MINUTES OF THE MEETING OF THE GENERAL COMMITTEE OF THE NSOA HELD AT THE NAVAL CLUB, LONDON, ON MONDAY 15TH NOVEMBER 2010

PRESENT Jenny Riley - Chairman

Chris Stonehouse - Secretary

Andrew Porteous - Treasurer

Pete Richards - Editor Squibble

David West - Publicity Officer

Sally Everitt - Membership secretary

Malcolm Blackburn - Technical subcommittee

Fran Blackburn - Championship subcommittee

Jill Fleming - Irish Forum

David Wines Mike Barsby

Lou Bibby Alan McDine

Steve Warren-Smith Ian Waite

APOLOGIES were received from Gerard Dyson, Tony Saltonstall, Peter Marchant, Sean Clarkson, Peter Johnson, Dawn Russell and Stuart Shepherd.

JENNY RILEY, as the new chairman, welcomed the committee to her first meeting and particularly thanked Jill Fleming for travelling from Ireland and Ian Waite for taking on the post of Waldringfield representative.

THE MINUTES of the last meeting held May 10th 2010 were read, accepted and signed.

MATTERS ARISING - Pete Richards, as Editor of Squibble for the past five years, announced that he was delighted to have found a successor. Eddie Harper, currently of Weymouth SC and now living in Abersoch prior to moving to Plymouth, had agreed to take over the post and had already been helping with the next edition. Pete generously offered to continue with the Squib Handbook for 2011 and 2012. Jenny congratulated Pete, both for his enthusiasm as Editor

and for finding a replacement. The Committee were well aware that recruiting volunteers was not an easy task.

TREASURER'S REPORT - Andrew Porteous presented the accounts for the past six months and the projected accounts up until the year end April 30^{th} 2011. The latter showed a possible deficit of -£177, although he believed that eventually we would probably end with a small surplus. Three new Squibs were ordered for the New Year by Tony Saltonstall generating £900 in mould fees and it was to be hoped that at least an additional two might be lined up. Andrew would also contact Parkers re mould fees for two Sandhoppers believed to have been completed recently. ACTION ANDREW

He hoped that a buffer could now be created over the next few years. The Yachts and Yachting advertising campaign would cease with the new financial year, at least for he time being, and he emphasised the importance of garnering ads for Squibble and the Handbook as they simply and cheaply reduced overheads. However, it was essential that advertisers pay in advance not arrears, as we had fallen foul of an occasional bad debtor in the past.

One expense still outstanding was the bill for the Class Cocktail Party held at the National Championship in Dun Laoghaire. This came as a pleasant surprise to Jill Fleming as she and her colleagues were not expecting it to be covered by the NSOA.

The Chairman thanked the Treasurer for his report and for producing some very clear accounts.

MEMBERSHIP SECRETARY'S REPORT - Sally Everitt reported that the new format data base devised by Sean Clarkson was excellent and extremely easy to use. Currently it showed 417 full members, of which 383 paid full subs, although 25 full members were listed as not having paid. Of course, it was possible that they were no longer Squibbers and she suggested that Fleet Captains be more strongly encouraged to ensure that their members pay their dues.

Prompt payment, officially due January 1st each year, was essential to the accurate printing of the Squib Handbook and the Chairman asked Sally whether it might be appropriate to bring the cut-off forward to January 31st from March 31st to speed up matters. Confirming that most members did pay on time, both she and Pete, as compiler of the Handbook, did not believe it necessary to change for this coming year, although it would be logical and perhaps worth

returning to at a later date. Instead they proposed that those who had not paid in early April, when the Handbook went to press, should have their names highlighted by a Dagger and the committee agreed to this method of naming and shaming.

Jill Fleming pointed out the on entry forms it is a requirement of competitors to sign declaring that they are fully paid up members of the Association. Their names could be checked against the data base and Andrew Porteous suggested disqualification would be appropriate. It was agreed that greater monitoring was necessary, with the subject to be discussed in more detail at a future date.

Sally announced that she was hoping to stand down next year when she would have been in the post for five years. Jenny thanked her for her report and for all the hard work that she had put in over the past year. It was appreciated that hers was a difficult and often thankless task and she should be congratulated for having kept on top of it so well.

MARKETING AND PROMOTION OF THE SQUIB CLASS - Since the AGM, Jenny had given considerable thought to practical ways that the Squib class might be promoted to potential clubs, particularly at venues where a future Championship could be held, as well as assist fleets where numbers are diminishing. She was equally enthusiastic to encourage existing Squibbers to purchase new boats and for others to realise what outstanding value they represented. Thus had been born the SQUIB ROADSHOW, and David West had been asked to create a power-point presentation that could form the nucleus of the project.

David's prototype, which he then screened for the committee was most impressive; successfully combining all the qualities and advantages of the Squib in a colourful and jokey manner that would appeal to all ages and manner of sailors. It could both inspire the dinghy sailor to move inexpensively up to a keel boat and the big boat boys to consider trimmings costs and downsize. There was much emphasis on the variety of events available; racing at club level, the travellers' trophy and strongly competed Nationals with large entries, often around the 100 mark.

David had visualised adding a voice-over, scripted with a range of voices, in order that the presentation could virtually run itself. Jenny queried the merit of this, but Pete and David Wines felt it more professional and more consistent in the long run. She also suggested that the ROADSHOW could take along a Squib hull for demonstration and possibly even a boat to sail when possible. Mike Barsby added that he was able to put together both the voice-over and a

planned short video of Squibs in Action, provided he was given the necessary material.

Other ideas came from Jill who envisaged winter talks and dinner; from Alan McDine who wanted to target clubs where there were perhaps only one or two Squibs residing; Lou Bibby and Sally who much liked the idea of supporting struggling fleets; and David Wines who strongly felt that now was the time to put together a video to fully complete the package. As Andrew and David said none of us are more than 25 miles from a sailing club and consequently Mike Barbsby felt we could involve the whole Squib community.

All in all the Committee felt it a great idea and costwise very favourable. Jenny requested that we now cast our minds to suitable targets, in addition to the three that she had thought of - Torquay, Grafham and Draycote. ACTION ALL

ADVERTISING - Following some strong views expressed at the AGM regarding the value of our advertising campaign in Yachts and Yachting, Jenny had agreed that we should continue as planned until April 2011 and then finish, at least for the time being. David West pointed out that it was always difficult to quantify the value of advertising, but it had lead to considerable editorial coverage. The current campaign is eye-catching and uses a series of picture postcards with a different subliminal message each month.

For the future David Wines suggested that we might book occasional ads to tie in with specific features and the committee were agreeable to this.

Regarding Parkers, Malcolm Blackburn pointed out to the Committee that they need a minimum of ten new orders each year. To show that we are mindful of helping with sales, Jenny proposed that a copy of an advert featuring a new boat should be emailed to all Fleet Captains and other relevant people asking that they forward it to members, print it for noticeboards and make some flyers for distribution at their Club. An inexpensive way of promoting purchase of a new Squib before the VAT increase and one that should reach at least 500 sailors.

The free press could also be exploited including the yachting newspaper All At Sea, although it was not certain whether coverage extended much beyond the south coast. Having seen a report in Practical Boatowner of the rebuild of No 11 by Tony Saltonstall, David Wines pointed out that space is often waiting to be filled at no extra cost and Fleet Captains and the Committee might cast their minds to possible news items. ACTION ALL

Sean Clarkson to be asked for feedback on Facebook. ACTION SEAN

BOAT SHOWS - A decision regarding attendance at the Dinghy Show 2012 would be taken at the next meeting. In the past it had cost £1000 and meant a tremendous amount of hard work for the dedicated few.

Pete felt that we could consider the Boat Show at Excel, where there could be the possibility to of a boat on the water. Again the question of a video came up with Pete proposing that we commission a professional film-maker for the Plymouth Nationals. David Wines agreed and Mike stressed that anyone, however professional, would need to be extremely well-briefed to ensure a successful finished product. The Committee were asked to consider any contacts they might have. ACTION ALL

OTHER SUGGESTIONS - Alan had met the Head Coach of the New Zealand Olympic team who, together with his equals on the French and British teams, had suggested that some racing be organised at Weymouth SC to include them. The Committee were naturally keen that the idea be pursued and David Wines proposed that some match racing could be an additional possibility. Jill noted that it was essential that the Press, local and national be invited. ACTION ALAN

Alan had also heard that six Squibs had been made for export to Germany, although David Wines felt that they had white sails and were not true Class boats. Andrew felt that further action was needed, especially regarding mould fees - Pete Richards to contact Tony Saltonstall. ACTION PETE

TECHNICAL SUB-COMMITTEE REPORT - Malcolm reported that the new mould had been certified by the RYA, who had commented that it was excellent, well-thought out and of a high standard - quite one of the best. Unfortunately, Parkers were worried by the current lack of orders and concerned that the mould had cost approximately £1200 more than the £6000 originally quoted before liquidation. This situation had lead to the sub-committee to request a donation from the NSOA , as it was not in our interests to see Parkers lose money. However, the Treasurer pointed out that the Association was not sufficiently strong financially to make a commitment and that Parkers had not taken the opportunity to requote when it was available. David Wines felt that we should not appear too unsympathetic and proposed revisiting the problem again in March once subs were in. The Treasurer and the Committee agreed.

The sub-committee had come to the conclusion that it was essential that ownership of plugs and moulds be verified and photographic evidence be provided. Andrew proposed that the secretary write to Parkers and the Irons Foundry requesting that photos clearly showing the NSOA stamps on the relevant items be forwarded, as they were required for insurance and accounting purposes. ACTION CHRIS

The sub-committee had been investigating the possibility of storage for the plug, estimating a 40ft container at about £2000. As the previous plug had been sound for 40 years and cost only £750 to refurbish and, in view of the current financial situation, a decision was put on hold.

The Furling Jib - David West had been asked by some members to formally propose that the Class Rules be changed to allow jibs to be furled downwind, mainly on grounds of safety. It was felt that this could be compromised, particularly at the leeward mark when it was often difficult to have clear view given the melee of boats jostling for position. Malcolm explained that this had been considered three years ago with the introduction of the furling gear, but had not been pursued. Speed trials had always been extremely difficult and inconclusive and Pete recollected that a planned series at SCYC had failed to materialise, although Malcolm had concluded in competition that he found there was little advantage one way or another. The furling gear had originally been introduced to facilitate mooring and rigging on the water .

Furthermore, if a rule change was accepted, some members particularly Jenny and Jill, feared that this would be a move away from a One Design Class, which could be very detrimental ultimately, and possibly lead to calls for a larger spinnaker and other modifications. The Squib had much to recommend it without unnecessary tweaking.

David Wines said that the Committee had to consider whether they found there was sufficient merit in furling jibs downwind on grounds of safety. The resolution was that there was no support for the proposal from the Committee.

Pete commented that a vote at an AGM might come from a distorted argument and David promised to chat further to those involved. The Chairman concluded that we would leave the matter in abeyance.

Side Seats - While on the subject of one design, David West asked the subcommittee to define the rule on side seats, which he feared was not always being adhered to. Malcolm explained that the core should be made of balsa wood not foam, but obviously it was impossible to check this without a saw and helms had to be taken on trust. He promised that some surreptitious enquiries be made in one or two cases where it might be deemed necessary.

Jill added that they had requested technical advice at scrutineering at the Nationals.

SQUIBBLE REPORT FROM THE EDITOR - Pete reported that copy for the next edition, which goes to press in early December, had been disappointing with few contributions. There were 44 pages to fill and would include the National Championships, the questionnaire and hopefully some technical advertorial from Parkers. Any additional ideas were welcome.

As he had already announced his imminent retirement from the Editor's hot seat, Jenny asked the Committee to give him a hearty round of applause for a job superbly well done. He had changed the face of Squibble from the pedestrian to the all-singing, all-dancing colour magazine that it is today.

NATIONAL CHAMPIONSHIP SUB-COMMITTEE REPORT - The two wash-up reports from the Nationals, one from the sub-committee and the other from Royal St. George Yacht Club, made interesting reading and mainly coincided in their observations, although Jill said there had been a misunderstanding by the race Officer regarding starts being not later then 1300 hours. As Chairman, Fran Blackburn pointed out that the blueprint actually leaves this flexible, but an unfortunate interpretation had occurred, possibly the result of a incorrect verbal comment. In view of the venue and the high pressure system prevalent during Championship Week, the host Club would have preferred later race starts. The sub-committee had taken this on board and at Plymouth starts will be no earlier than 1200 hours each day.

In answer to a request for publication of the reports in Squibble, Fran concluded that without considerable editing some points could be open to misinterpretation.

Royal St. George had made very little profit – and that with sponsorship of about 11,000 euros and an entry fee of 200 euros. Events were expensive to enter, but in reality were costly to execute. Ireland was in fact excellent value for money, bearing in mind that prices generally are higher than in the UK. Steve Warren-Smith and Andrew had also found that the Nationals at Royal Victoria Yacht Club had generated little profit, although Alan pointed out the catering and bar takings in particular needed to be factored in. In response to a request from Jill

and Pete to publicise costs, Andrew suggested drawing up a pie chart showing but a sliver of profit for the host club. Jenny agreed that something similar be included in the next Squibble and took the opportunity to thank Jill and the Royal St. George YC for a truly magnificent event. ACTION PETE/ANDREW

The questionnaire regarding format of championship events drawn up by the sub-committee would appear in the next edition with an informative intro and a follow-up article scheduled for May. David Wines noted that if we wished we could further consult competitors for their views at the end of the Nationals - before drinks

New Flags - The treasurer agreed to the purchase of two new NN9 flags in response to a request from Dun Laoghaire that the NSOA provide two flags to the host club for future Championship events – not silk!

Future Nationals - Future Nationals would take place at Dartmouth in 2012 and Abersoch in 2013. Discussion would take place at the May meeting to consider Holyhead, Lowestoft and Torquay for 2014. Jenny, as mentioned previously, was keen to investigate the latter, which she considered would make a splendid venue and would much appreciate David Wines chatting to his contact there. The 2015 event is already scheduled for Ireland. ACTION DAVID WINES

Plymouth 2011 - Fran and David had agreed the Notice of Race and SIs for Plymouth, and they would appear on the Squib website in early December, along with accommodation lists etc. Entries received by February $\mathbf{1}^{\text{st}}$ would be placed in a draw for two free dinner tickets. Currently there was no sponsorship forthcoming and, even with an entry fee of £200, their accountant had reckoned an entry of 105 boats was required to break even. However, Plymouth remained confident. Craning costs were a very reasonable £1500 and the marina was looking good with new showers and changing rooms.

Fran took the opportunity to emphasise to David that as always completion of racing was of utmost importance; social events taking second place.

IRISH FORUM - As Jill had arranged for the Irish Forum report to appear in the next Squibble, there was little for her to speak of, although she was enthusing about a new venue, Drunmonaire, conveniently located in the middle of Ireland where the Irish National Squib Inlands had just been held for the first time.

WEBSITE - Sean Clarkson had good reason not to be present today as he was attending his graduation ceremony....and collecting a first. Jenny asked that we

note how indebted we are to the Hon. Webmaster and the Committee joined her in sending worthy congratulations.

DATES OF FUTURE MEETINGS - As a meeting place Rutland Sailing Club was probably less convenient on balance than London in view of access problems. An occasional change had been muted to help Yorkshire members attend more easily, but instead Jenny agreed to contact them re the possibility of a meeting at the Naval Club on Saturday March 5th 2011, to coincide with the Dinghy Show. Failing that the meeting would be on Monday March 7th.

Other dates confirmed May 16th 2011 at the Naval Club, London, at 4p.m.

Annual General Meeting June 28th/29th at Plymouth Sailing Club

ANY OTHER BUSINESS - Fran Blackburn as Chairman of the Championship subcommittee, Pete Richards as Editor of Squibble and the Squib Handbook and Sean Clarkson as Hon. Webmaster were unanimously co-opted to the committee.

New Trophies - The Shackle Trophy, which Lou thought should be awarded to a loyal wife, is instead intended for the boat fielding combined ages of helm and crew of less than 70 years; essentially designed to encourage younger members. Secondly the Hunter Trophy from the Dart Fleet would target less noteworthy boat numbers.

The Travellers' Trophy - The format would be as 2010 with four events to count, one being either the Inlands or the Nationals. In the last year 153 entrants had participated, although only six had appeared at five events.

The Inlands - Mike introduced the subject of the Inlands, which had fielded a fleet of only 33; a far cry from the 50 boats that Rutland usually attracted, possibly because of the proximity of the Southerns at Weymouth only two weeks earlier. He and the Championship sub –committee had discussed moving Rutland to the second weekend in October and holding the South Coast event a little earlier, when dates permitted. Generally it was assumed that this was but a blip on the attendance horizon and things would be back to normal in 2011.

Still on the subject of the inlands, Mike requested that the NSOA might send a measuring and weighing team to help with scrutineering at big events, as Jill had already mentioned earlier. The Rutland Fleet were not in their first flush of youth

and some help was required. There were no dissenters and Jenny asked the Technical Sub-committee to consider this for next year. ACTION MALCOLM

Life Membership - Sally had received a request for life membership from Jack Binns, a one time Squib sailor for many years and now in his nineties. The Committee were reluctant to create a precedence, although not unsympathetic, and were happy to send him complimentary copies of Squibble. As Jack was a member of SCYC, Pete Richards kindly offered to sort it out and this was welcomed. ACTION PETE

There being no further business the meeting closed at 7.25pm.

UPDATE

SINCE THE MEETING JENNY HAS CONTACTED COMMITTEE MEMBERS FROM YORKSHIRE AND IT HAS BEEN AGREED THAT THE DATE OF THE NEXT MEETING SHOULD COINCIDE WITH THE DINGHY SHOW.

THEREFORE THE NEXT MEETING WILL BE ON

SATURDAY MARCH 5TH AT THE NAVAL CLUB, LONDON, AT 4pm