

NATIONAL SQUIB OWNERS ASSOCIATION
Minutes of Committee Meeting to be hold on Monday, 12th
November 2018 at the Naval Club, 38 Hill Street, London, W1J 5NS,

AGENDA

1. **Attendance and Apologies**

Present: Nigel Grogan (Chairman), Marian Gibson (Secretary), Malcolm Blackburn (Chair, Technical Committee), Pete Richards (Chair, Championship Committee), Colm Dunne, Lou Bibby, David Biddle, Gerard Dyson, Duncan Grindley, David Hall, Mike Probert, Paul Studart, Simon Vines, David Wines, Ian Waite

Apologies: Chris Rickman (Treasurer), Andrea Holland (Outgoing Membership Secretary), Tony Saltonstall (Technical Adviser), Tony Gibson, Dick Batt, Richard Sullivan.

Part 1: Administration Matters

Declarations of Interest:

Nigel Grogan declared that he is Director of Hyde Sails. Ian Waite declared that his company prints Squibble.

2. Minutes of the 21st May 2018 Meeting

Proposed Lou Bibby, seconded David Biddle that the minutes be approved as a true record. Minutes approved, nem con

Minutes of the Annual General meeting held on 7th August 2018

Duncan Grindley proposed and Mike Probert seconded that the minutes were a true record of the meeting. All present at the AGM concurred.

3. Matters arising not otherwise on the agenda

Membership Secretary: Report on progress finding a replacement.

A considerable amount of time and effort has been made to find a replacement – by both the Chairman and the Secretary to no avail. A direct appeal to members has also been made – again with no response to date.

Agreed that all Committee members should go back to their fleets to try to solve this.

There was a further discussion about the mechanics of the membership system. The comment was made that Standing Orders are as good as Direct Debits – until there is a change in the subscription rate. Old, un-amended Standing Orders have been an ongoing issue for the Membership Secretary, together with the lack of response to either emails or letter from offenders.

Noted that SCYC are using Webcollect to deal with membership. Agreed that MG and LB would investigate further.

The question was asked on how cash sensitive is the class (given that the subscription is £35 per annum). Should incentives be offered?

4. **Chairman's Report**

The report is attached and forms part of these minutes.

The draw for a new Squib had proved to be a great success for the class – with some 300 members taking part and earning themselves over 12400 tickets in total. The event itself was stage managed by the Burnham Fleet, taking place after their Fleet dinner and prizegiving. Squib 905 was stationed on the pontoon below the RCYC clubhouse and floodlit, the proceedings were live on Facebook and Phil Aspinall ran the actual draw with Jenny Harris, Oliver Lee's daughter drawing the winning number. As everyone knows the winner was David Lloyd from Portsmouth. Paul Young (Rondar Raceboats) was present at the event and will formally present the new boat to David at the 2019 Dinghy Show.

This was the culmination of a tremendous year with the Nationals at Cowes being a major highlight. It was a bold decision of the NSOA to hold the Nationals as part of Cowes week

– but one which worked. There was a slightly different demographic to the event as well – with a lot of young people involved. Now we need to find a way adapt to keep that involvement.

The final sailing event had been the Inlands at Rutland where there were 38 entrants. Due to the weather, there were four cold, wet and windy races on Saturday and no completed races on Sunday due no wind..

So far as the Rondar Squib is concerned, after one event the conclusion was that 905 seems slightly slower upwind, but accelerated quicker downwind – and the self draining is great.

5. **Co-options to Committee**

David Wines proposed, Gerard Dyson seconded that Colm Dunne (Kinsale) be co-opted on to the Committee representing Irish Forum. Agreed unanimously.

The Chairman made the point that many members having been on the committee for many years and are not in the first flush of youth. Meanwhile there are many younger Squibbers out there – and would the Committee be happy for the Chairman to see whether any would be prepared to join. Agreed.

6. **Treasurer's Report**

The Treasurer reported that all seems to be running well with the main issue being finding a new Membership Secretary. Noted that the Bank Mandate needs updating. Agreed nem con that the Chair / Secretary / Treasurer be able to authorise non-routine or unbudgeted expenditure up to £500 without further reference to the Committee.

Noted that the May Squibble cost £3900. The November issue is also A4, but fewer pages. Agreed that the A4 format is more modern and to continue with it.. Note budgetary implication.

Noted that after all costs there was a surplus of £24 on the Inland Championships.

NG advised that Hyde Sails had not been paid (by the NSOA) for the cloth for the AQL spinnakers although Batts have received payment for manufacture and cloth from AQL.

7. **Outgoing Membership Secretary's Report**

Report noted.

8. **Constitution update**

Lou Bibby reported that on reflection the assessment was that the constitution was basically fit for purpose. We have already instigated a declaration of interest policy. The outstanding issue in compared with model constitutions is methods for expelling members who breach rules. So far as the NSOA is concerned this would be likely to be Equalities related. Agreed LB and DB would do more work on this,

9. **Technical Committee Report**

The report from the Technical Committee is attached and forms part of these minutes, noting the outstanding issues with the RYA

Squib Class Rules

NG opened the debate by saying that after he raised the subject he has received a steady stream of suggestions for rule changes.

Malcolm Blackburn started by saying that so far as rule changes are concerned it is well worth while to check wording with the RYA before anything goes to a member vote. Any suggestions will need to be fully worked up before a vote.

a) Advertising: to go to a member vote.

b) Windows: to go to a member vote.

c) Furlled Jib: Noted views that it improves visibility before a start and safety and that other

classes permit this. Cost of furling system approx £160. To go to member vote.

d) Limited swing spreaders: noted that the Squib is unusual in not having fixed spreaders. The Committee agreed this should not be put to a vote.

e) Extra spinnaker panel: The debate included sail design, lower spinnaker halyard and whether this was marketing or sailing. Following a vote agreed not to go forward.

f) Twin Spinnaker Poles: Agreed not to put to a vote.

g) Outboard to be included in weight: Balanced view from committee. To go to a vote.

h) Batteries to be included in weight: The RYA view was that this would not be police-able. Given the rapid changes in battery technology it is better not to revisit this at this point in time.

i) Increase the weight to 700kg: Noted that the Technical Committee have discussed this and are unanimously opposed to the suggestion. The issues raised include the possibility of boats being allowed to rot and become less safe, uncertainty on the number of boats that might be affected, all boats would lose certificates and have to be remeasured creating an immense logistical issue. The probability is that most boat owners, other than those who travel to championships would ignore the whole issue. NG and others disagreed. To go to a member vote.

j) Delete "mace" as the sail colour: Felt to be a marketing issue. NG explained that dyeing cloth reduces its longevity and increases its cost and reduces the competition between cloth suppliers to get the best value cloth. The one design nature of the class needs to be maintained so wording of a proposal would be critical. To go to a member vote.

k) Permit further electronics: The technical committee will investigate further.

l) Barber haulers: Item i) two planes: mixed views from the Technical Committee, agreed it should go to a vote.

Item ii) Sheeting from the outside unsanded area: Technical Committee not in favour. Agreed it should not go to a vote.

m) Front Bulkheads: Agreed to work on wording before any decision on a vote is taken. However it was agreed that pumps should be mandatory – to go to a vote.

n & o) Devices to restrict mast movement / pre-bend the mast: Agreed not to take to a vote.

p) Draft Stripes: Technical Committee largely supportive although the view was expressed that they could detract from the appearance of mace sails. Agreed to go to member vote.

q) delete bolt rope on mainsail foot (loose footed sail): Agreed to go to a member vote.

r) Keel profile gauges: David Wines commented that there had been at least 4 keels in the history of the Squib. He felt aluminium sections could be created so keels could be checked at Nationals. MB said that he considered that after 50 years the chances of achieving a standard keel were remote. Making a keel template would be a major challenge and he had no idea where to start. Agreed the Technical Committee would investigate further.

s) Backstay may be made of rope: Agreed to try to sort this as a minor rules change.

t) Mainsheet bridle: It is assumed this means something similar to the laser. No clear view on how this could work or the technical advantage of a change. Agreed not to put to a member vote.

u) Spinnaker pole sheave / block: MB/SV to investigate a minor rule change for this.

v) Mast cog: Agreed, following debate and taking into account rules in ERS that this should not be put to a member vote.

w) Spinnaker chute: Comments of the Technical Committee duly noted and agreed not to put to a member vote.

Agreed a paper will be put together, with items prioritised and then to go to e-vote as soon as possible.

Part 2: Strategy

10. Fleets

Paper noted – further discussion needed.

Irish perspective – some events better attended than others and some fleets have seen a revitalisation.

It was noted that the Cowes Corinthian Yacht Club have expressed an interest in forming a Squib Fleet (the Committee felt there was no issue with this).

Further noted that Queen Mary have expressed a view that they would like to see Squibs there.

11. Championship report

David Wines reported on the 2019 Nationals at the Royal Torbay:

The preparations are well underway and registrations will open in December, with a scaled entry fee depending on when people actually enter. The intention is to have a minimum of 40 boats, while aiming for 60. All launching (craning) will be on the Saturday and recovery on the Friday after racing. Scrutineering will be down to the NSOA. The race format will be one race a day, 12.30 start other than Friday when the start will be earlier to enable craning out. The RTYC have good in-house catering and are producing menus for the week (£12.50 a head) with a discount for those booking in advance for 6 nights (£10 a head). The Championship / Prizegiving dinner will be £27.50 ahead and there will be a band. The target for this is 100 people. They are also planning a welcome reception. The AGM will be held on the Tuesday. DW asked whether the class should consider buying 6 sets of strops (noting that RTYC do not have any Squib strops). MB commented that the SCYC have strops which can be used for the purposes. Agreed no strops to be purchased, but the SCYC loan be noted. The remaining issues are sponsorship and publicity, mainly during the event.

Noted that video and still images are needed (Y&Y Online will publish readily) as well as good copy on all events.

Championship issues: Pete Richards commented that we need to ensure that there are not too many open events, otherwise fleet facing can be badly affected. Colm Dunne reported on the Irish pattern of events.

12. Marketing

Sub-Committee to met separately and report (including at the Dinghy Show). The Dinghy Show is already booked for 2019 and planning is starting.

13. Any other business (please advise the Secretary before the meeting)

None

14. Date of next meeting:

13 May 2019

There being no further business the meeting closed at 18.05pm.

National Squib Owners Association Committee Meeting 12 November 2018

Chairman's report

For the last few days on the south coast, it has been more like summer than autumn and the sailing season clearly still has some days left in it. But the inevitability of the end of season cannot be escaped - but what a season! With the warmest and sunniest summer since 1976 we have had a fabulous opportunity to enjoy our boats and it seems that Squibbers have done just that.

The highlight of the Squib season has to be the memorable 50th Nationals at Cowes Week. We had a range of weather, range of new entrants - very well done the Baileys, who after the Practice Race looked like they might have swept the board, which would have left the Dragon class cock a hoop and the Squibs in disgrace - a range of courses, some like normal championship races and some typical round the cans Cowes Week courses and a range of social activities too. The event was incredibly well attended with 100 entries and made the class something of the centre of attention for the week. A lot of effort was put into the organisation and the promotion of the event and there is little doubt that it has gone a considerable way to address concerns that the class was on a downward trend. The best attended championship since the 109 boats in Weymouth in 2009...very well done to Stu and Steve 2018 National Champions.

My view is the class has to embrace the elements of the Nationals that made it work; Sponsorship, the choice of venue, publicity and the organisation. All our future events will succeed if we are prepared to accept that change and evolution from established norms are required to keep the class healthy. Many thought the event would prove to be expensive, the logistics cumbersome and the racing would be unfair. The reality is that the event was good value - it cost more than most championships but it delivered a lot of bangs for the bucks (and included a free spinnaker) the logistics were well handled by the hard work of the organisers and the Cowes Week machine, the racing was every bit as fair as any other championship with good races, bad races and abandoned races!

We will be discussing events, their format and venues at the November NSOA meeting. Spurred on by the success of Cowes, I will be advocating that innovation and change represent the right way to go for the class... we have to be prepared to break with some old traditions.

Another high point of the season has been the steady accumulation of points for the big 50th Anniversary Draw. We had over 300 participants and 12000 tickets - by the time you read this someone will have a free, brand new Squibwhich will make the Anniversary year more than memorable for someone! It also shows how many Squibs participated in some type of racing this year. We know some fleets decline and others thrive, but the overall picture is demonstrably of a lot of Squib sailors doing a lot of racing at club, open and national level.

Not expecting to benefit from a 12000 to 1 chance of winning a new Rondar Squib, but feeling I should understand better than anyone the Big Speed Question, we agreed to buy one this year. It generated much interest when we displayed it (as entry number 100) at Cowes Yacht Haven during the Nationals. It also got a lot of attention when we sailed it for the first time at the Inlands from the other 37 entrants. Many will be pleased to hear that it did not disappear over the horizon.... We came 4th and struggled with the fit out and ergonomics in conditions we normally do very well in. The boat went the same speed as 105 or 881 (our other Squibs) upwind, maybe a fraction slower. It accelerated a bit quicker in the relatively strong winds downwind. Not baling was a pleasure. Early days yet but no cause for concern or panic either way - which has to be good for the class. Any differences in speed were more than eclipsed by getting a good start, getting the windshifts right and going around the corners well. By the way, congratulations to Alan and Dave in their victory, it was especially good to see Alan back at the front of a very competitive fleet again after his absence due to ill health.

As part of an agenda of gentle evolution, the autumn will conclude with a vote on some rule changes. Many have been suggested and I expect a few will be adopted. They range from changing the sail colour (an outside chance now after the spectacle of Cowes maybe?) to allowing event sponsorship (a no brainer?) The intention is to spread the appeal of the class to attract new members, ensure the

character of the racing is retained and address some anachronisms in the existing rules. Some take the view (and have expressed it strongly to me!) that we should change nothing. I disagree wholeheartedly with this approach, our sport and our class are threatened by competitive pressures for our time and money in many ways - to survive we have no choice but to evolve. In a changing world, what was right yesterday will inevitably be wrong tomorrow. So we must be prepared to embrace change.....

Nigel Grogan

RYA MEETING NOTES 19/6/18

1/ Nationals on the water scrutineering;

RT confirmed that he would be able to do this for one day (tuesday) and that he would circulate a memo in due course on recommendations. NG (after consulting SWS) suggested that 5 boats at random be selected and checked for compliance with safety equipment and class rules, concentrating on speed related issues and reporting back to organisers on any offenders and whether protest would be lodged and if so, what penalties to apply.

Also discussed the need for some element of scrutineering at home clubs on issues like keels, prior to event for competing boats.

RYA and ME already working on checking and ensuring that all entrants have certificates and are members of association.

2/ Hybrid; RT believes that rules for Hybrid are all in place. Issue with 33 at Portsmouth regatta discussed. There were 2 attempts made between David and the RYA to measure the boat. Sadly DL's father passed away resulting in cancellation of appointments. The boat will be measured in time for the Nationals.

3/ Rondar inspection; RYA have plan to inspect Rondar by September and check compliance with build spec. Floor and bulkhead foam replacement kits to be chased up to ensure available for fitment over the winter (as requested by Simon Griffin)

4/ Class rules; RT believes all amendments now up to date. MB has asked question on seat material (wood not foam) and sail weight (included in all up weight for Squib, not as per latest ERS which excludes sails)

5/ Proposed amendments to class rules; RT says RYA will not object to any of the proposed changes except the Tech Comm believe that Mace is part of the classes identity and may have a issue with that. Also proposals to change sails should not come from sailmakers to avoid suggestion of conflict of interest. NG pointed out that sail colour is a marketing issue not a technical issue.

6/ Building Fees; RT stated that RYA are up to date with Rondar regarding building fees. NG advised RYA of unresolved question between builder and NSOA on Mould Fees.

7/Approved repairer; Agreed that the NSOA will put forward a boat builder to be licensed by the RYA to be an approved repairer. NG suggested a builder in Burnham and one in Ireland who will be able to carry out major works on Squibs. RYA would provide them with the Build Specifications enabling members to have an alternative to Rondar.

8/ Measurers; RYA are rolling out in autumn, three tier courses for measurers to address concerns over time and scope of training - will result in "club, regional and national" qualifications. RYA believe the country is covered, albeit thinly in some areas. Backstop position is that any member seeking measurers can contact RYA who can advise on nearest measurer and RT will personally measure any boat if a measurer is not available.....!

HMS REPORT FOR MEETING 12TH NOVEMBER 2018

There has been a big increase in membership since the last meeting, up by 47 Full Members and 18 Associate members, mainly due to the Squib Prize Draw and chartered boats for the Nationals in Cowes.

STATISTICS: 466 Members

		PAID 2018	NOT PAID 2018
FULL	381	348	33
ASSOCIATE	60	58	3
HONORARY	17		
LIFE	6		
CLUB	2		

I am hopeful that, with a concerted effort from all Committee Members, a new replacement for Membership Secretary will be found soon.

National Squib Owners Association Committee Meeting 12 November 2018

Technical sub committee report

1 Rules and the RYA.

I have failed to get any replies from Rob Taylor since he took over from Bas. Of particular issue is:

- a. C7.1 (h) Components detailed in D7 and D8 may be replaced with a GRP foam sandwich equivalent produced by the licensed manufacturer.
D7 is actually the thwarts, and it should read D5 which is the buoyancy tanks.
- b. The minimum weight rules in the ERS have changed such that boats are weighed without sails. We need the rules to specify sails are included in the weight.
- c. The Backstay being a part of the standing rigging currently the wording precludes adjustment whilst racing. The wording of previous rules editions needs adding to allow adjustment.

2 List of proposed rule changes.

The tech sub committee have given me their thoughts which are largely all in agreement, and are summarized below.

- d. Advertising agreed by organizing authority/NSOA
Agreed in principle, but the wording needs to ensure it is kept just to that.
- e. more than one Jib windows plus tell tale windows, more than one main windows.
Agreed on the basis of a no cost change.
- f. Roller furler while racing.
Most see as another variable in one design racing, so would not support.
- g. Limited swing spreaders.
We assume this means fixed spreaders. Whilst this may help to stop masts failing in certain conditions, the sub committee feel it's another variable with unknown consequences, and may help heavy crews gain an advantage, and lead to all boats having to change. It may lead to sailing the rig very differently and sail shape development. Without a controlled trial to gain knowledge and facts the potential downsides are too great.
- h. extra spinnaker panel
Mixed views, could help marketing of the class, and would bring the pole fitting lower to help smaller crews but as we are a one design its hard to see otherwise any advantage of change. Bryan Riley's comment---- Tried in the early 90's. On Oulton Broad we had a trial spinnaker for a winter season. It was used by different crews every week, they were rarely the winners. We concluded that it was not a boat speed silver bullet and it made the boat more difficult to sail for lady / older crews, both of whom are mainstays of the class. Not in favour.
The Sandhopper does have a larger kite, and consequently a longer pole.
- i. Twin spinnaker poles.
No need and more expense and complication
- j. Outboard included in weight
Felt that only a very small minority need to carry. Plus outboards need fuel, which brings with it the need for fire extinguishers, 4 strokes are becoming the norm and have storage issues. Not in favour.
- k. Battery for pumps included in weight
Endless debate with RYA already on this one. Who polices battery is on board. In the future LI batteries will be less than a KG. Not in favour of change.
- l. Increase weight limit to 700kg
The committee have discussed 12 months ago and all are against. Issues are possibility of boats being allowed to get even more rotten and unsafe. Unsure how many boats would benefit, logistics of all boats losing certificates and requiring re-measuring and recertification. The reality is that only a small number of boats that travel and do the champs would ever go through the process. The rest of the fleet would ignore that fact that the RYA say they have no certificate. It would only become an issue when a new owner came to change the certificate to his name. Great way to welcome a new Squibber.

- m. Delete "mace"
Marketing decision, But not much support.
- n. Electronics.
Largely not in favour of increasing cost and complexity.
- o. Barber haulers- two planes, not sheet to outer sanded area.
Two changes here. The 2 planes could help reduce the number of holes that eventually appear in Squibs, and make adjusting sheeting angle easier, committee mixed views. Sheeting from the outside non sanded area gives ideal lead of jib sheet to cleat. Hard to envisage what contraptions would end up being invented. Not in favour.
- p. Front bulkhead/buoyancy tank. Largely in favour of a sealed buoyancy chamber, no holes for control lines etc.
- q. Pulleys and rope devices to restrict mast movement at deck level. This was debated a few years ago and a range of options such as chocks discussed. Decision at the time to keep things simple and preclude which is the current rule. Thoughts are that it may help serious racers, but added complication for club level sailors. Not in favour.
- r. Pulleys and rope devices to pre-bend mast at deck level. See "n"
- s. Draft stripes on sails, Largely supportive, but may detract from the look of the mace sails.
- t. Delete bolt rope on mainsail foot.
Largely in favour, however it will end up with more adjustment of the mainsail becoming the norm increasing the gap between keen and club sailors.
- u. Keel profile gauges. After 50 years and several castings it's far too late to move now to these. Currently we gauge leading and trailing edges. If a template could be made (and I would not know where to start developing one for a Squib keel) it would re-open the wholesale grinding of keels again. Not in favour
- v. Backstay may be made of rope. All in favour.
- w. Mainsheet can be sheeted to a bridle.
No-one really has a feeling for how this would work nor the advantage. However consensus is leave as we are.
- x. Spinnaker pole sheave box or block
We have no idea what this means.
- y. Mast cog.
The current rule was made to suit an extrusion of constant section. By using a lighter section such as the Superspars section the mast is underweight and in need of "a corrector". The current rule keeps the playing field level whatever the mast section or supplier. Change would lead to people feeling the need for new masts, fraudulent insurance claims etc. Not in favour of change.
- z. Spinnaker Chute.
Suits boats designed for such with the forestay behind the chute. No one in favor.

In conclusion several of the sail window changes are probably sensible and based upon the quoted no cost illogical to oppose, and there is logic for combining all into one.

The backstay in rope is also probably a minor change and the committee could request the RYA to change.

However many of the proposals need a careful balanced argument before going out to the membership to ensure an informed membership. Normally it's the proposer that does this in the first place not the committee. The committees job is to respond and decide if in their view it's good for the class, thus support or not. At the moment I feel we are short of the proposers' view on many of these.

Malcolm Blackburn

Fleets

The term fleet is used somewhat loosely. Basically more than two boats / members = a fleet if so requested. This is useful for marketing purposes – but does not show prospective Squibbers where to go if they want to race Squibs. The list on the website has been pruned so hopefully we show genuine fleets.

A number of fleets listed on the database are historic entities with a handful of members but no local activity. Others are vibrant fleets with active members, lots of local racing and members who attend Open Meetings. Some are stagnant, some are growing. Is there a critical size that needs to be reached before a fleet can truly be said to work?

We encourage fleets to elect a Fleet Captain (who really dose need to be a current NSOA member) as our main point of contact with them. Fleet Captains have access to the details of their fleet on the Membership Database – so they can actually see what is happening but very few seem to use this facility and only a few seem to actively chase membership.

A number of people communicate with the fleets. The Membership function depends on communication with the Fleet Captain on queries regarding membership (and for chasing non-renewers). The Squibble Editor asks for content – and sometimes the fleets respond. So far as eSquibber is concerned, I think the editor has given up asking for content! This is in addition to emails from the secretariat – which can touch on any Squib-related subject. The biggest issue is the lack of response. Typically, to get any response involves a major chase. Follow up emails (often several) are the norm. In a number of cases someone other than the Fleet Captain is more likely to respond – but we need to know who.

A positive this year has been the number of fleets (21) who have actively participated in the draw, with most communicating results on a regular basis (thus giving a chance to sort membership queries). Those who were dilatory in responding found that they had non-renewers or non members who had raced but were ineligible for the draw.

The draw in itself has been a method of increasing communication with fleets – as any Fleet Captain present will know – it has been a pretty steady stream of (often) chasing emails. The result, I hope, has been that we have better communications (both ways) with many fleets than we have had in the past.

Fleet Captains

The role of Fleet Captain is ill-defined. It's a job – rather than a reward for years of service. If fleets want to use the Fleet Captain role as a reward, they need an administrator who handles everything else – and the NSOA needs to know who that is.

Should we publish a list of the things that the NSOA need Fleet Captains to do?

My start point is as follows (in no particular order):

Co-ordinating membership information with the Membership Secretary

Actively encouraging Squibbers to join the NSOA (after all they know - or should know - who has Squibs, the NSOA doesn't know who has bought boats, let alone where they have gone)

Reminding fleet members of the requirement for Measurement Certificates.

Keeping a watchful eye on rebuilds, repairs etc to keep boats in class.

Providing Fleet reports for Squibble, eSquibber and NSOA records (yes, all three – they are different requirements).

Encourage participation in Open events including the Nationals.

In return we probably need a regular Fleet Captain's email – just to keep them in the loop on what is happening. It's easy to send out – but it isn't just the Secretary's job to provide the content.

Fleet participation for the draw will be tabled at the meeting.