meeting closed at 8.45pm

**National Squib Owners Association
Annual General Meeting 20 June 2017
Chairman's Report**

A huge amount of work has been done by the NSOA since the last AGM at Weymouth. To start where we left off, at the SGM, and where most people will have the greatest interest, is the final part of the Rondar Squib testing. It was agreed during last year's Nationals, by all parties, that the final stage of the testing would be arranged and overseen by the RYA, and utilise the prototype boat, first production boat and a representative Parker boat from the top end of the fleet. To that end, the testing took place over the weekends of 7/8 and 14/15 of January 2017 at Portland, using Lady Penelope, 819, as the third boat, for which we are very grateful to Malcolm Hutchings both for the loan of the boat and delivering it to and from Weymouth. The testing was done in a variety of wind and sea conditions, with a mixture of crews, and the report was subsequently written. This extensive report was considered at a meeting of the RYA TEC Committee on 16 March, and at that meeting it was agreed that the Rondar boat met the specification laid out in the mandate agreed by the majority of the Class in 2015. Subsequently the report was passed to the NSOA and published on the Class website. Rondar were informed of the decision and shortly thereafter were issued with the licence to build Squibs. This wasn't the end of the matter though as the Class rules needed to reflect the changes incorporated by the new boat and agreed through the mandate, to allow the Rondar craft to race without affecting the previous 870 boats, and this was done by adding 2 new sections, J and K, to the rules applying to boats built after 1/7/2016.

This has been a successful and hard won outcome, involving a huge amount of hard work and collaboration over nearly four years, from all three parties involved; the NSOA, RYA and Rondar Raceboats. It hasn't been without controversy, but from the mandate onwards, we the NSOA, felt we were doing what was best for the Class and agreed by the majority of its members, and everything done was as transparently, openly and objectively as possible, using several third parties when expertise or advice was needed. The successful outcome is a tribute to the Class and the committee's ability to work collaboratively and constructively to achieve the best outcome, in a timely but unrushed timeframe, and I hope the future will bear this out. In that context it was great to see two new boats entered for this event and already to have three new boats built and sold, in only two months.

Involved with, and as part of, the Rondar rule write, an effort was made to improve and update the Class rules to reflect the reality of developments made over the years, as well as tidying up some of the language and references. This again involved a huge amount of time and effort, and had to be done within the timeframe dictated by this AGM, NSOA meetings and the need not to delay the new boat production any further. Our technical chairman Malcolm Blackburn will say more about this when the item is debated and voted on later in the meeting. A further offshoot of this project has been a realisation that some developments within the Class had gone beyond the rules, and with the RYA's help and guidance several of these have either been more strictly controlled or incorporated within the rules, in an effort to keep the Class as one design as possible, without impinging on members wishes to repair and maintain their boats in an economical fashion. At all times in all of this process, great efforts were made to ensure there was a balance across the membership, between being too pernickety and too lax, between the larger chequebooks and those who are keen to do jobs themselves; in short to try to look after as broad a section of the membership as possible while keeping true to the Class's one design strength at the core of its success and appeal. I dare say we haven't pleased everyone all of the time, but I hope you appreciate that that effort was at the centre of all we have done.

Again, in conjunction with the new boat, there were weaknesses within our constitution that are being tidied up and strengthened by a working party which will hopefully make them more fit for purpose when needed on future occasions. The process of the Rondar boat has had other further reaching and beneficial effects on the Class, and during the process we have enabled, and used, electronic voting, eSquibber has been successfully used to disseminate information and the Class website has been streamlined and bug proofed to allow its invaluable use in communicating with the Class in a timely fashion. Squibble itself has also proved vital in the communication process and the bumper Christmas edition was well received for many reasons and was a credit to our new editor Ricky East.

Again, tied up in all of this, we have had a new boat and talking point to exhibit at the Dinghy Show, an event that is the starting point of repositioning the Class on the racing agenda, and tapping into new markets, which will also be of long term benefit to the Class. We have also achieved a financial surplus in each of the last three years in the Class accounts as we have been prudent in our spending, chasing overdue debts and ensuring Class membership at events requiring it. We have

also had the full gamut of regional, National and in September last year our first foray into Europe with the European Cup at Cazaux in France.

Before I finish could I pass all of our thanks to Holyhead Sailing Club, their volunteers and staff for everything they are doing to make this such an enjoyable Championship, particularly Craig Hughes and Dawn Russell.

I will conclude this report now with a reflection on our progress over the last 4 years, not because it has been my watch but because so much has happened and I have followed it closely. From a low point of losing our builder and our moulds in late 2013, I believe we are now in a very much stronger position, with healthy accounts, membership numbers, functioning and effective communications and publications, a builder selling boats again, and a working and proactive relationship with the RYA, our governing body. The whole new build process has shown how, when we work together, for the common good of the Class, with teamwork, trust and optimism, we have turned a bit of a disaster into a position of strength from where we can look confidently into the future as we prepare to celebrate our 50th anniversary. As I stand down as Chairman, I would like to thank you all for your support over this difficult but rewarding 4 years. I said most of my thank yous in Squibble, but the Class couldn't have achieved what it has in the last 4 years without 2 people. One is sitting next to me, the Class Secretary Marian Gibson. At every turn, good or bad, Marian has been cheerful, positive and incredibly efficient in dealing quietly with the correspondence, records, reports, requests and meetings that have come along with great regularity. The other person is also here tonight. The Class wouldn't be in anything like the healthy and respected position we are without Malcolm Blackburn and his efforts as our Technical sub-Committee Chairman. His honesty, knowledge, professionalism, impartiality, straight talking and sheer time, effort and enthusiasm have been beyond compare, unimpeachable, and done solely for the benefit of the Class. The NSOA committee has been an impressive piece of teamwork, but you two are the rocks on which that has been built. I leave knowing that the Class is in good health, and that with Nigel Grogan as its next Chairman, it will be incredibly well led by someone with vast resources of enthusiasm, passion, business acumen and wisdom. As we approach 50 I think we are in a very good place.

Thank you.

Steve Warren-Smith

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Thank you.

Steve Warren-Smith

National Squib Owners Association

Accounts for the Year ended 30th April 2017

Income and Expenditure Account

	<u>Actual</u> <u>2017</u>	<u>Actual</u> <u>2016</u>	<u>Actual</u> <u>2015</u>
Income			
Subscriptions received - current year	11576	11378	11531
Subscriptions received - re prior years	2753	3437	2897
Squibble and Handbook adverts	1233	1120	1560
Building fees-RYA	0	0	0
Mould fees-Donations-Squibs	0	400	0
Miscellaneous	32	0	1029
Interest Euro charges and rate movements	596	-30	-39
	<u>16190</u>	<u>16304</u>	<u>16978</u>
Expenditure			
Membership & Secretarial honoraria	600	900	600
Web site & computer costs	-173	85	360
Room hire	262	221	227
Squibbles	4977	3406	3875
Handbook (2013 electronic version costs)	0	0	0
Postage costs Squibble & handbook	1037	705	883
Travel	0	0	0
Other postage stationery	109	172	100
RYA, ISA, SCRA Subscriptions	278	339	250
Insurance (assets, public liability & officers)	736	739	739
National Championships	340	310	250
Trophy Repairs and Payments	456	0	0
Miscellaneous	130	232	1389
Bad debt for advertising in publications	0	0	140
Marketing - Boat Show etc.	1089	500	200
New Mould / Design / Drawings etc.	400	3420	
Depreciation- Moulds (over 15 years)	856	856	856
Depreciation-load cell & other	0	9	100
	<u>11096</u>	<u>11894</u>	<u>9969</u>
Deficit/Surplus	<u>5094</u>	<u>4410</u>	<u>7009</u>
Transfer to Mould replacement reserve	0	0	3000
Transfer to 50th Anniversary reserve	0	0	1000
Balance transferred to/(-from) Accumulated Fund	5094	4410	3009
Funds Flow Surplus	<u>5950</u>	<u>5275</u>	<u>7965</u>
Capital Expenditure			
Hull mould and plug refurbishment	0	0	0
Deck mould	0	0	0
Refurbishment of plugs	0	0	0
Keel Gauges/ banners	0	0	0
	<u>0</u>	<u>0</u>	<u>0</u>
Net funds inflow / (-outflow)	<u>5950</u>	<u>5275</u>	<u>7965</u>

National Squib Owners Association

Accounts for the Year ended 30th April 2017

Balance Sheet

	£	2017 £	£	2016 £	£	2015 £
Fixed Assets						
Moulds (1994/5 at cost)	5000		5000		5000	
Deck Mould (2009)	5410		5410		5410	
Hull Mould (2010)	6308		6308		6308	
	<u>16718</u>		<u>16718</u>		<u>16718</u>	
less: accumulated depreciation	<u>-11353</u>	5365	<u>-10497</u>	6221	<u>-9641</u>	7077
Load Cells and sundry assets	2049		2049		2049	
additions - Keel gauges	309		309		309	
less: accumulated depreciation	<u>-2358</u>	0	<u>-2358</u>	0	<u>-2349</u>	9
Master Plugs						
Hull (2002)	1410		1410		1410	
Deck (2004)	1292		1292		1292	
Refurbishment (2010)	750	3452	750	3452	750	3452
	<u>750</u>		<u>750</u>		<u>750</u>	
Total Fixed Assets at book value		<u>8817</u>		<u>9673</u>		<u>10538</u>
Current Assets						
Debtors (subs and advertisers)	2802		3007		3067	
Bank Balances	31209		25226		19951	
	<u>34011</u>		<u>28233</u>		<u>23018</u>	
Current Liabilities						
Accruals (honoraria and others)	727		900		960	
	<u>727</u>		<u>900</u>		<u>960</u>	
Net Current assets		33284		27333		22058
Total assets		<u>42101</u>		<u>37006</u>		<u>32596</u>
Represented by:						
Accumulated Fund						
Balance brought forward		30041		25631		22622
Surplus/Deficit for the year		5094		4410		3009
		<u>35135</u>		<u>30041</u>		<u>25631</u>
Balance carried forward		<u>35135</u>		<u>30041</u>		<u>25631</u>
Mould Replacement Reserve						
Balance brought forward		5465		5465		2465
Transferred from Income and Expenditure Account		0		0		3000
		<u>5465</u>		<u>5465</u>		<u>5465</u>
Balance of mould replacement reserve		<u>5465</u>		<u>5465</u>		<u>5465</u>
		<u>40600</u>		<u>35506</u>		<u>31096</u>
50th Anniversary Reserves						
Balance brought forward		1500		1500		500
Transferred from Income and Expenditure Account		0		0		1000
		<u>1500</u>		<u>1500</u>		<u>1500</u>
Balance of 50th Anniversary reserve		<u>1500</u>		<u>1500</u>		<u>1500</u>
		<u>42100</u>		<u>37006</u>		<u>32596</u>

Chris Rickman
Chris Rickman
 Honorary Treasurer
 16th June, 2017

I have examined the books and vouchers of the National Squib Owner's Association for the year ended 30th April 2016 and certify that the Income and Expenditure Account for that year and the Balance Sheet as at that date are in accordance therewith.

Andrew Porteous
Andrew Porteous
 Honorary Auditor
 16th June 2017