

NATIONAL SQUIB OWNERS ASSOCIATION

Minutes of the Committee Meeting held on Monday, 10 November 2014
at the Naval Club, Hill Street, London

1 Attendance and Apologies

Present:

Chairman	Steve Warren Smith
Secretary	Marian Gibson
Treasurer	Chris Rickman
Irish Forum	Jill Fleming
Chair Technical Sub Committee	Malcolm Blackburn
Chair Championship Sub Committee	Fran Blackburn
Chair Publicity and Marketing Sub Committee	Ricky East

Lou Bibby, David Biddle, Mike Barsby, Sean Clarkson, Gerard Dyson, Tony Gibson, Duncan Grindley, Brian Pettitt, Pete Richards, Jenny Riley, Chris Stonehouse, Ian Waite, David Wines, Paul Withers, Peter Wyllie

Apologies:

Andrea Holland (Membership Secretary), Eddie Harper (Editor, Squibble) Tony Saltonstall (Hon Technical Adviser)

2 Minutes of meeting held on 19th May 2014

Approved

3 Minutes of AGM (8th July 2014) and SGM (3rd October 2014)

Noted, Accuracy agreed.

4 Matters arising from the above not otherwise on the agenda

Year Stickers: David Biddle queried whether the Class Rules had been amended to reflect the decision to stop issuing year stickers. Lou Bibby / Marian Gibson to double check.

5 Chairman's Report (attached and forms part of these minutes)

The report was duly noted.

6 Treasurer's Report (attached and forms part of these minutes)

Chris Rickman reported that currently the figures are looking good – but it will all depend on whether people pay their subscriptions in January. Advertising revenues are being chased successfully. The current balances (in round figures) are £8300 and €3500.

J Riley asked whether Jim Tubby had been reimbursed for storing the moulds.. Agreed that there would be a token thank-you (SWS to organise). It was noted that Tony Saltonstall had received £4500 in contributions from the fleets.

7 Sub-committee membership

The membership of all sub committees was reviewed as below:

TECHNICAL

CHAIRMAN Malcolm Blackburn
Mike Barsby
Mark Downer
Derek Jago
Malcolm Hutchings
Bryan Riley
Tony Saltonstall

CHAMPIONSHIP

CHAIRMAN Fran Blackburn
Lou Bibby
David Cannell
Gerard Dyson
Mike Fenwick
Chris Hogan
Eddie McCarran * not NSOA member
Jenny Riley
Paul Withers

PUBLICITY AND MARKETING

CHAIRMAN Ricky East
Mike Barsby
Sean Clarkson
Vincent Delany
Gerard Dyson
Tony Gibson
Eddie Harper
Pete Richards
Jenny Riley
Chris Stonehouse

DATABASE

Sean Clarkson
Gerard Dyson
Iain Jones
Andrea Holland
Fran Blackburn
Tony Gibson
Marian Gibson
Lou Bibby (Consultant)

8 Membership Secretary's Report (attached and forms part of these minutes)

Fleet Captains and membership: Noted that there are a number of fleet captains who are not currently NSOA members. Action: SWS to write to them suggesting membership of the NSOA would be beneficial to them.

EMailings: Noted that the system to send out block emails to the membership is ready to go. The comment was made that the new system is going to make the Membership Secretary's job easier and simpler – a no brainer!

Handbook: Mike Barsby: Printed handbook useful – particularly for organisers of events to be able to check membership. Would a combined handbook and Squibble be possible – just one issue a year? Note that the handbook is out of date before printing given the rapid change of data. The Membership Secretary is very happy to liaise with event organisers over membership issues. TG commented that it would be possible to produce an electronic version of the handbook which could be printed on demand (and kept up-to date) with results and archive material going to the website. RE commented that there is enough material for 2 Squibbles a year. Pete Richards thought the May Squibble should major on towards technical reports and event info and December on Race reports

Agreed that the handbook would be an electronic publication, to be kept up to date. Championship results and the archive will be put on the website. The format of the handbook would enable users to print if they wished. 2 printed Squibbles to remain.

9 Publicity and Communication Report (attached and forms part of these minutes)

Internal communication including Squibble: See above for decision on Squibble

External communication and publicity: SWS reported that following Cowes Week with a second consecutive win for Lady Penelope he had attempted to increase publicity. Sue Pelling had been paid £200 for the use of her contact list and to produce the report. Unfortunately there had been minimal response from the media.

Dinghy Show: Agreed that at this stage it was not possible to make a decision on a presence. Rondar have suggested that a Squib without the keel would be easier to display. Noted that space is cheaper for class associations than commercial organisations. A watching brief to be kept on space at the show with a decision to be made by email once it position is clearer regarding the build.

ESquibber: An initial version had been circulated. Noted that this is not intended to replace Squibble but rather to add a member benefit. The lead time for publication is short so it could be very topical. Agreed to proceed.

10 Championship Committee (attached and forms part of these minutes)

Jenny Riley raised the issue of prizes for National Championships – the guidelines are very prescriptive. Pete Richards commented that £2500 had been spent on prizes for Abersoch. Jill Fleming said that Howth felt they were being forced on the issue of prizes. Agreed that the Championship Committee need to look at the whole issue of prizes, with input from the whole committee sought with a decision before 31 January 2015. It was also noted that sponsorship is not easy to obtain in Ireland.

David Wines asked what progress there as for the 50th. It was noted that Weymouth have indicated that they could host 2018. Fran Blackburn reported that the committee is currently talking to West

Mersea although no decision has been made. A regatta as well as a championship would be likely to be popular.

Noted that the East Coast Championships are set as follows: 2015 Bridlington (RYYC), 2016 Medway, 2017 ? Burnham / West Mersea and 2018 not fixed but Burnham would like to host it in the home of the Squib.

Events abroad

Rondar Garda Regatta 2015: Noted that this is the week prior to the Nationals at Howth so there would be potential transport issues

2016 South Coasts: Likely to be at Bordeaux

2017 Rondar Garda Regatte: dependent on dates (Nationals clash)

The future management of the inland Championship.

Mike Barsby reported the concerns from the Rutland Fleet about the management of the Inland Championships. Agreed that the NSOA would give Rutland assistance in the running of the Championship but clarification is needed on what assistance is needed.

11 Technical Committee

Scrutineering

SWS reported on his meeting with the RYA on this issue.

Bas Edmonds has commented on the apparent rule bending and the need for the NSOA to ensure the rules are complied with. It was noted with regard to Harry III that there had been no protest and at this point in time it was going to be impossible to get the facts as the parties have dissipated. The RYA agree with this.

The RYA would like to attend the East Coast Championships in 2015 with observer status. They would also like to attend the Nationals in 2015 officially. Noted that this would need to be cleared with the ISA but Jill Fleming thought they would be happy to have RYA involvement. It was also noted that the 4 Irish Measurers would be at Howth.

Boats need to turn up at championships within the rules and be kept within the rules. M Blackburn that said that scrutineering should be a deterrent. Note that the builder is technically appointed by the RYA and maybe a little more proactiveness at the build stage would have helped.

J Riley raised the issue of a boat that has been declared out of class – on length – MB said the measurement is technically tricky – but since everything has come out of the same moulds they should all be the same length.

MB commented that the way the mast gate is measured will change. How boats are measured needs to be reviewed with the RYA agreeing to changes to the system.

D Wines: Weigh boats before launch and check a number of boats each day during the competitions. (Checks as soon as boats finish racing, before they get back to moorings and derig with a rib going alongside and putting a person on board to check at random.

The NSOA need to be seen to do things correctly.

SWS Howth scrutineers need to agree with MB / RYA what is to done.

P Withers: There are concerns that there has been appeasement with rumours around that Harry II's keel had been altered.

SWS The NSOA needs to keep on top of the issue, tightening up on how scrutineering is done. If there is an issue it needs to be transparent – not reported months after through gossip.

12 Build Report

SWS said that price is the driver. In order to keep the price below £20K the build will need to move forward 50 years. The modern technique is to use an Internal Mould within a rigid hull. The current Squib's hull rigidity come from wooden bulkheads and stringers. The modern material is a foam sandwich. Other considerations are RCD compliance (buoyancy issues). Note that without RCD the boat would be practically unsaleable. Other areas of interest are self-draining cockpits, lower maintenance and increased comfort.

Rondar understand keeping to current performance BUT there has to be a hook to catch new buyers. Their aim is to sell 18 in the first year – a modern Squib that behaves the same as the existing one – not creating a classic and a new fleet.

Samples of “foam” were passed round which resolved a number of concerns about the material. Drawings showing how a self draining cockpit could work were also passed round with a raised floor (height not clear but possible something like 30mm). The proposed material is closed cell foam, (bubbles of foam) in a sandwich of overlapping fibre glass scrim. P Richards commented that the original foam sandwich was a very different material. SWS understands that it is repairable and can easily be taped up so a regatta can be completed. It is also durable and should withstand cold and ice.

Comfort: Rather than remaking the deck mould the suggestion is to have a hinged foam “pad” that can also be used as a fender.

Keel: Rondar feel a good keel is essential and recommends Paul Handley for this. The scans from Squib 11 have proved problematic but PH can turn drawings into digital files and then a CNC mould from which a plug can be made for the 2 half moulds. The keel would then be encased in epoxy resin with the intention of producing an accurate and repeatable keel. Any difference in weight would be made up with lead. The resin could be coloured to prevent alterations. PY is aiming for 26 – 28mm. (note that SWS has measured the RVYC keels and they vary between 22 and 30mm. Most are between 26 – 28mm). S Clarkson said he can convert the scans from Squib 11 (He will contact Rondar to get them. **Action S. Clarkson**

Floor height and self bailers: M Blackburn commented the bottom of transom is just above water line, therefore the floor is maybe a couple of inches above that. D Grindley commented that floor height is currently not uniform in all boats – a small group around 760 have a higher floor. Agreed clarification on impact of self-bailers on floor height needed before an informed decision can be taken on this.

D Wines asked what the NSOA asked tenderers to build? Price was the limiting factor, accepting that modern techniques and materials would be used.

M Blackburn commented that we need a boat people want to buy. It would be impossible get a builder to make a Squib using 60s technology at an acceptable price. Note that the existing Squib is very stiff and the proposed changes to materials shouldn't affect that.

Ownership of moulds: Note that the NSOA own the hull and deck moulds. In addition the NSOA would wish to own the keel mould and then the internal mould at some stage.

Cost implication for NSOA: At this stage there is no cost implication for the NSOA. However the keel mould is going to cost upwards of £1000 to produce. **AGREED unanimously:** Expenditure of up to £1500 for the keel by the NSOA. So far as the internal mould is concerned, initially this would be funded by Rondar with the NSOA buying it at a later stage. M Blackburn commented that Rondar had not originally expected the NSOA to be able to pay for the keel and internal moulds at all.

Target Market: Individuals as well as Sailing schools, clubs, etc. The reach needs to go beyond just the racing sailor.

M Barsby: Need to make sure the NSOA is not liable for bad build. There is a perception that it will be a rebuild which equals redesign - which needs to be addressed.

SWS: The risk is doing nothing – do we want a heritage class? If you don't want a new Squib, there are some 800 old ones out there.

P Richards: This is an opportunity to standardise the Squib

T. Gibson commented that people are waiting for the new boats

F Blackburn: New sailor / younger people want to turn up and sail – not spend hours on maintenance.

Ian Waite: B&Q analogy – DIY is dead, long live the garden centre

SWS Note that there will be no builder's licence from the RYA until the first boat has been built and tested. Rondar want the class behind them.

Note that the RYA could say that the class will go with Rondar as builder and ignore the views of the NSOA.

P Withers: At the Squib AGM at Weymouth the view was expressed that the class is stagnant and it is time for a change. Foam may produce superior boats but the class needs a profitable builder. In the current market safety (RCD) become important.

Agreed that there was general support for the Rondar proposals:

RCD - agreed

Hull with integral stability provided by modern material using Cellular Foam rather than single skin and wood - agreed

Internal moulding – agreed

Encapsulated keel - agreed

Self draining cockpit: some concerns re floor height

Class rules need to allow existing boats to upgrade without too many restrictions.

Electric bilge pumps permissible (currently the rules are silent)?

Side bailers above water line?

Removal of inner edge of deck on side decks – note “Fender” concept which should be easily retrofittable.

What about removable / adjustable seats?

Aim to get decision by end 2014 using Squibble and Esquibber to communicate with the members. SWS / TG to explore a video presentation asap as an additional method of communication with the membership with communications being used to highlight the major proposals:

Foam hull / deck

Internal moulding

Encapsulated keel

SWS First priority is to start the communication with the members, then work up the detailed proposal with and for Rondar before prototyping and then testing can start. Note Rondar have to be happy with the product as well as the NSOA

"It is agreed in principal to progress with the engineering and build of a new Squib from Rondar Raceboats Ltd. The membership of the NSOA will be asked for approval of the process."

Carried 21 in favour, 1 abstention.

In addition it was noted that clarification on the technical issues highlighted above and the contractual agreement between Rondar Raceboats Ltd and the NSOA including costs would be required, including the NSOA wish to own all moulds eventually.

The vote was held with the understanding that all those present felt comfortable that they could "sell" the proposals to most of their members.

13. Any other business

Tony Saltonstall will be presented with his RYA award on 21st November
Duncan Grindley reported that the Burnham Fleet is buying a club Squib.

14 Date of next meeting

Monday 9th March 2015, 2 – 6pm

There being no further business the meeting closed at 6.10pm

Attached Reports

CHAIRMAN'S REPORT

Since my last report, presented at the AGM during the National Championships, the Class has been as busy as ever on and off the water.

The Nationals, hosted jointly by the Royal Norfolk and Suffolk and the Waveney and Oulton Broad Yacht Clubs, were a great success, with 45 boats at the main event out to sea, and another 18 competing in a parallel, and very successful, event on Oulton Broad, making a record total of 63 boats at Lowestoft. While 2 days were lost to bad weather, 6 races were completed, Princess Anne, the Princess Royal, enjoyed meeting the Chairman and watching one days' racing, and Alan Johnson and Dave Garlic in Cariad Bach (132) were duly crowned 2014 Squib National Champions at a superb Championship Dinner held at the RNSYC on Friday night. Also of note was the notification by the RYA of the Lifetime Award to Tony Saltonstall, to be presented by the Princess Royal at their awards ceremony in London in November.

Cowes Week attracted a healthy 31 boats, more than any other class apart from the X boats, and for the second year in a row, the Class, White Group and Cowes Week Overall Champion was Squib 819, Lady Penelope, sailed by Malcolm Hutchings and Andy Ramsey.

The South Coast Championships, hosted by RVYC on the Isle of Wight was also competed for by its maximum capacity of 31 boats, and was won by Mickey Wright and Mel Titmus in Spoof (811).

The 20th running of the Inland Championships, superbly hosted again by Rutland Sailing Club, proved irresistible to a record entry of 54 boats, and was again won by 132 Cariad Bach, sailed by Alan Johnson and Dave Garlic. An SGM was held at Rutland to consider and vote on allowing electronic voting to be used as well as postal voting for any future rule or constitution changes, and this was passed on a ballot by 49-1.

This list of events, entries and winners continues to demonstrate the strength of the Class and its fleets in the UK and Ireland, even at a period when no new boats are being built, which is a situation we all hope will only be temporary and which brings me to the next major issue, that of the new builder.

After an exhaustive tender process was complete, the technical committee was unanimous in recommending that Rondar Raceboats be our new builder, which was announced at our AGM at Lowestoft. A meeting was held with Paul Young, the Rondar Managing Director, at the RNSYC on 5th July, to hear his plans for the future building of the Squib, and he inspected a number of boats at the event. During the course of the summer the moulds were safely and securely delivered to the Rondar yard in Wiltshire, and Paul Young undertook much research, canvassing Squib and non-Squib sailors, other Classes and future potential markets. Using this feedback and his company's past experience, he continued to develop ideas for the future Squib construction and made a presentation to Class members at the SGM held at Rutland on 3rd October. Subsequently I had a meeting with the Bas Edmonds, the RYA Technical Manager on 10th October, also attended by Paul Young which proved very timely and informative. Paul again presented his proposals for improving and re-engineering Squib production, and the potential rule changes that would be required, and the RYA added that they would be heavily involved in overseeing the whole process. The RYA requested that Rondar make a formal submission to become the new National Squib builder, with accompanying plans and technical data, and also that the NSOA make a formal request that the process should begin. The following, after the submission of the same technical information, was approved by the NSOA Committee and put forward to the RYA:

"The NSOA requests that a dialogue be opened between themselves, the RYA Technical Committee and Rondar Raceboats, to consider the proposals put forward by Rondar for the design, build and regulatory approval of the new Squib, subject to Class ratification."

Both proposals were then considered at the RYA Technical sub-Committee meeting on 22nd October, and duly accepted. In order to have the most up to date information, Paul Withers and Steve Warren-Smith visited the Rondar yard again on 4th November to put forward further questions, requests and concerns from the Committee and membership, and also be appraised of further details of Rondar's plans. The results of this will be presented this afternoon. As an upshot of this last meeting, I have also had two long phone conversations with Paul Handley, who has become our most likely candidate

to produce the next keel pattern from drawings and computer scanning, and again we will be discussing the procedures to make sure the production of this sensitive and vital component of the new build is handled in the best possible way.

The Chairman also undertook two further meetings in October, visiting Alastair Shires, manager of Contender UK, our sailcloth manufacturer, and the RYA on other matters.

The upshot of the first is to report that Alastair was keen to reinforce his commitment to the Class and our present use of Mace Polyreg 5.52 sailcloth. He also discussed his perceived pros and cons for other materials, including Polykote, laminates and colour changes. Contender BV, the Dutch parent company, have brought their dying and finishing process in house to ensure a higher and more consistent quality after a couple of issues this last year. Contender are willing, again, to offer a small amount of Mace Polykote sailcloth for two suits of sails to be made, and trialled, if there was a desire from the Class. His basic advice is that the Class at present is using the best cloth available, and many other Classes also stipulate it. Polykote, while marbling quicker, would probably hold it's shape better and for longer, but would also need much more care than Polyreg, and be 5-10% more expensive. He strongly advises against laminates. However he did suggest that a relaxation of some rules, in consultation with the sailmakers, may offer them greater flexibility to maximise the potential of present, or future, sailcloth. His final request was that any communication involving sails or sailcloth should be inclusive of ALL parties, i.e. the three sailmakers, NSOA and Contender as they all impact on each other.

The second meeting (with the RYA) was in relation to perceived rule infringements, non-compliance, misinterpretations and complaints received both by the Class and the RYA over the last year. Again, some of this will come up for discussion today, but the RYA wanted to make it clear that they were more than a little concerned by what they were hearing about the Class in this context, and were willing to help in resolving these issues. Their suggestion was to have observer status at next years' East Coast Championships, and full scrutineering oversight at the Nationals next year in Howth. It is reflection of the seriousness of this matter that I have left it until last in my report.

The next few months (and even hours) will be vital in ensuring the best possible outcome of our builders' proposals, Committees' commitment and members' support for the future of the Class, not only for existing members, but also to future potential buyers, to secure the future of the Class for another 50 years in an increasingly competitive marketplace.

Steve Warren-Smith
Chairman

TREASURER'S REPORT

National Squib Owners Association

Accounts for the Year ended 30th April 2014 and forecast for 2014/15

Income and Expenditure Account

Period	<u>Actual</u> <u>to</u> <u>01/10/14</u> <u>(£)</u>	<u>Actual</u> <u>to</u> <u>30/09/13</u> <u>(£)</u>	<u>Actual</u> <u>to 2014</u> <u>(£)</u>	<u>Forecast</u> <u>to 2015</u> <u>(£)</u>
<u>Income</u>				
Subscriptions received - current year	0	0	10619	12000
Subscriptions received - re prior years	2673	1068	1400	2700
Squibble and Handbook adverts	1200	0	764	1400
Building fees-RYA	0	32	0	0
Mould fees-Squibs	0	600	0	0
Miscellaneous	1029	0	0	1029
Interest Euro charges and rate movements	-25	-20	-39	-50
	<u>4877</u>	<u>1680</u>	<u>12744</u>	<u>17079</u>

Expenditure

Presentations	0	0	0	0
Membership & Secretarial honoraria	900	0	600	900
Web site & computer costs	60	0	360	360
Room hire	151	74	223	225
Squibbles	2138	2749	5498	4400
Handbook (2013 electronic version costs)	0	0	0	600
Postage costs Squibble & handbook	0	676	1211	1250
Travel	0	0	0	50
Other postage stationery	100	30	427	300
RYA, IYA, SCRA Subscriptions	0	92	255	255
Insurance (assets, public liability & officers)	739	738	738	739
National Championships	250	200	200	250
Membership stickers	0	0	191	0
Yachts & Yachting (2013 keelboat edition)	0	0	0	0
Marketing	200	0	0	500
Miscellaneous	1042	0	30	1080
Bad debt for advertising in publications	0	0	0	200
Depreciation- Moulds (over 15 years)	0	0	856	856
Depreciation-load cell & other	0	0	100	100
	<u>5580</u>	<u>4559</u>	<u>10689</u>	<u>12065</u>
Deficit/Surplus	-703	-2879	2055	5014
Transfer to Mould replacement reserve	0	0	0	2000
Transfer to 50th Anniversary reserve	0	0	500	1000
Proposed Transfer Total	<u>0</u>	<u>0</u>	<u>500</u>	<u>3000</u>
Balance transferred to/(-from) Accumulated Fund	<u>-703</u>	<u>-2879</u>	<u>1555</u>	<u>2014</u>

HON MEMBERSHIP SECRETARY'S REPORT 10/11/14

Apologies for not being at this very important meeting but I'm sure the knowledgeable Committee will agree on what's best for the Fleet.

Membership now stands at 418 Full and 87 Associate members, up slightly since the last meeting.

In order to update the new database, I have been in touch with all Fleet Captains requesting up to date e mail addresses of their members. This proved extremely helpful with numerous amendments and additions. All Fleet Captains have eventually responded but I am still waiting for updates from members of Holyhead and Glandore. There are also several members without e mail addresses.

The database is progressing well and I have been using it alongside the old one. Not all functions are incorporated yet but, hopefully, will be in operation for 1st January 2015 when the subscriptions start arriving.

A personal letter is going to all members with the next copy of Squibble, containing their information to access the new Membership Website to enable them to amend their details. E mail addresses and addresses are hidden but logged in members can contact another member by:

Phone if the member hasn't opted out

Mobile if the member hasn't opted out

E mail via a contact form – the recipient's e mail address is never displayed to the sender.

Any non-logged in NSOA member, former member or any casual visitor to the membership website can view absolutely nothing. Access to data can be tightened or relaxed as the committee sees fit. Marian and Gerard can already access the site in different ways so may be able to answer any questions you have.

With all this information available online, I do wonder whether we need to publish a handbook which very soon goes out of date. There will, of course, be members who want to keep the traditional handbook, especially those without e mail addresses who obviously don't use the internet.

Marian and Tony are working hard on sending block e mails and when up and running, we intend to send e mails to all members regarding the increase in subscriptions and to remind those who pay by standing order to contact their banks to increase payment for 1st January 2015. We feel that two or three reminders are necessary, including one in the next Squibble.

I hope you have a productive meeting, you have a lot to discuss.

Andrea

PUBLICITY REPORT FOR COMMITTEE MEETING NOVEMBER 2014

Publicity and Marketing is really about Communication. This is something the NSOA has been bad at. There is a gulf between the club racer and the champs racer. Probably most champs racers, most of this Committee, are not really aware of this but they should be. It also seems that the Committee are not always in touch with each other. It seems quite arbitrary whether one is initially included on an email circulation and even if you are, when someone replies, they don't always click Reply to All so you miss out on the follow up. We must try to get information out widely within small groups, to the fleets, to the whole class. Hopefully the new database with updated email addresses should help some of this. We will have a means of passing information to the class – not just relying on whether Squibblers look at the website or follow Facebook.

To supplement this I wish to have a regular **eNewsletter** to serve as a supplement to Squibble. We've talked about this before but here is the draft, as beautifully produced by Tony Gibson. Just from my request for a vague draft, he has come up with this attractive and informative email. It will co-exist with Squibble and Tony thinks an issue every 2 months should fill the gap. That may be too ambitious during winter but we will see.

Now we have tamed the costs of **Squibble**, there is every reason for it to remain on the 2 issues a year basis. The Spring issue cost £2140 inc of mailing – about 20% saving – thanks to Ian Waite. There is rightly an affection for it and let's face it, it is the most conspicuous thing that members receive for their sub. The page number restriction (affecting the weight of the issue) to keep postal costs down must be adhered to. The For Sale page is a waste of a page and must be removed. Never current. Adverts - are they worth the effort to obtain? Only 2 in the last issue and I did try some different prospects but failed. Do we still have any unpaid debts from previous issues? Race reports should be summarised within the fleet reports, except for Inlands, Travellers Trophy and Nationals. Fleet reports must be the centre of the issue. Also FUN things, QUIRKY things (like social reports of the Nationals by the ladies of the Royal Vic perhaps?)

Lack of Squibble fleet reports in recent issues draws attention to the low number of really active, firing on all cylinders, fleets. We list all **fleets on the website** but it is a historical delusion in several cases. Example is my neighbour, the once mighty Felixstowe Ferry. Only 2 Squibs remain and they only race occasionally and never at the Ferry. We should look at all other similar fleets and decide which get the "chop" on the website. It's of no value to have an outsider ring or email the supposed Fleet Captain and find there is no fleet there. Looks pathetic. Having done this, should we look at the low number fleets remaining and see what the NSOA can offer them to recover? This would be a very good way to show the club racer what the NSOA can do for them. It will need mentoring or visits from neighbouring fleets or invitations to social events. Potentially lots of effort from some of us but worth it if it saves a fleet from fading away or helps a new fleet emerge. If this is considered worthwhile, perhaps some Committee members might like to use their experience usefully on this.

Website/Facebook. Exist to suit different people and both should be supported. Facebook group has 200+ members which is great but I guess many are not members of the NSOA. This is probably true of the website users also. This brings us back to HOW DO WE ATTRACT SQUIBBERS TO

BECOME MEMBERS? It ought to be easiest to sign up those who are already convinced the Squib is a great boat and sail one. However it seems that isn't true. We have fleet captains who are not members of the NSOA. I find this amazing. What are we to do?

Outsiders to be welcomed to the Squib class. This is our other source of members and hopefully the new builder and their publicity machine will help here. The Dinghy Show is the other way to show who we are and I hope after the lapse of the last few years, we can have an attractive presence but for 2015 that will depend on progress with the new Squib.

Website. This needs a freshen up. Nothing serious but hopefully Mike Barsby will improve the artistic side, and the structure needs a little rationalising. I wish for the photo slideshow on the homepage to be larger and thus more eye catching. We have a CD of the Champs photos given to us by Oliver Knights and this will be used. I would like to see a link to Y&Y Squib page race reports so Sean doesn't have the chore of uploading a report some 20+ times a year. I believe outsiders might take the Y&Y route to see what Squibs are currently up to. We want to upload the history of the class –winners etc. – which used to live in the Handbook There have been indications that this will happen but nothing concrete yet.

Video. Please put your YouTube links on Facebook. Nice ones from Holyhead.

Ricky East
23 October 2014

NATIONALS SUB- COMMITTEE REPORT

7th November 2014

2014 saw a racing programme that featured a well-organised Nationals at Lowestoft with an associated parallel regatta on the Broads and also the 20th anniversary Inlands at Rutland with an exceptional entry. Both organising committees are to be congratulated on their dedication in producing two such exceptional events.

Looking to the future we have booked the Nationals for the next 3 years and are investigating a venue for the 50th anniversary regatta in 2018. The venues booked are:-

Howth 2015; Fri 26th June to 3rd July
Weymouth 2016; Fri 24th June to 1st July
Holyhead 2017; Fri 16th June to 23rd June

The NOR and entry form for Howth next year are now available on line and the organisation is well in hand.

After committee discussions at Lowestoft we agreed to approach West Mersea about hosting the 2018 Nationals and have had an encouraging reception from the club. The reason for asking West Mersea to host the 50th anniversary is to try and encourage a new fleet to grow at a club that historically was a Squib club. The venue is potentially also capable of hosting a regatta fleet as well as the main Nationals fleet which would allow more squibbers to participate in the celebrations.

The Nationals sub-committee is current composed of the following members:-

Fran Blackburn Chairman
Lou Bibby (Anglesey)
Gerard Dyson (Royal Yorks)
Chris Hogan (SCYC)
Paul Withers (Weymouth)
Mike Fenwick (Weymouth)

Additionally the NSOA chairman is copied in on all our activities.

I am always looking out for new members of the committee which conducts its business mainly by e-mail with meetings as required at the Nationals and/or the Inlands. I am looking for sailors who either already do or intend to compete at a National level and would particularly like to recruit members who can reflect the views of the silver and bronze sailors and also other fleets. Although Mike Fenwick & Lou Bibby are not currently active at a national level in Squibs they have signified their interest in

continuing to serve on the committee and in the absence of new members their input continues to be valuable.

Fran Blackburn (Squib Championship Coordinator)

NOTES ON THE 2014 SQUIB NATIONAL CHAMPIONSHIPS AND BROADLAND REGATTA, LOWESTOFT AND OULTON BROAD

The general feedback has been positive, with many crews from both events taking time to congratulate the clubs on an excellent week.

Racing north of the harbour was recognised as being a good sailing area with fair, interesting courses. The Race Officers and the race team were first class and the size and timing of the racing was fine. Only 6 of the scheduled 8 races were sailed due to two very windy days. On these days, the decision to stay ashore was made early so that competitors could fill their day productively. The safety crews were stretched on the final day and various issues will be followed up by the club.

The Broadland Regatta was most successful, with 18 boats competing in three races a day. The river race was held on the Thursday. It was unfortunate that the wind was in the North for most days, not the best direction for the Broad, however racing was close and entertaining. The competitors embraced the idea of joining the Championship Fleet for evening entertainment and the parallel event generated much interest from both camps.

We recommend that at future Championships, some thought is given to the possibility of providing a Regatta Fleet to sail in the Club racing area. It opened up the opportunity for people to take part when they otherwise would have felt unable to do so and swelled the numbers and enjoyment of the whole event.

The Clubs were very pleased with the popularity of all the social events, with most far exceeding the numbers expected. The Home Entertainment evening was very successful and the local fleet have been thanked for all their kindness and hospitality, especially as most had been sailing all day! The Final Dinner was held at the club, 157 sat down to an excellent supper and prize giving which worked well.

Craning out and in and storage of trailers was quick, easy and caused few problems for competitors. Scrutineering at RNSYC was carefully organised and generally worked well. There were issues beforehand with the load cells and on the day, several visitors became tetchy with some of the required checks. We recommend that this process be discussed as a committee and that more guidance to the host club is given before future events. (Note - It was suggested that 3 boats from each race should be weighed and checked after each race - who would do this after a long day at sea, and who would chuck out boats if they failed checks??? Everyone doing scrutineering is a volunteer and should not be expected to take flack from competitors)/

On the "Blown Off" days, the competitors found plenty of entertainment in the surrounding area with several crews taking boat trips on the Broads or visiting near - by towns and villages. The Club wondered whether they should have organised a back up plan at the club to keep people there and using the facilities, bar etc (e.g. running a snooker competition).

It was most disappointing that no crews came from Howth, Weymouth or Holyhead - the next venues for the Championships.

The total entry of 47 on the sea and 18 on the Broad was enough for the Clubs to feel that good competition was enjoyed at both clubs. Enough sponsorship was secured to help with expenses before entries came in and as promised, £2000 will be donated to sailing charities. It was not possible to find an "Event Sponsor", but the daily sponsors were well looked after and provided the required support.

The Clubs gained enough "profit" from the event to see all the hard work and volunteering as being worthwhile. They would like to thank all the visitors for making the long trip to Lowestoft and for making it such an enjoyable and entertaining week.

Jenny Riley October 2014