

Rear Commodores Report - 2023-24

Firstly, I'd like to thank Mono for the passion and time he put into this role before me and his intent to get things done for the betterment of the club.

I offered to help out after hearing Mono was getting tired and had other commitments. I suppose I share some passion having been around for 26 years or so and developing an opinion on what's best for the club.

Two focal points for me to secure our clubs future are succession planning and building a successful training program.

On presentation night I may have expressed how important it is to bring another generation of kids into the club. We have a great opportunity right now with the experience and know-how to make this work, but perhaps only a small window of opportunity while we have volunteers willing to put the necessary energy into it. I implore members to get behind the training committee and to make themselves available to help as required. We want this program to be self-perpetuating, so parents of this new group become our next Green-Fleet Captains and Discover Sailing Principles, manage coaching contracts, and look after our fleet of training boats.

Six off-the-beach class associations have asked SBSC to host state titles over the March long weekend alone. This is a great credit to our clubs' reputation for race management. While we will host a combined Tasar and 420 series, fitting 10 or so Flying Dutchmen in the yard as well seems unreasonable so we'll look for another time to support them. I also said thanks but no thanks to Pacers and 125s. As well as a state title the Minnow Association also asked us to host a national championship event in January. As our training program gathers momentum, I expect kids to look forward to a championship event on their home waters, so I asked the Minnow Association to consider us next time their nationals come to Victoria. Such events with 50-odd boats are ideal for SBSC to host with an interest to maintain our status as a regatta destination club.

We bought a blue rib early in the season as the little white rib is inadequate for coaching in bigger seas. It was reasonable to expect the coaching would continue through this season given the success of the previous season. For various reasons 420 numbers have been down and it hasn't been worth a coach turning up for only a couple of boats. However, we have just started a new training program and there will be a need for a coach boat as these kids come through.

We like to name our club boats after members, however, until this boat is considered reliable this would seem unfair. We need to commit to making it reliable so we can confidently rent it out and recover some funds to pay for storage.

On a more positive note, we have been granted an in-principal approval to install two recreational marks near the channel for keelboat racing. Our keelboat committee are

already well down the path of addressing costing and design details of buoys and anchoring tackle and ensuring we make a smart investment. Since VicPorts ruled channel marks were not to be used for rounding marks, we initially tried virtual marks without success, and then retrieving inflatable buoys raised safety concerns. Investing in a Botmark was a sensible move but hasn't turned out to be so practical. However, there has been some discussion around using it for regattas.

Regarding succession planning it is important our flag officer & club captain roles are manageable for volunteers and are seen to be rewarding as with any volunteer position. It starts with those who put their hands up at the AGM, being invited to get involved in the conversations of how we do things and why, and understanding our culture, so when a position becomes vacant they feel familiar with that role and are willing to have a go. We need to support these volunteers in their primary role as leaders; delegating duties, planning the year ahead and liaising with the Executive Committee.

Our club supports a variety of sailing interests, and our sailing committee does a great job catering to members demands. I'd like to thank members of our sailing committee for a job well done. I have enjoyed being Rear Commodore for the short time since I took it on and look forward to supporting my successor.

Bill Manning

Acting Rear Commodore