

# NATIONAL SQUIB OWNERS ASSOCIATION

## Minutes of Committee Meeting held on Zoom, 9 June 2020

**1. Present:** Nigel Grogan (Chairman), Marian Gibson (Secretary), Richard Sullivan (Finance), Penny Robinson (Membership Secretary), Malcolm Blackburn (Technical Sub-Committee Chairman), Pete Richards (Championship Sub-Committee Chairman), Dick Batt, Lou Bibby, David Biddle, Colm Dunn, Gerard Dyson, David Hall, Mike Probert, Paul Studart, Simon Vines, David Wines

**Apologies:** Tony Saltonstall, Ian Waite

**Declarations of Interest:** Nigel Grogan (Hyde Sails) and Dick Batt (Batt Sails) are suppliers to the class.

**2. Minutes of Meeting held 11 November 2019:** Formally approved as a true record. No matter arising.  
The decision to cancel the 2020 Nationals in Kinsale was formally noted.

### **3. Sailing Programme to end of year**

The reports of the Championship sub-committee and of the Championship survey are attached and form part of these minutes.

Noted that the social distancing rules of 2m make Squib sailing accessible only for household units at this point in time. It was further noted that the NSOA need to encourage Squib sailing wherever possible.

All sailing events until the end of August appear to have been cancelled. Hopefully the Inlands will be able to take place but to date it has not proved possible to talk to Rutland. Burnham Week is still hoping to go ahead. RS commented that as the East Coasts were postponed, not cancelled it is still just possible that they could happen. The possibility of combining the East Coast in some way with Burnham was mentioned, noting that it was hoped to sail the Gold Cup at the beginning of Burnham Week. The Scottish and Northern Championship is scheduled for 29<sup>th</sup> and 30<sup>th</sup> August and will take place subject to Government rules. The Southern could also still be on track, even if dates are juggled – Dick Batt agreed to talk to the RVYC and keep the NSOA informed. Noted that there was currently a waiting list for the Southern. Pete Richards commented that he hoped to be able to achieve a reduced Travellers Trophy.

Weymouth are hoping to be able to start racing in July. On the Hamble single handed racing is taking place. Holyhead are hoping to be able to sail in September it is legal.

Colm Dunne commented that hopefully racing on Ireland would be back soon with currently only “family” sailing taking place. He was hopeful that the Irish Southern and Nationals would happen, at Howth at the end of August.

NG commented that at the point when the Nationals were cancelled there were 32 entries which was felt to be a bit disappointing. Colm Dunne commented that he thought the final number would have been between 50 and 55 as many Irish boats are traditionally late to register. He felt there were lessons to be learnt – for instance there was no early bird discount.

### **4 Annual General Meeting**

The intention is to hold the AGM at the Inlands. There will be a few technicalities to achieve that given the wording of the NSOA Constitution which specifies that the AGM be held during the Nationals. MG / D Biddle / LB to deal with those legalities.

### **5. Election of Officers given the current position regarding the AGM**

Noted that the Constitution says that terms of office expire at the end of the next AGM. D Biddle proposed, D Wines seconded that all officers should remain in place until the end of the next AGM in line with the constitution. Agreed nem con.

### **6. Finance:**

Richard Sullivan reported that the finances of the NSOA remain healthy with a surplus recorded for the years ending April 2019 and April 2020. The figures will be circulated.

NG commented that a debate on how the NSOA raises and spends money is needed.

Noted that the insurance renewal is due and agreed that MB would talk to Paul Young about the valuation for moulds for insurance purposes.

Noted that there are a considerable number of members who have not yet renewed for 2020. It was asked whether members who skip a year in terms of membership should be asked to pay a re-joining fee.

#### **7. Squibble**

Noted that the membership has always been adamant that they want to keep Squibble, Two volunteers from the Portsmouth Fleet have agreed to act as joint editors – the Committee all thought this was an excellent idea and would bring a new look to the publication. NG reported on discussion with a producer of marine related publications who have quoted for the production of Squibble. Pricing is very similar to the existing arrangement. Ian Waite sent his comments by email.

Following debate, it was agreed (nem con) to pursue the proposal further on a magazine by magazine basis with the volunteer editors taking responsibility for sourcing content and the production company turning it into a publication. Noted that advertising needs to be prioritised – it has been a weak link recently with little information arriving with the finance section (who are not in a position to chase payments). Noted that the rates for advertising need to be checked for competitiveness and need to be relevant to the class.

#### **8. Website**

Noted that the website is a critical outward facing method of communicating. It also contains much of the Class archives. The membership database is a sub-site. NG raised the possibility of outsourcing and cited the K6 website as an example (note that the company concerned appear to run on a franchise basis). David Biddle suggested that other similar organisations should be sounded out. David Wines proposed, Lou Bibby seconded to proceed. Agreed nem con.

#### **9. Technical Report**

Report on Rule changes attached and forms part of these minutes.

MB reported that there is no change in the situation regarding measurers. A sticking point re maintenance measurers appears to be 3<sup>rd</sup> party liability insurance – full measurers are covered under RYA policies.

Sailcloth: NG commented that Hyde's have very little cloth in the factory and currently Contender have no stock. There had been an issue with contamination. D. Batt commented that he was under the impression that a new batch was under manufacture. Noted that Contender are the sole supplier.

#### **10. Marine Industry Update**

NG highlighted the state of the marine industry to the Committee where the world-wide lockdown has severe implications for organisations involved. The NSOA role is to ensure that we have the suppliers the class needs.

A discussion followed regarding concerns around the issue.

#### **11. Any Other Business**

None – all dealt with under other headings

## **NSOA Championship Sub Committee Report for Zoom NSOA Committee meeting 9 June 2020**

### **Nationals 2020**

A lot has happened in the world since the last NSOA committee meeting in November 2019. Obviously, the main item to report is the cancellation of the 2020 National Championship, due to take place at Kinsale. The decision was made fairly early by the KYC committee and the Squib representatives in Kinsale but was prompted largely by the Irish government's ban on sailing activity. As it turns out, KYC were quite correct in doing so as meeting restriction and social distancing is still being enforced in Eire and will continue to be so for some time yet.

This early decision, before final payment was required, has hopefully enabled NSOA members to resolve issues with ferry and accommodation bookings sooner rather than later when they may have had problems with refunds of the full amount of the booking.

Kinsale were asked whether they could defer a year and hold the Nationals at the end of June 2021 but were unable to provide a week not shared with another event. They were able to provide acceptable dates in 2022 and on behalf of the NSOA I have rebooked the Nationals in Kinsale from 18 - 24 June 2022.

The Championships next year will be in Abersoch at SCYC on 26 June - 2 July 2021.

### **Championship Survey 2020**

In Feb and March the membership were circulated with a Championship Survey by email. After a very poor response (26) it is obvious that this method of data collection is not appropriate and a better system of gaining the members views on important issues such as Championships is required.

That said, I have crunched the numbers and a summary document is attached with this report.

Mainly the survey shows that the NSOA are a conservative lot and do not want much change from what is perceived as a workable system.

I have given the Championship Sub Committee some action points at the end of the summary to move things along in the next year. I hope the main committee is in agreement with these.

P A Richards  
NSOA Championship Sub Committee Chairman

## **NSOA CHAMPIONSHIP SURVEY 2020**

A survey of NSOA members was carried out by email circulation to the membership in February and March 2020 to determine their views on future National and Inland championships. The last survey was done in 2011 and it was thought that an update of current expectations would be beneficial to championship organisers in the future.

Firstly, the take up was poor with only 26 members making the effort to respond. This was perhaps due to the method of data collection by email, but from those that did, a fairly clear picture of what these Squib sailors expect from each championship was obtained.

Only one respondent had not attended a National championship and over half had attended more than ten. 80% had attended the Inlands and 95% of those canvassed intended to attend one in the future.

The majority (60%) of responses were from NSOA members from the East and South of England with the remainder spread over the North of England, Ireland and Wales. Interestingly, one response from a Yorkshire member took exception to our area categories and demanded that Yorkshire was not in the North of England but should have its own area status.

### **NATIONAL CHAMPIONSHIP**

#### **Format**

The current 6 day format was preferred by 60% with a clear majority in favour of more than one race per day on at least two days in the week. Several other options were proposed mostly supporting more races being sailed. Only four members supported the current one race per day format detailed in the Championship blueprint. Three members were keen to reduce the number of discards allowed. There was a significant minority support, 28%, for a four day Nationals, particularly, but not universally, from Irish members, with a greater number of shorter races being held over a long weekend.

#### **Timing**

There was a clear (75%) majority in favour of keeping to the traditional time of end June – beginning July. September and School holidays were unpopular with 2 members preferring the late May / early June Bank Holiday week.

#### **Venue**

The majority view was that a good (interesting) sailing area with a uniform tidal flow and little commercial shipping was preferred. The distance from berthing to the race area was also high on many peoples wish list – the shorter the better. Swinging moorings were not popular.

In addition, good (cheap?) accommodation, a friendly host Club and a social environment with good bars, restaurants and clubs were all considered important.

Responses to the questions on location of past and future venues were varied with members both promoting and demoting the traditional locations.

**Likes** - Weymouth, Abersoch, Plymouth, Howth, Torquay,

**Dislikes** – Weymouth, Abersoch, Holyhead, Lowestoft, Cowes (Solent), Royal Tay, Dun Laoghaire. Scotland generally.

**New Possibles** – Burnham, Royal Forth, Largs, Falmouth, West Mersea

#### **Gold / Silver / Bronze Fleets**

90% thought that having a fleet split into performance categories was a good idea but only just over half these considered the existing Gold/Silver/Bronze split to be satisfactory. The system is ripe for modification and will be the subject of discussion by the Championship Sub Committee before the next Championships at Abersoch in 2021.

## **INLAND CHAMPIONSHIP**

Traditionally held at Rutland SC on the first full weekend in October. Most visitors arrive on the Friday and launch that afternoon. Racing is on Saturday and Sunday morning with retrieval Sunday afternoon.

### **Format**

A 2 Day event with 5 - 7 races spread over Saturday and Sunday was most popular with 85% support. Extending the event with racing over 3 days was much less popular 15% and would seriously pressurise launching and retrieval at RSC which was perceived as one of the reasons why members were reluctant to attend.

### **Timing**

95% thought the first weekend of October was the best time to run the event. The second weekend of October was the second choice of 75%.

**Action List for Championship Sub Committee** (Pete Richards (Chairman), Gerard Dyson, Colm Dunn, Iain Jones, David Wines, David Lloyd, Mike Probert)

1. Review the Championship Blueprint, currently residing on the NSOA website, in line with the survey results.
2. Discuss and formulate a revised system for Gold/Silver/Bronze fleet selection and prize allocation.
3. Continue to search for and explore new venues for possible future Squib national championships.

P A RICHARDS  
NSOA Championship Sub Committee Chairman

## Technical report June 2020

We have 3 rule amendments going through tec. 2 of the 3 are sorted, the 3<sup>rd</sup> is still having a bit of discussion. When the third is finished the 3 will be implemented at the same time.

### 1) Spinnakers

*C.4.1 to read "Advertising on the boat chosen by the person in charge is prohibited, unless expressly permitted by the NSOA – as prescribed by World Sailing Regulation 20." – Class will need to publish the list on the website to allow the AQL spinnaker and any future ones.*

*C.10.2 LIMITATIONS (a) Not more than 1 mainsail, 1 jib and 2 spinnakers shall be carried aboard when racing.*

**2) Jib tack measurement.** The following are there words, and I can understand the logic, so we can keep both.

*D9.2 – they have agreed that adding in the additional measurement is a good thing and have approved that. They do not think you should delete the old measurement out as this could leave people to interpret that the forestay could be stowed anywhere eg. Down the front of the mast.*

*They recommend keeping that in as it ensures people who don't have a furler continue to sail with the forestay in the intended positions.*

**3) Rudder drawing.** What I am trying to achieve is a dimensioned drawing to include in the class rules instead of the current situation of a full size line drawing with no dimensions that you have to put on the rudder to check it fits within two lines, (the master of which no longer exists). I am not at the moment sure what the RYA Tec committee are unsure about.

The major difficulty in achieving this is that I am pretty sure in the beginning Oliver Lee made a rudder blade, and thought it looked good and worked, so he drew around it and that became the shape.

Describing that shape in a series of simple measurements is not easy. For example, you would have expected the front edge to be straight to where the curved bit starts and then the curved bit a simple radius. The reality is its close to that but not quite. We will get there though.

Malcolm Blackburn  
Chair Technical Sub Committee