

## President's Report

This has been a tumultuous year for the association with Covid shortening the previous Nationals at Darling Point Sailing Squadron and delaying the start of the sailing season. While membership in Queensland is strong and there are a number of regattas and events that the sports boats participate in there has not been such a circuit in NSW.

Luke Ratcliff worked hard to get a calendar of events prepared in consultation with a number of clubs throughout NSW and there was a core of boats prepared to do these events. However, as the start of the sailing season was delayed and clubs changed their programs the sequence of events did not align and I think everyone was a bit jaded when the sailing eventually commenced. Hence, our intent of getting the NSW sports boats together on a regular basis did not come to fruition.

However, a new season will be upon us in a few months and Luke is on the job again. With the core of boats at the Nationals at Port Stephens we hope to get travelling over the next season and build our membership as we go from regatta to regatta.

Over the years there have been rumblings of discontent among some of the association members, mainly those with what could be referred to as owners of first generation sports boats, that is the T boats, Elliots and the like that have heavy keels and massive rigs. They have said, and rightly so, that there has not been evidence to show that the newer, lighter boats meet the Resistance to Capsize requirements of the Constitution.

Since the inception of the association, nearly 15 years ago, successive committees have discussed and corresponded with Yachting Australia now Australian Sailing to try to resolve this matter. There have been pull down tests done on many boats, spread sheets compiled and numerous discussions that have led not led to a productive conclusion.

This past year I took it upon myself to get this sorted. I spoke with Australian Sailing a number of times and got their approval for the work I was doing. I purchase the international ISO 12217-2 Standard on Stability and Bouyancy and read through it to get an understanding on the methods of getting compliance. I drafted the procedures for two tests that sports boats could do to meet the requirements and checked with a friend of mine, John Swarbrick who is a naval architect and Glen Stanaway at Sailing Australia that they were happy with the documentation that I produced for the testing. John would sign off the compliance when boat owners had done the tests and this would mean that owners of the lighter boats would have documented evidence of compliance to the stability requirements of the Constitution for the first time.

To ensure that all boats complied, the RMI for the other sports boats that were too heavy to pull down was confirmed by calculations that they met the requirements also.

Now all but one sports boat owners have their boats confirmed as complying with the stability requirements for Cat 5 Racing in Australia. Previously, if anything serious had happened to a sports boat in a Cat 5 race our regatta the consequences for the boat owner, regatta organiser and ASBA could have been dire!

We are now in beautiful Port Stephens for our Nationals Championships with glorious weather looking forward to the coming days of racing and a fun filled sports boat season ahead.

Andrew York