

National Squib Owners Association

Minutes of Committee Meeting held on 6th March 2017 at the Naval Club

1. Attendance and Apologies

Present: Steve Warren-Smith Chairman
Marian Gibson Secretary
Malcolm Blackburn Chair, Technical Committee
Gerard Dyson Chair, Championship Committee
Ricky East Chair, Publicity and Communication Committee

Lou Bibby, David Biddle, Jill Fleming, Tony Gibson, Duncan Grindley, Jack Grogan, David Hall, Brian Pettit, Mike Probert, Pete Richards, Chris Stonehouse, Simon Vines, Iain Waite, David Wines

In Attendance: Bas Edmonds, RYA Technical and Racing Services Manager

Apologies:

Chris Rickman (Treasurer), Andrea Holland (Membership Secretary), Tony Saltonstall (Hon Technical Adviser), Mike Barsby, Jenny Riley, Richard Sullivan

2. Minutes of the meeting held on 9 November 2016

Approved as a true record, nem con.

3. Matters arising from the above not otherwise on the agenda

Simon Vines reported that Weymouth are happy for him to serve on the Technical Sub-Committee, Iain Jones will continue to manage the database.

He further reported that the Weymouth fleet are to use electric bilge pumps locally.

4. Session with Bas Edmonds, RYA Technical and Racing Services Manager

SWS introduced Bas Edmonds to the Committee commenting that there has been more interest from the RYA in the Squib class as a whole recently.

Bas Edmonds remarked that there are 11 National Classes and as part of his role he is endeavouring to engage with each class so there is a clear understanding of what the RYA can do by way of support. The Rules Template is being updated. The Squib became a National Class in 1972 but a working relationship wasn't developed then.

1. Measurers and commercial interests

This is covered by the Equipment Rules of Sailing with limitations on what is allowed. The purpose is transparency and protection for owners. This is across all classes.

2. What you can (and can't do) to the boat

There have been a lot of misunderstandings on just what is permitted. The Class Rules (C7) state what is allowed but clause D states the limitations. The result is that replacement floors, knees etc do need to be checked by a measurer. The purpose is to ensure the even application of rules.

3. What is a certificate?

The initial certificate is issued on build with the builder declaration and measurer checks that in boat is "in class". This validates the boat. Onward compliance is down to the owner to ensure alterations after the initial certificate are checked.

Modifications to existing boats (e.g. adding the new internal mould)

This will need a two part declaration: the original declaration and the declaration from the new licensed builder that the boat conforms.

SWS remarked that there is a feeling within the Squib class that getting technical decisions from the RYA is very slow.

MB commented that there is a shortage of measurers and access to measurers to get boats re-measured is an issue.

BE replied that so far as Measurers are concerned the class needs to encourage people to come forward and undertake the training. Sail measurers are trained via a World Sailing course with a 4 year licence costing £35. Some could retrain to become hull measurers.

Sail lofts increasingly are licensed to measure the sails they produce. (Note: Hyde sails are covered under World Sailing Rules as the Sail Loft is in Cebu.) Sail measuring is probably not an issue. Note that untampered-with sails shrink with time.

BE suggested that fleets could consider appointing their own technical rep and for them to then train up as a measurer. Training is available.

MB raised the issue of the time the RYA Technical Committee takes to make decisions, regardless of how good the working relationship is. He commented that he feels that he is expected to provide an interpretation of rules at events when he is not legally equipped to do this.

BE remarked that as a staff member of the RYA he does not make interpretations of rules. If the wording is not clear it goes to the Technical Committee.

David Biddle asked how often the Technical Committee meets and noted that its terms of reference are very wide.

BE replied that the full committee meets twice a year but there is an email rolling agenda whereby questions where a yes / no response can be dealt with on a 2 week reply window. This has proved to be an effective method of dealing with the majority of items but there will always be items that require a more detailed response. He reported that there is a currently a vacancy for Chairman of the Committee.

BUILD

BE apologised for the delay in producing the report from the January testing but the Technical Department has had a very heavy work load recently.

The report is written and will be considered by a special Technical Committee meeting under an independent Chair from the RYA Council. The report is to go to the Committee without outside interference / influence and will not be seen by anyone outside that Committee until after the meeting which will be held during the following 2 weeks. The Committee has 6 members. The NSOA would be allowed to send 2 observers to the meeting and details of the meeting will be advised via the Secretary.

BE reported on the test process including weather conditions. The 3 boats were sailed by members of the British Keelboat Academy (and Bas Edmonds and Tom Walker). The rigs, sails and crews were all swapped around and all were weighed. The self draining concept was tested.

BE reiterated that the RYA wants to work with the NSOA to make the class grow.

Lou Bibby asked about the RYA Model Constitution. BE commented that he would recommend using it as a start (but not end) point.

5. **Chairman's Report** (Attached and forms part of these minutes.)
Volunteers to attend the meeting at the RYA were sought. SWS, Simon Vines, Mike Probert, Tony Gibson and Jack Grogan all said they could attend subject to when the meeting is. Noted that SWS, SV and MP are physically the closest to Hamble.
6. **New Build**
No further report beyond what has already been noted under Bas Edmonds report.

7. **NSOA Constitution** (Report attached and forms part of these minutes)
Lou Bibby opened the session by requesting that David Biddle be co-opted to the Review Committee to help with drafting. She said that the committee will look at the RYA model constitution and consider the RYA template for Declaration of Interest.
David Biddle said that he considered that a new objects clause was needed in the Constitution. The recommendations of the Sub Committee were considered and are part of the report (above).

Regarding Committee size and structure it was generally agreed that 20 should be the maximum size. The Committee is the governing body of the NSOA between AGMs. Currently all Committee members are elected by the AGM, and technically there is no reference to fleets. Malcolm Blackburn commented that the end result is expertise rather than direct representation for fleets. Committee members should be full members of the NSOA (other than for some of the Honorary positions. Associate members could be co-opted to fill an expertise requirement.

The Irish Forum: further discussion needed but agreed that at Committee meetings the Irish Forum should be entitled to 20% of votes (10 in favour, 6 against, 3 abstentions). There should be a target of holding one Committee meeting in Ireland in the year the Nationals are held there with all Irish Fleets given observer status at that meeting.

8. **Treasurer's Report:** (Report attached and forms part of these minutes)
1) Squibble cost: Iain Waite gave details to the committee of issues around the size of Squibble and costs. A 48 page Squibble fits into the lower postage brackets but one the size of Winter 2016 classes as a large letter and costs £1.20 UK and £3.65 to Rol. It was noted that the attempt to distribute Rol Squibbles via one person in Ireland had not worked out and there had been long delays in getting the publication to members. Consequently this was not tried again. A large Squibble also needs to be produced as a paperback (perfect bound) – stapling (saddle stitching does not work well over about 80 pages. Agreed that the size of Squibble needs to be controlled so that it stays within the 100gm postage limit.
2) Euro membership rate: It was noted that some subscriptions had been received for 2016 from Rol at €44 so it would be difficult to change the rate part way through a year. It was also noted that the rate had been favourable to those paying in Euros until mid 2016. Agreed that a fix on the rate at the end of November should be used for the following year.
9. **Membership Secretary's Report:** (Report attached and forms part of these minutes.)
The report was accepted and it was noted that Andrea wishes to relinquish the role after the 2018 AGM.

It was further noted that a new fleet has been established – in Malaysia at the Peninsula Cruising and Sailing Club where there will be 6 Squibs initially (2 of which are on their way there).

10. **Championship Report:**
a) 2017 Holyhead (Report attached and forms part of these minutes)
David Hall reported that work is still being done on sponsors for the event. Jack Grogan volunteered to talk to Holyhead on the subject when he visits shortly.
- b) 2018 Cowes** (Report attached and forms part of these minutes)
SWS reported the following since the report was written:
Launch sites: realistically probably all boats will need to be launched on the IoW. It would be difficult to take all that is needed for the week in the boat if launched at Portsmouth, secure parking for cars and trailers would be required. Most competitors are also likely to find a car useful on the island.
Scrutineering: Likely to be difficult with more than one launch site so it may have to be self-certified with on-water checks.
Publicity: Intended to launch once Holyhead is out of the way. The message is Squibs 50th anniversary.
Cowes Classics 2018 is a couple of weeks before Cowes Week – anyone who takes part in that can leave their boat safely care of the RVYC.

c) **Brixham** have asked whether they could be considered for a championship.

d) **2020**: It has been suggested that maybe a 4 day Nationals be considered and that the Irish Nationals be run at the same time. Jill Fleming is investigating.

11. **Publicity and Communications Report:** (Report attached and forms part of these minutes)
Report noted.

Dinghy Show: Tony Gibson reported that there had not been time to produce a formal report but that the feedback from visitors to the stand had been very positive. The boat displayed was Rondar production boat 1. The stand was basically the same as in 2016, in the same position. Attendance at the show seemed good. At this stage exactly what format the 2018 Show will take is not known as the contract between the RYA and Alexandra Palace is up for renewal. Ricky East commented that it would be nice to do something special for 2018 – entrance corridor maybe?

12. **Technical Sub Committee**

Alternative material to plywood for rebuilding floors: Malcolm Blackburn reported that the RYA have concluded, after independent advice, that the sample floor material was off weight. It has been agreed that a double thickness laminate will be trialled for a replacement floor in one Squib and that the work would be monitored. Martin Harrison (15) will do the work at the Heritage workshop on the Isle of Wight.

Electric pumps: Following the 2016 AGM vote MB reported that he has requested wording from the RYA and is expecting that a resolution on this issue will come forward for the 2017 AGM.

Malcolm Blackburn commented that so far as he can ascertain Parkers were the first builders with a full build specification.

Tony Saltonstall's paper on front buoyancy was deferred to the May meeting. Jack Grogan informed the Committee of an issue concerning 881 and the RYA.

13. **Any Other Business**

Peter Duce: It was reported that Peter Duce, a former National Champion and a Class Measurer has died.

Class Rules: Simon Vines commented that the Class Rules need a lot of rewriting – much of it to cover consequential errors where amendments have been made.

Spinnaker chute: Iain Waite raised the question of whether a spinnaker chute may be possible.

East Coast Championships: Jack Grogan reminded the meeting that the East Coast Championship will take place at West Mersea between 27th and 29th May.

14. **Date of next meeting:** 8th May 2017 at the Naval Club.

NSOA COMMITTEE MEETING MARCH 2017

CHAIRMAN'S REPORT

This report is fairly short, reflecting the time since the last meeting and the holiday period it encompassed. Ironically though, one main event, which has great potential for the future of the Class, took place and deserves prominence.

The final stage of testing the new Rondar built Squib took place in January at Portland (WPNSA) under the auspices of the RYA. As previously agreed, the boats involved were the newly built production standard boat, the thoroughly tested prototype, and a competitive Parker boat with good Nationals provenance. The Class is hugely indebted to Malcolm Hutchings for lending and delivering Lady Penelope (819) to Portland for the testing, in November. Due to various personnel issues, the testing didn't start until 7/8 January, and was completed by 15 January. Deliberately, the NSOA distanced itself from this event in order for it to be completed independently and objectively by the RYA. Again, Malcolm collected his boat and returned it home afterwards, and the Class is also grateful to WPNSA for storing all 3 boats securely without charge for such an extended period.

The report from the testing is almost complete, and will be submitted to the RYA technical committee for a final decision as to whether the new boat meets the performance mandate set out and agreed at the start of the process. No date has been set for this completion, but it is hoped to be as soon as possible and will be circulated to the Class as soon as it is received. It is frustrating that this matter is still ongoing, but to a greater or lesser extent all three parties (RYA, NSOA and Rondar) are to blame for this, often with good cause. A matter as important as this to the Class's future certainly doesn't need rushing, but equally doesn't need to be delayed unnecessarily.

Consequently the builder will not have a licence to build new Squibs issued before the Dinghy Show, but the Class will be well-represented there on its own independent stand, with the production boat supplied and delivered by Rondar. By the time of the meeting we will be able to comment on the success of the Show and the reception of the new boat, but the Class's thanks again go to those who have put so much time and effort into making the Show the success I'm sure it will be. Personally I feel it very important both to be present at the Dinghy Show, and to be there in our own right as a Class.

Adding to the RYA workload over the last couple of months has been a complicated technical issue relating to a late build Parker boat that has had its measurement certificate withdrawn, causing concern to the owner and the Class. Whilst this is an ongoing matter it would not be right to comment further, except to state clearly that it is a matter between the RYA and the boat.

Work has continued over the winter on the Class Constitution, and will be discussed in detail at this meeting. This again, is a chance to improve the way the NSOA works, and to ensure it reflects the members' best interests in the future.

Much progress has also been made during the winter months on the many events the Class supports on the water at a Club, Regional, National and International level. It is important to remember that whilst an awful lot of energy seems to be expended on technical and regulatory issues, most of which goes unseen by the Class, they enjoy sailing and competing at well run and supported events around the Fleets in Britain and Ireland. It is these events that keep the Class's positive profile to the fore in the sailing world while providing the greatest participation for our members, and must continue to receive the full support of the NSOA.

Finally it must be noted that this year is the Acting Chairman's last in post, as well as the final one of the three year tenure for our Hon Secretary and Hon Treasurer. It is vital to the continued functioning of the Class that suitable replacements are found for these posts before the AGM in June at Holyhead

It only remains for me to thank you all for your support, hard work and expertise in all you do for the NSOA, behind the scenes and at these meetings.

Steve Warren-Smith

Report for NSOA committee meeting on Monday 6 March 2017 following the review of the Class Constitution

by Richard Sullivan, Chris Stonehouse & Lou Bibby

Reports were received from:

David Biddle, Simon Vines, Steve Warren Smith, Jenny Riley and Malcolm Blackburn

Major Issues arising:-

Size of the Committee

- At present 20 plus 6 ex officio and up to 3 co-opted has become unwieldy
- Representation – might geographical regions be better than individual fleets as it not always easy for the smaller fleets to find someone with the time?
- Possible regions – north, north west, north wales, east, south, south west and central with 3 Irish regions north, south and south west
- Or Fleet representation – discuss whether one vote for each active fleet (define active fleet – more than 6 boats)
- Aim is to have effective management and the members should be prepared to take responsibility, possibly represent more than one fleet but keep it one member one vote.
- *Should committee members be time limited in that they can only serve 2 or 3 terms without a break to try and encourage new people in? At present they serve a 2 year period and then are voted in again at the AGM for another 2 year period*
- **Recommendation** – 6-8 members representing the various regions plus a number of directly elected members – reduce committee to a max of 20

IRISH FORUM –

- not defined in the NSOA Constitution but currently an individual is voted in at the NSOA AGM to represent all the Irish Fleets
- Irish Forum has its own constitution and governs the Irish Fleets without NSOA input

Proportional Representation: was suggested at the 2016 AGM

Jill's view – she represents 110 NSOA members and only has one vote on the main NSOA committee. It was suggested at Nov 2016 meeting that Jill Fleming, Chris Stonehouse and Vincent Delaney would discuss this further however,

- PR complicates the existing structure of the committee as it raises
- issues about how it will work and doesn't solve the problem of effective decision making for example
- if using proxy votes, Jill would have to go back to the Irish Fleets & ask them the question and then get their views and then back to the main committee to make a decision – it will slow up effective decision making.

- Potential that a committee member with more votes might use the larger vote to further beliefs that are not necessarily that of all their fleet members
- Suggest contacting all Irish NSOA members to see what their views are
- **Recommendation – Further discussion on this issue**
- **Suggest the Irish Forum has three votes for three regions, the north, south and south-west or one vote for each active fleet?** (define active fleet and state they must all be NSOA members)
- There is nothing to stop any of the active Irish fleets at present being represented on the main committee – however, it is practical for the Irish Forum representative to represent all the active Irish Fleets

Membership and Voting Rights on the Main NSOA Committee

5 (b) states that Full or Associate Members may be proposed and seconded by a Full or Associate member of the Association for election to the Committee

Discussion: should this be reviewed because Associate members do not have a vote at either SGM's or AGM's?

Arguments for:

- consistent with voting rights on class matters at SGM/AGM
- only boat-owners ie Full Members should be on the Committee and allowed a vote?
- Seems strange to be able to determine the future of a class when you are not a boat-owner

Arguments against:

- Restricts the number of potentially good committee members who are Squib sailors but do not own a boat or a share of a boat.
- **No Recommendation at present**

Number of Meetings a Year:

Recommendation: amending rule 5 (i) Meetings should be increased to **three a year** and equally spread – so Jan, May and October with the option of webinar/electronic means and one of the meetings to be held in Ireland

- Adding to rule 5 (i) Electronic Votes – only in extreme circumstances can decisions be taken by the class committee by email if required and limited to one topic

Declaration of Interest

- Discussed at November 2016 meeting – too draconian for the committee member not to be present for the discussion
- **Recommendation** add a new rule “**a committee member with a commercial interest, should declare their interest and not vote on the issue and not be present at the vote**”

Subcommittees

- Governed by rule 5 (g) – is further detail required re: makeup of the committee, how long committee members serve or keep full flexibility as at present
- Suggestion – one nominated person who is responsible for the particular function ie Championships, Technical, Publicity with responsibility to account to the Committee and the right to draw in whoever he/she thinks might be appropriate?

Honorary Chairman

- Keeping the fixed term of three years will encourage new volunteers
- Remove the outdated sentence in rule 6 which referred to Max Evan's tenure
- Add wording so if the position becomes vacant between AGMs then suggested wording "*in the event of an honorary position becoming vacant the Class Committee may appoint any member of the Committee to fill the vacancy until the next Annual General Meeting.*"

New Position of Vice-Chairman

- Popular suggestion – discuss whether there needs to be a requirement to take over as Full Chairman = line of succession
- Must have the power to take the Chair in the absence of a Chairman
- Time limit of three years
- However, this is adding numbers to an already unwieldy committee
- **Recommendation** – amend rule 6/add rule 7 to include position of vice-Chairman

Hon Secretary

- Hard to find volunteers so suggest relaxing time limit of three years with suggested wording means if its approved at AGM they can continue for a longer period
- **Recommendation** add the words "**shall not be eligible to serve for more than three terms in succession without the approval of the majority of the membership at the AGM**"

Hon Treasurer

- Hard to find volunteers so suggest relaxing time limit of three years if they so wish – suggested wording means if its approved at AGM they can continue for a longer period
- **Recommendation** add the words "**shall not be eligible to serve for more than three terms in succession without the approval of the majority of the membership at the AGM**"

Hon Auditor

- Discuss whether to introduce a three year term to be consistent – however, if you have someone who is excellent why would you remove them?

Hon Technical Adviser

- Discuss whether to introduce a three year term – to be consistent - however, if you have someone who is excellent why would you remove them?

Hon Class Measurer

- Delete Rule 11 as the RYA is responsible for class measurement

Hon Publicity Officer

- Discuss whether to introduce a three year term – to be consistent – again if you have someone who is excellent why would you remove them?

Rule 14 (c)

- 20 Full Members can request a special general meeting to discuss specific business – *include a requirement to convene the meeting within 28 days setting out the date of such meeting*
- The rule currently states that not less than 14 clear days notice shall be given in the same manner as AGM notice
- **Recommendation** that there should be a 28 day time limit in which to convene the meeting

Rule 14 (e)

- Polls and proxy voting are very confusing at present
- **Recommendation:** if the meetings have been properly convened that polls should be conducted at that meeting and proxy votes will be in place for any resolutions proposed.

Rule 14 (k)

- Electronic votes – have proved to be very unpopular because there are no provisions for information to be provided by any parties, no proper forum for discussion and no auditability of votes
- Important to point out to the membership that the NSOA are not in a position to change the Class Rules without the approval of the RYA – it can only put up a suggestion on a vote which the RYA may or may not accept
- The NSOA committee are unable to agree a change to the Class rules with the RYA without first consulting the membership and receiving 2/3rd membership approval
- **Recommendation:** adding the words “Full member ballots *shall be conducted...*
- **ADD that** decisions can be taken by the class committee in extreme exceptional circumstances by email if required and limited to one resolution” at 5 (i)
- **Or** removing this rule altogether

Should Committee Minutes be publicised on the Website?

Discuss whether this is necessary and if so then it should be a requirement and the following should be put in the constitution:-

- Circulate minutes within 21 days of the meeting (unless exceptional reason ...)

- give all committee members a period of time (say 7 days) to amend the minutes)
- once approved then Minutes shall be published on the website

CONCLUSION

PROPOSED RECOMMENDATIONS FOR UPDATING THE EXISTING CONSTITUTION

Heading – amend back to original title as used in the Squib Handbook

RULES OF THE NATIONAL SQUIB OWNERS ASSOCIATION

(as amended in General Meeting on [] June 2017

- The website is headed **NSOA Class Rules** – presume typo – no vote required to amend

MANAGEMENT

Rule 5 (a) amend wording

Current wording “which shall consist of not more than twenty members elected by the Association in General Meeting with the addition of the Association Hon Chairman, Hon Secretary, Hon Treasurer, Hon Technical Adviser, Hon Class Measurer and Hon Publicity Officer ex officio”

New proposed wording: ““which shall consist of not more than twenty members elected by the Association in General Meeting **including** the Association Hon Chairman, Hon Secretary, Hon Treasurer, **Hon Technical Adviser**, and Hon Publicity Officer ex officio”

And **delete** Hon Class Measurer role – RYA are responsible for measurement

5 (e) If a casual vacancy should arise

- **Recommendation** delete words “due to death or resignation
- Add wording to Rule 5 (e) so if any position becomes vacant between AGMs then suggested wording ***“in the event of an honorary position becoming vacant the Class Committee may appoint any member of the Committee to fill the vacancy until the next Annual General Meeting.***

5 (i) Meetings of the Class Committee shall take place not less than twice in every year

- **Recommendation** increase to three meetings and include wording with the option of being held “by webinar/electronic means”
- **Exceptional circumstances- decisions can be made by the Class Committee by email if required**

6. Hon Chairman

- **Recommendation** “delete the last sentence – as out of date – it referred to **Max Evan’s** tenure when he served for 7 years.

New Position & new rule number

7. Hon Vice-Chairman

- **Recommendation** “A Class Association Honorary Vice Chairman who shall hold office until the close of the next following Annual General Meeting shall be elected at the Annual General

Meeting of the Association and shall be ex officio a Member of and serve as Honorary Vice Chairman of the Class Committee. The Vice Chairman will be eligible to Chair all Meetings in the absence of the Honorary Chairman. A retiring Vice-Chairman shall be eligible for re-election but shall not be eligible to serve for more than three terms in succession”.

7/8. Hon Secretary

- Recommendation to include the words “**shall not be eligible to serve for more than three terms in succession without the approval of the majority of the membership at the AGM**”

8/9. Hon Treasurer

- Recommendation to include the words “**shall not be eligible to serve for more than three terms in succession without the approval of the majority of the membership at the AGM**”

Hon Auditor, Hon Technical Advisor & Publicity Officer

- **Add the three term tenure to the above positions if the committee agree**

Rule 13 (c) delete the words “due to death or resignation”

Rule 14. GENERAL MATTERS – subdivide into sections

1. THE AGM

(a) Redraft this subsection as the English is poor and clumsy.

2. THE SPECIAL GENERAL MEETING

Should wording be included to reject an SGM what is potentially frivolous or illegal – provided there are enough signatories?

3. VOTING PROCEDURE – clarify that proxies will be counted at all General Meetings

Declaration of Interest - Include a new Rule

- **Recommendation** add a new rule “**a committee member with an interest, should declare their interest and not vote on the issue and not be present at the vote**”

LCB

5.3.2017

NSOA COMMITTEE MEETING MARCH 2017 TREASURER'S REPORT

Apologies, but I can't attend tomorrow as I now need to go to Worthing to visit my mother who has been quite poorly. Please send my apologies to the team – I hope the meeting goes well and the evening goes better !

With regard to my report, please see below. I have tried to keep it brief as there isn't very much that is contentious and the numbers look relatively strong.

1. Report Headline Numbers

Income is down YOY by £1033.12 (£14, 770.37 v £13,737.25)

Expenditure is down by £2578.2 (£11, 849.15 v £9270.95)

Money in Bank (exchange rate adjusted) has increased by 35% YOY (£22,999.71 v £31,144.96)

As such, the accounts are strong and would forecast that we will finish the year in a good position. Membership looks about the same for the comparable period last year – just waiting on some of the later subscriptions (which we always do – roughly £1,800).

My only note of caution remains the same in that I am unaware of any costs coming in from the new boat and as such, can't fully detail the precise position.

2. Exchange Rates. There are better business people in the room, but the change is significant and probably unlikely to change. As such, I would broadly support a revision in principle agreed at the AGM. This will give us another four to five months to ascertain any additional shifts.

3. Squibble costs. Just flagging it as ever. As mentioned to Ricky by e-mail, it is trying to get the balance right between quality, editorial freedom and cost. January's edition was certainly sizeable with good 'copy', but as Treasurer when edition cost to edition cost increases by 84% or year on year by 75%, then it seems sensible to raise it for consideration – the one copy of Squibble equated to just under 30% of our annual income ? Given that the average Squibble cost in the last three years has been £2196 including postage, I would suggest an annualised budget figure of £5,000 for 2017/18 and would welcome the committee's view on this.

| | Jul-14 | Jan-15 | Jul-15 | Jan-16 | Jul-16 | Jan-17 |
|--------------------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Squibble | £1,794.00 | £2,081.00 | £1,528.00 | £1,878.00 | £1,774.00 | £3,203.00 |
| Postage | £344.36 | £538.44 | £355.65 | £349.73 | £340.27 | £690.45 |
| Total | £2,138.36 | £2,619.44 | £1,883.65 | £2,227.73 | £2,114.27 | £3,893.45 |
| Cost Increase/Decrease £ | | £481.08 | -£735.79 | £344.08 | -£113.46 | £1,779.18 |
| Cost Increase/Decrease % | | 22% | -28% | 18% | -5% | 84% |

Chris Rickman

| 2015/16 | | May | June | July | August | September | October | November | December | January | February | March | April |
|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| UK | Income | £ 257.50 | £ 1,382.90 | £ 340.00 | £ 625.00 | £ 390.00 | £ 435.00 | £ 245.00 | £ 100.00 | £ 8,602.75 | £ 990.00 | £ 860.00 | £ 1,125.00 |
| | Expenditure | £ 147.00 | £ 1,222.10 | £ 3,567.47 | £ - | £ 660.00 | £ 460.24 | £ 900.00 | £ 1,933.50 | £ 649.98 | £ 2,252.73 | £ 183.68 | £ - |
| | Balance | £ 17,176.86 | £ 17,337.66 | £ 14,110.19 | £ 14,735.19 | £ 14,465.19 | £ 14,439.95 | £ 13,784.95 | £ 11,951.45 | £ 19,904.22 | £ 18,641.49 | £ 19,317.81 | £ 20,442.81 |
| Euro | Income | £ 932.84 | £ 417.70 | £ 44.00 | £ 88.00 | £ - | £ 380.75 | £ - | £ - | £ 44.00 | £ 44.00 | £ 132.00 | £ 88.00 |
| | Expenditure | £ - | £ 18.34 | £ - | £ 37.50 | £ 19.46 | £ - | £ - | £ 1.31 | £ - | £ - | £ 2.20 | £ - |
| | Balance | £ 4,718.19 | £ 5,117.55 | £ 5,161.55 | £ 5,212.05 | £ 5,192.59 | £ 5,573.34 | £ 5,573.34 | £ 5,572.03 | £ 5,616.03 | £ 5,660.03 | £ 5,789.83 | £ 5,877.83 |
| Euro (£) | Exchange | 0.72 | 0.71 | 0.72 | 0.74 | 0.74 | 0.71 | 0.71 | 0.73 | 0.75 | 0.77 | 0.78 | 0.79 |
| | Income | £ 671.64 | £ 296.57 | £ 31.68 | £ 65.12 | £ - | £ 270.33 | £ - | £ - | £ 33.00 | £ 33.88 | £ 102.96 | £ 69.52 |
| | Expenditure | £ - | £ 13.02 | £ - | £ 27.75 | £ 14.40 | £ - | £ - | £ 0.96 | £ - | £ - | £ 1.72 | £ - |
| | Balance | £ 3,397.10 | £ 3,633.46 | £ 3,716.32 | £ 3,856.92 | £ 3,842.52 | £ 3,957.07 | £ 3,957.07 | £ 4,067.58 | £ 4,212.02 | £ 4,358.22 | £ 4,516.07 | £ 4,643.49 |
| Total (£) | Income | £ 929.14 | £ 1,679.47 | £ 371.68 | £ 690.12 | £ 390.00 | £ 705.33 | £ 245.00 | £ 100.00 | £ 8,635.75 | £ 1,023.88 | £ 962.96 | £ 1,194.52 |
| | Expenditure | £ 147.00 | £ 1,235.12 | £ 3,567.47 | £ 27.75 | £ 674.40 | £ 460.24 | £ 900.00 | £ 1,934.46 | £ 649.98 | £ 2,252.73 | £ 185.40 | £ - |
| | Balance | £ 20,573.96 | £ 20,971.12 | £ 17,826.51 | £ 18,592.11 | £ 18,307.71 | £ 18,397.02 | £ 17,742.02 | £ 16,019.03 | £ 24,116.24 | £ 22,999.71 | £ 23,833.88 | £ 25,086.30 |
| 2016/17 | | May | June | July | August | September | October | November | December | January | February | March | April |
| UK | Income | £ 390.00 | £ 550.00 | £ 281.66 | £ 270.00 | £ 290.00 | £ 70.00 | £ 35.00 | £ 375.00 | £ 8,917.75 | £ 1,175.00 | | |
| | Expenditure | £ 409.72 | £ 400.00 | £ 2,454.27 | £ 844.95 | £ 362.50 | £ 100.00 | £ 68.50 | £ - | £ 720.82 | £ 3,899.45 | | |
| | Balance | £ 20,878.39 | £ 21,028.39 | £ 18,855.78 | £ 18,280.83 | £ 18,208.33 | £ 18,178.33 | £ 18,144.83 | £ 18,519.83 | £ 26,716.76 | £ 23,992.31 | £ 23,992.31 | £ 23,992.31 |
| Euro | Income | £ 720.49 | £ 305.84 | £ 44.00 | £ 88.00 | £ - | £ 289.08 | £ - | £ - | £ 44.00 | £ 172.46 | | |
| | Expenditure | £ - | £ 6.33 | £ - | £ - | £ 5.13 | £ - | £ - | £ 1.13 | £ - | £ - | | |
| | Balance | £ 6,598.32 | £ 6,897.83 | £ 6,941.83 | £ 6,985.83 | £ 7,029.83 | £ 7,313.78 | £ 7,313.78 | £ 7,312.65 | £ 7,356.65 | £ 7,529.11 | £ 7,529.11 | £ 7,529.11 |
| Euro (£) | Exchange | 0.77 | 0.84 | 0.85 | 0.85 | 0.87 | 0.89 | 0.85 | 0.85 | 0.86 | 0.95 | 0.78 | 0.79 |
| | Income | £ 554.78 | £ 256.91 | £ 37.40 | £ 74.80 | £ - | £ 257.28 | £ - | £ - | £ 37.84 | £ 163.84 | £ - | £ - |
| | Expenditure | £ - | £ 5.32 | £ - | £ - | £ 4.46 | £ - | £ - | £ 0.96 | £ - | £ - | £ - | £ - |
| | Balance | £ 5,080.71 | £ 5,794.18 | £ 5,900.56 | £ 5,937.96 | £ 6,115.95 | £ 6,509.26 | £ 6,216.71 | £ 6,215.75 | £ 6,326.72 | £ 7,152.65 | £ 5,872.71 | £ 5,948.00 |
| Total (£) | Income | £ 944.78 | £ 806.91 | £ 319.06 | £ 344.80 | £ 290.00 | £ 327.28 | £ 35.00 | £ 375.00 | £ 8,955.59 | £ 1,338.84 | £ - | £ - |
| | Expenditure | £ 409.72 | £ 405.32 | £ 2,454.27 | £ 844.95 | £ 366.96 | £ 100.00 | £ 68.50 | £ 0.96 | £ 720.82 | £ 3,899.45 | £ - | £ - |
| | Balance | £ 25,959.10 | £ 26,822.57 | £ 24,756.34 | £ 24,218.79 | £ 24,324.28 | £ 24,687.59 | £ 24,361.54 | £ 24,735.58 | £ 33,043.48 | £ 31,144.96 | £ 29,865.02 | £ 29,940.31 |
| % up / down | | May | June | July | August | September | October | November | December | January | February | March | April |
| UK | Balance | 22% | 21% | 34% | 24% | 26% | 26% | 32% | 55% | 34% | 29% | 24% | 17% |
| Euro | Balance | 40% | 35% | 34% | 34% | 35% | 31% | 31% | 31% | 31% | 33% | 30% | 28% |
| Euro (£) | Balance | 50% | 59% | 59% | 54% | 59% | 64% | 57% | 53% | 50% | 64% | 30% | 28% |
| Total (£) | Balance | 26% | 28% | 39% | 30% | 33% | 34% | 37% | 54% | 37% | 35% | 25% | 19% |

**NSOA MEETING TO BE HELD ON MONDAY 6TH MARCH 2017
HON MEMBERSHIP SECRETARY'S REPORT**

STATISTICS - TOTAL NUMBER OF MEMBERS 404 MADE UP AS FOLLOWS:

| | 2017 | (MAY 2016) | PAID | NOT PAID | PART PAID S/O |
|-------|-------------|-------------------|--------------|-----------------|----------------------|
| FULL | 326 | (348) | 221 | 92 | 13 |
| ASSOC | 49 | (53) | 27 | 21 | 1 |
| HON | 19 | (23) | | | |
| LIFE | 7 | (5) | | | |
| CLUBS | 3 | (3) | (NON-PAYING) | | |

Life members have increased by two as there has been confusion between Honorary and Life membership so Tony Saltonstall and Chris Stonehouse have been moved to Life from Honorary.

From ancient standing orders still being received and standing order payments from members who have resigned or we have lost contact with £725 has been classed as donations. As happened last year, after trying to contact members who had not increased their s/o subscription by e mail, letter and Fleet Captain and not receiving a response, some 2016 members have been classed a Former Member and their s/o classed as a donation.

Even though subs were increased three years ago, we have still received 16 subscription standing order payments for the incorrect amount. I am presently chasing.

A standard e mail subscription reminder has, hopefully, been sent to all unpaid members and payments are slowly trickling in.

With regard to the Irish subscription, I had already received several Euro subscriptions, before my reminder was sent out.

I took over as Membership Secretary after the AGM in 2012 and although faced some challenges on the way, have enjoyed this role. However, I would like to inform the Committee that I shall carry on for another year and then wish to relinquish the role after the AGM 2018.

I hope you have a good meeting.

Squib Nationals 2017 Progress Update – 20/02/2017

Information detailed below is in addition to that published in previous update.

- A detailed planning meeting was held in early Jan with David Lovegrove – David is happy with the preparations and planning in place.
David will be utilising Holyhead club members and regatta crew to run the event.
 - David has extended an invitation to Fran Blackburn to act as deputy RO on-board the committee boat. No response has been received to date.
 - Protest committee will be headed up by Mike Butterfield.
 - Pin-end Deputy RO (separate to Committee Boat Deputy RO, and on request of DL) will be: Henry Wright
- HSC regatta crew will be attending a mark laying refresher course in April with PYC this is to ensure that all on the water are skilled to the highest levels for the event.
- Trophies have been ordered from suppliers. They will include 1,2,3 for each race, in addition to NSOA trophies.
- Prize/Presentation Dinner has been booked – Trearddur Bay Hotel – buses will be laid on (free of charge) for those travelling to and from Holyhead.
- Craning in and out has been arranged and will be done at the Stena Line port, or Breakwater, depending on weather/wind direction.
- Discounted ferry travel is now available to all Irish competitors; details have been passed to Vincent (IRL) and other Irish crew members to share it with the fleets.
- Event website has full list of competitors, online booking and payment facility and accommodation details, further marketing has been done via the NSOA (UK & IRL) Facebook pages.
 - There are currently 19 entries.
- Entertainment information will be published on the site in March/April
 - Sunday Night – free – Commodores reception
 - Monday Night Free – Race Night
 - Tuesday Night AGM
 - Wednesday Night TBA
 - Thursday Night TBA
 - Friday night Prize diner
 - An RC mini, mini regatta will be held on one night (on request of some of the fleet.
 - **Confidential** - We are in discussion with Bleddyn Mon – crew member on the BAR Racing America's Cup, Bleddyn is a local lad with close links to the club. He is working with HSC to try and arrange a Skype meeting from Bermuda, where we run a Q&A session
- Scrutineering Team is in place – headed up by David Hall – a **DRAFT** list of items to be checked has been produced, the information will be shared with David Hall and the technical committee will ensure all are happy with proposals for checking. The list is still in DRAF form and has not yet been shared with David or the Tech committee at this time.
- Sponsors are all in place and include:
 - Stena Line
 - Holyhead Town Council
 - Hyde
 - Holyhead Marine Services
 - Holyhead Marina
- Welcome packs will be produced and posted out to all entries (digital copies will also be sent).

Squib Nationals / Cowes Week 2018

Below is a detailed update from SWS following meetings with the Cowes Week organisers.

Note that changes / amendments to the normal Nationals Guidelines are in italics and are underlined.

SQUIB NATIONALS GUIDELINES

INTRODUCTION

The notes below are produced for the assistance of the host club to help with planning the championship and providing the sort of event that competitors are used to enjoying. The notes are not intended to be definitive but the National Squib Owners Association (NSOA) championship committee should be notified of, and agree to any significant changes. The most critical part is that highlighted in the Championship Format section.

CLASS CONTACTS

The NSOA championship committee will provide a named point of contact for the host club for liaison before the event and during the week.

The Class will nominate a point of contact for the week, who will liaise daily and directly with CWL (Cowes Week Limited), probably the Director, Phil Hagen. Before the week the Class rep will be Steve Warren-Smith.

FINANCIAL

The host club is responsible for all financial matters relating to the championship. The class cannot provide any financial guarantees. The cost of lifting competitors' boats in and out should be included in the entry fee. The entry fee should be agreed with NSOA no less than 6 months in advance of the event. The entry fee normally does not cover social events.

The entry fee will be determined by CWL. Craning in will be a small additional cost at Royal Victoria Yacht Club, (RVYC), Fishbourne, or else at owners expense if they choose their own.

NOTICE OF RACE & SAILING INSTRUCTIONS

The event should be run using the NSOA standard sailing instructions and notice of race as a starting point. Copies of these can be obtained from the NSOA championship committee. The final versions should be submitted to the NSOA championship committee for approval, at the latest, by Jan 1st of the year in which the event will take place.

The NoR and Sailing Instructions will be pretty well nailed down by CW (Cowes Week) 2017. They will be incorporated into the CW documents, adjusted as required.

It is recommended that laminated copies of the courses and optionally the Sailing Instructions should be issued to competitors at registration.

Yes there will.

TIMING

In the normal way, the event will be held over a week in the period between 16th June & 7th July inclusive. Whenever possible the championships should be sailed on neap tides.

Date of CW/National Squib Championship 4-11 August 2018

CHAMPIONSHIP VENUE

The venue should;

Be within easy distance of sufficient accommodation for the sailors (a mixture of B&B and self catering is the norm)

Plenty

Have restaurants and cafes close by

Plenty

Be a tourist resort that has attractions in addition to sailing

Certainly is.

The sailing area should be;
Chosen for good winds and the minimum tidal influence. The tide should, whenever possible, be the same across the course area.

All 8 days raced in 2014 and 2016. At least 4/6 days will achieve this tidal requirement, sailed on Bramble Bank/Hillhead.

Capable of supporting racing at any state of the tide

Yes

No more than 1 hours sail from the mooring area.

Maximum

Capable of supporting courses with legs of at least 1 nm no matter what the wind direction.

Legs commensurate with fleet size of at least 80 boats.

The host club should have or arrange for facilities that are capable of;

Supporting changing, catering and bar for up to 200 sailors.

Mooring up to 100 boats within easy reach of the club.

Providing car parking for the sailors within easy reach of the club

Ideally have a Squib fleet.

All done. We will be hosted ashore by CCYC (Coves Corinthian Yacht Club). Moorings care of CHC (Coves Harbour Commission) in Coves Roads. RVYC Squib Fleet will be in charge of NSOA admin.

NSOA'S RESPONSIBILITIES

The NSOA is responsible for;

Agreeing the venue and the date

Coves 4-11 August 2018

Agreeing the entry fee

Entry fee as set by CWL. Mooring fee will be extra, as set by CHC. As a guide, 2017 entry fee is £213, 2016 mooring was £175

Approving the Notice of Race and Sailing Instructions

To be supplied by CWL, in consultation with Class

Agreeing the level of safety cover

As per CWL

Ensuring the perpetual trophies are returned in time for the event

Providing minimum scrutineering requirements

Due to launching situation, suggest entrants self certify for this event, copies of measurement certs to be provided. Possibility of Class doing spot checks during the week.

Providing a calibrated load cell for weighing boats

Providing a named liaison with the Host Club

Yes. Steve Warren-Smith from NSOA, one from CWL (Phil Hagen)

Agreeing any change in format of the event

Initial Allocation of competitors into Gold, Silver & Bronze fleets

Supplying a notice for the Official Notice Board permitting changes to rule C5.1 (this allows for mandatory carrying of compasses, optional flares etc.)

All SIs, and changes thereto, to be agreed by CWL. Safety requirements as per CWL.

Post-event publicity

HOST CLUB'S RESPONSIBILITIES

The host club is responsible for;

All financial matters relating to the championship.

All covered by entry fee, mooring fee and launching fee. Social event (midweek dinner) covered by CCYC.

Pre-event publicity

The production and distribution of Notice of Race and Sailing Instructions based on the NSOA supplied standards, these should be approved by NSOA prior to distribution.

All done electronically by CWL. Also provided in paper form to all entrants.

• Determining the late entry date, this should be at least 6 weeks before the start of the event but th no earlier than 30 April.

As determined by CWL. As a guide, 2017 late entry date (with a financial penalty) is the Friday before Regatta starts. However moorings bookings need to be in by end of June as a guide.

Taking the entries

Acknowledging entries by post, or e-mail

The RVYC will handle entrants' requirements for launching and moorings, as well as being the conduit for the NSOA for the event. CWL will handle Regatta and National Championship entries.

Direction maps to be sent to every entrant 1-2 weeks before the event and lamp-post signage would be helpful

Can't miss it!

Final allocation to gold/silver/bronze fleets based on NSOA list and entry information

NSOA will do this.

Registration

The provision of a small memento to each competitor on registration, e.g. slate coaster, mug, glass paperweight. This should bear the name and date of the event.

Yes, CWL.

Organising scrutineering of competitors

Not this time due to multiple launching points. Self certification, to be arranged by NSOA

The provision of craning facilities on the Friday and Saturday at the start of the event and Friday at the end of the event.

Craning provided at RVYC and one mainland venue, probably Portsmouth. Extra payment will be needed for this, at minimum charge. 2017 will be £15 for launch and recovery.

The provision of mooring facilities

CHC

The provision of facilities to store the boat trailers during the event

At launch venue

The provision of transport between the craning and mooring facilities where applicable

No. Down to competitor. RVYC will help as much as possible though.

The provision of towing facilities where difficulties may be encountered in sailing to the racing area, e.g. getting out of a harbour or river

Again, no, but all efforts made to help.

The appointment of the Race Officer and Race Management Team

The provision of patrol boats for mark laying and safety cover (the minimum number to be agreed with NSOA)

The provision of a beach master to police any tally system in operation

All done as per CW SIs.

Recruiting a protest committee and organising any protests or arbitrations necessary. NSOA do not require on the water jury boats.

All done by CWL, very professionally (speaking from personal experience!)

Supplying the prizes

Daily 1,2,3 prizes supplied by CWL

Supplying a list of trophy winners to NSOA

CWL/NSOA will do this. However CWL will handle and process all results.

Organising the social events

This will be done by RVYC/CCYC. Simply, a midweek dinner /AGM and prize-giving on Friday evening. The aim is to let the competitors enjoy all the social life Cowes Week provides, while providing a shore base at CCYC.

Arranging bar extensions

No shortage of them during CW

SPONSORSHIP

The NSOA does not have a class sponsor. The host club can recruit sponsorship as they wish. It is expected that the financial benefit of sponsorship will be split between the class (in terms of reduced entry fees or enhanced prizes) and the host club.

Please note, that as many of the older squibs are painted, NSOA does not permit the fixing of sponsors materials or bow numbers to the hull.

As this event has been specially selected for the Class' 50th anniversary, it is hoped that there may be many opportunities for sponsorship, both from within the Class, and through CWL to those wishing to make the most of our presence. However it must be emphasised that any Class sponsorship has to be approved by CWL first, to avoid any conflicts. NoR covers this too.

CLOTHING

The Host Club is free to source and sell commemorative clothing as a way of raising funds. T-shirts and Rugby shirts usually sell well. In view of the nature of the fleet small sizes do not sell.

Again, see above. There are ideas being mooted at present.

SCRUTINEERING

The host club should organise scrutineering of competitors, normally on Friday pm and Saturday. Items for scrutineering are at the discretion of the host club, however the NSOA technical subcommittee will suggest a minimum; boat weighing is mandatory, however and the load cell owned by NSOA must be used. The host club is strongly advised to have an experienced squib measurer available at scrutineering. Any boat presenting for weighing at scrutineering where the number and weight of correctors do not match the certificate should be sent to the back of the queue until she conforms.

As before, we can only ask for self certification, and maybe a measurement certificate. It may be possible, with enough Class people, to do spot checks during the event.

LAUNCHING & RETRIEVAL

Craning facilities should be provided on the Friday and Saturday at the start of the event and Friday at the end of the event. Whilst some of the sailors have their own strops the club should not rely on this. There should be a decent area of hard-standing near the crane where scrutineering can be carried out at the start of the event.

At the end of the event the club should ensure that the craning facilities are capable of lifting out all the boats in time for the final Prize Giving event on Friday evening, and ideally within a period of 2 hours.

It is recommended that 2 cranes be used if at all possible.

It is acceptable for competitors to have to sail from the craning area to the mooring area but where the distance is more than walking then transport should be provided between the two areas for both launching and retrieval. A minibus is usually sufficient.

The primary site for launching and recovery will be on the RVYC crane at Fishbourne. We are looking for a suitable location on the mainland, probably in Portsmouth. Transport will not be provided, as from previous experience people go to their accommodation from the moorings and make their own way. However there will be some rib transport between Cowes and Fishbourne, as well as cars/public transport. Entrants are also free to choose their own launching and recovery venues to suit.

MOORINGS

The host club should provide mooring facilities for up to 100 boats. These can be either; rafting up alongside a jetty or in a marina or individual moorings.

The mooring facilities should be accessible at all states of the tide.

Where individual moorings are supplied the host club should arrange transport to and from the moorings included within the entry fee.

The type of mooring facilities should be specified in the Notice of Race to ensure that competitors are prepared when they arrive. The Notice of Race should also specify any requirement for fenders / mooring lines / strops etc.

Moorings will be determined by CHC for the number of boats entered. They will be handled by NSOA and people will know where they are moored. Not part of NIs.

SOCIAL PROGRAMME

It is normal practice to hold a social event on the majority of the evenings and a separate charge should be made for them. The nature of these is at the discretion of the host club but the following should be borne in mind when arranging them.

- The racing is must take precedence over the socials, ideally no social event should start before 7.30 to allow for flexibility for the racing to run late (or the social event should have a built-in contingency to enable it to run later if needed).

- The majority of Squib sailors are middle-aged men who only meet as a group twice a year and like excuses to chat. There are not very many women and most of the sailors do not bring their wives and families.

- The host club should ensure that the bar is open when competitors return from racing and reasonable extensions to closing hours are obtained.

- It is highly recommended that food be provided as competitors come ashore e.g. bacon butties, beef-burgers, pizza slices.

- Socials that work well are;

Suppers such as barbecues, hog roasts, curry nights,

Participative events such as bowling, go-kart racing, horse racing.

Music and comedy so long as they are not too intrusive. Karaoke would probably also work.

Home visits where members of the home fleet entertain groups of the visitors in their own homes. A minority of the sailors are also golfers so a golf tournament at a supplement can work. Having tickets for each event plus a ticket for the week at a slightly reduced price often gives the best result for ticket sales. However if yours is a venue with lots of local attractions then this approach does not work.

There will be no shortage of social events during Cowes Week. As this is likely to be the only visit of the event to this venue for some time, the aim is to let the competitors explore the location. There will be more bars than we have had at any other event, plus air displays, fireworks, nightclubs and multiple food choices.

The host club should provide for a cocktail reception for club helpers to be hosted by NSOA.

The purpose of this reception is for NSOA to thank organisers and people involved from the host club running the week. It is recommended that a private room capable of accommodating 30 people is provided for this. The reception normally lasts for 1 hour. Cost is borne by NSOA.

This will be incorporated into the midweek evening on Tuesday 7th at CCYC. The format will be ticket to pig roast with band and bar. CWL are keen to be involved in all we do, and it will be a chance for the Class to invite the main helpers involved; CWL, race officers and CCYC to thank them for their assistance. This will be a small number, invited to the event, as there will be far too many involved in all of CW to ask them all.

The host club should provide for the class A.G.M. There are normally about 60 attendees. A private area is preferred. Timing should be midweek.

The AGM will happen at CCYC before the Tuesday night event. Approx. 6pm. They are aware of our requirements and will provide for them.

The host club should arrange for a final Prize Giving dinner on the final Friday of the event. A supplementary charge is made for this. The final Prize Giving dinner should be a sit-down meal where everyone sits down in one room with music and ticket holders should be able to book their places on a table plan prior to the event. Competitors expect to dress up for this meal. The host club should arrange a bar extension.

Friday of CW is a busy social night. Consequently the aim will be to have a short sharp prizegiving at CCYC between the main events (e.g. Red Arrows and Fireworks). Again, we will invite selected CWL and Commercial people to this. There will be no charge for this event. The last thing competitors will want will be cooped up indoors all evening while the town really comes to life. However, this will not detract from the gravity of awarding the hard earned prizes and recognising our National Champion.

CHAMPIONSHIP FORMAT

SCHEDULE OF RACES

1. The championship event is scheduled to consist of a practice race (or races) plus 6 or 8 points races, depending on the venue's constraints.

There will only be one race per day, Sunday to Friday. Practice race on the first Saturday.

2. The championship will be determined on the results of the points races held daily, Sunday through to Friday. There will be no discards if 4 or less races are held. There will be 1 discard if 5 to 6 races are held, 2 discards if 7 or 8 races are held. The practice race cannot be included as a championship points race.

3. There will be one points race per day on Sunday, Tuesday, Thursday and Friday and two points races on Monday and Wednesday if 8 races are held otherwise there will be one points race per day Sunday to Friday.

4. Races should ideally be scheduled to commence at the same time each day, ideally 11:00 am (+/- 15 mins). The time selected should depend on the wind history and tides for the venue, e.g. to take advantage of sea breezes.

Due to the format, the start times may vary. It is likely that we will have our usual 1215 ish start time for Squadron line starts, and earlier times for Committee Boat starts. To be advised by CWL.

5. We prefer the race officer to be flexible on programming the racing waiting for sea-breezes / weather systems / wind to settle / being prepared to send us back ashore whilst waiting for wind to settle / not sending us out to race until wind has settled. The forecast should be assessed and local knowledge applied on a daily basis with a view to adjusting the start time. The quality of races is more important than quantity and the racing must take precedence over the social programme (flexibility on the social front). If wind is anticipated in the afternoon the fleet would prefer an early postponement to allow them to make use of the morning rather than sitting waiting for a decision.

6. The Race Officer should only hoist the 'D' flag when he believes that he is in a position to start a race.

Signals ashore as per CW SIs.

7. The SI's should allow for the potential to bring a race forward in the case of an adverse weather forecast.

The timings, and changes to them, as per CW SIs.

8. Under no circumstances will more than 2 races be run in a day.

9. All fleets Gold, Silver & Bronze race together for the same overall prizes.

PRACTICE RACES

1. The practice race is to be programmed for the Sunday at the start of the event. It is recognised that practice races are of benefit to both competitors and the race committee. Short Practice races are preferred, as little as 1 lap. No benefit is gained from 1 Long Practice race.

The practice race will be on the first Saturday of the week. It will be a normal, full, Cowes Week race, and have a fixed (Squadron if possible) start line.

2. The short practice race on the Sunday should be immediately followed by the first points race.

No.

3. If necessary the practice race should be abandoned to enable the first points race to take place on time.

No.

STARTS

- Due to the size of the entry the starting line should consist of yachts at each end with a flag or streamer at the top of each mast. Experience shows that without this the fleet loses sight of where the line is and fails to start correctly.

- Longer start lines are preferred as this assists the fleet to get away "on time". It is suggested that the race officer should allow +10% on R.Y.A guidelines. Gate starts are not to be used for the main series.

- In view of the length of the start line the Race Officer should consider repeating signals at the pin-end, using a mid-line buoy and setting square lines.

- The first attempt at starting any race **should always be using a Blue Peter** unless there are pressures of time that preclude this. The fleet likes to have one attempt to get away cleanly before moving on to Black Flags.

Likely to use 'U' flag instead of Black Flag.

- The only penalty to be applied at the start is the Black Flag.

As above.

- Races should not be started unless the wind is 5 knots or above for the whole of the starting sequence. If the wind drops below 5 knots during a race we rely on the experience of the race officer to decide what action to take.

COURSES

The intention is to provide a mix of "Classic" Cowes Week Regatta courses and our normal "Championship" courses. The "Classic" courses will be around the Solent racing marks, as set by the PRO on the day, using fixed (Squadron if possible) start lines. The "Championship" courses will be laid, windward/ leeward courses from Committee Boat start lines. The first and last Saturday courses will be "Classic" (the last Saturday forming no part of the National Championship). The intervening 6 days, forming the Championship, will be 4 "Championship" courses (from Committee Boat start lines) and 2 "Classic" courses from fixed (preferably Squadron) start lines. The days of these to be determined between CWL and NSOA.

- The courses that are available for use are described in the NSOA standard sailing instructions. The class likes a variety of courses over the week's event.

Courses as seen fit by PRO to accommodate our racing as well as other fleets. This will be done to ensure we have as clear water as possible for our Committee Boat start days.

- Windward / Leeward courses should be used in particularly heavy or light winds < 8 knots and > 20 knots.

- The first windward leg should be timed for approximately 30 minutes duration and be 1 nm as a minimum.

- The first beat should be longer than subsequent beats to provide separation at the windward mark.

- In lighter wind conditions the speed differential of the fleet through the water is greater than in moderate to heavy weather. To prevent the front of the fleet lapping the back in light winds the lap size should be increased by bringing the leeward mark closer to the start area and the race officer should be prepared to shorten to meet the target time.
- When Triangular Legs are used, it is preferred that reaches are not "close" reaches to allow boats to take a leeward course as an option. A gybe angle of 80° is suggested.
- It is recommended that where a hitch mark is laid then it should be a different colour to the windward mark to prevent confusion.
- The finishing mark, unless the course has been shortened at a mark, should be readily distinguishable from a normal rounding mark.
- The target duration for points races is 2 hours unless more than one race is scheduled on a day in which case it is 1.5 hours.

Timings for Cowes Week races are a little longer and tend to be nearer 2.5 hours.

USE OF RADIOS

The Squib class encourages the PRO to communicate with the fleet by radio and an increasing number of boats are equipped with them.

The recommended channel is M2/P4.

expected timings, with any reason for delay
weather and sea conditions
countdown to the start

If the Race Officer is comfortable with the situation the Race Management channel should be made available to be listened to.

Radio plan as per CW SIs.

PRIZES

The host Club will invite entry to all the perpetual trophies on our own entry form.

Daily prizes should be awarded to;

- 1) the top 10% of the fleet minus 2; both Helm and Crew should receive prizes. The intrinsic value of the prize is irrelevant, but it should, where possible, be inscribed as a minimum with the event, year and logo. Engraving is particularly important
- 2) The first and second in the Silver & Bronze Fleets
- 3) The boat that finishes in the position corresponding to the age of the Squib. In 2008 this was 40. The intrinsic value of the prize is irrelevant, but it should, where possible, be inscribed as a minimum with the event, year and logo. Engraving is particularly important for the 1st 3 overall and silver and bronze fleet prizes.

In light of the already increased cost to the competitor of this Nationals, the intention is to keep any further costs to a minimum, while recognising the efforts of as many competitors as possible. These details will need to be finalised by the Class, when entry numbers, budget and sponsorship details are known nearer the time. This will apply to daily, overall and silver and bronze fleets. It should be noted that there will be more trophies than usual, as there are "Nationals" trophies and "Cowes Week" ones. CWL provide prizes for 1, 2 and 3 each race. Daily prize giving will be held at a regular time at CCYC, subject to protests. This will include the "jacket" and any other prizes/sponsors awards for the day.

Overall prize giving, for the "National Championship" will be held at CCYC at a suitable time on Friday after racing. Only the National Championship prizes will be awarded here. Again, the main facilitators from CWL will be invited to this event, where the overall Squib National Champion 2018 will be awarded. The Cowes Week overall prizes will be awarded after racing on the Saturday, at the RVMC, Fishbourne.

PUBLICITY REPORT FOR NSOA COMMITTEE MEETING 6 MARCH 2017

In the absence of any news having been released about the testing of the new boat, there has been nothing to publicise.

I have done a small amount of encouraging articles for Y&Y and encouraging contact with the Irish frostbiters in Kinsale. I have circulated the fleet captains to local promotion.

Squibble. This was a bumper edition in terms of pages and I hope you enjoyed reading it as much as I enjoyed editing it. I'm extremely grateful to all contributors for responding to my requests for copy. Many thanks to Mike Barsby who was very helpful with guidance for style and fonts and of course for his graphic input. As ever, it was an important part of Squibble. Thanks also to Ian Waite for sorting out mini production difficulties. Because this was a large edition, it follows that it is expensive. Once we exceed 48 pages + cover, the postage rate goes up as well as paper charges. Copy for the Spring edition is usually more difficult to find - not much has gone on over the winter so I propose to keep it within the 48 page limit. I have some copy already and more is promised. Hopefully we will have plenty to say about the new boat. We must remember that Squibble is about the only visible thing that our members receive for their subscription and we must aim for a top product for them.

Squibble advertising. It is very difficult to extract payment. The 2015 invoices finally were all paid by the autumn, eight months after Eddie invoiced them, and after much nagging. 2016 invoices sent out in December are being chased, some are paid now. Our new official sailmaker Olympic Sails has joined us as an advertiser. Batt and Hyde continue to support us but Lonton & Grey do not and do not reply to emails which is disappointing.

Fleets. Sadly the Aldeburgh fleet has wound itself up. Peter Wyllie has struggled for years to keep it going but competition from the Loch Long class has prevailed. We need to look at other fleets with declining numbers and see what can be done to help on an individual basis. This is not a one cure fixes all situation but we can't ignore the fact of falling numbers in most fleets. In parallel with this, is the ever rising age of our Squibbers. This isn't true in some places but generally it is. I am particularly aware of this problem now my two neighbouring clubs to me in Waldringfield have gone. In addition to Aldeburgh was Felixstowe Ferry SC which was a class powerhouse only a short time ago. We can't afford to lose more fleets. Every club with fewer Squibs than before is on a downward and risky path. Each of us must go back to our fleets and really investigate means of attracting outsiders. Ever since I took over this publicity role, I have touted the value of grassroots publicity and I say it again. We must do something. It's all very well agonising over a new Squib and testing and builders, and I totally agree it is vital, but if we put the same effort into selling our class locally, we would have an impressive numerical improvement. I would like this to be an Agenda item in May and for all committee members to look at their home fleets to see what can be done.

Irish Fleets. One of the side effects of my touting for copy from Ireland for Squibble has been establishing a good rapport (and copy) with several individuals plus reports of Kinsale's frostbiters. This without even having to ask which is really pleasing.

Dinghy Show. This was in the experienced hands of Tony and Marian and I hope they will present a report at the Meeting.

Ricky East
Publicity and Communications Sub-Committee.