



**2024-25**

# Canberra Yacht Club Annual Report





# Introduction

This report summarises the activities and operations of ACT Sailing Inc. (Trading as Canberra Yacht Club). The report also contains the Annual Report of our inclusive charitable programs Buoyed Up and Sailability. The Club's audited financials are found in a separate document, available to members and to others upon request.



## Commodore's Report

It is with pleasure that I report to members as Commodore of the Canberra Yacht Club on the activities of our club during the 2024-2025 financial year.

This has been another busy and productive year for the CYC and the Committee as we have dealt with a lot of sailing "business as usual" and a couple of issues which have presented particular challenges and have reflected on the culture and values of the CYC which have been carefully built and nurtured over the life of our Club. My hope for the year ahead is that energies are directed to making our sport and Club better, friendlier and fairer for all.

During the year the Committee has continued to work hard on maintaining our strong and collaborative working relationships with the CSCC, the ACT Government, the NCA and other key stakeholders and maintain our standing as a strong community partner.

Some focus has inevitably shifted to the challenges and opportunities presented by the Scrivener Sam dissipater strengthening works, and the lake lowering associated with this. CYC management has been working closely with the NCA, ACT Government and other user groups to select key infrastructure upgrades that maintain essential access during the lake lowering, but will also improve overall facilities and access in the long term. These projects include:

- Replacement and lengthening of the Lotus Bay Jetty, better known as the trailable launching area. The CYC campaigned alongside the Traditional Boat Squadron for nearly a decade for an upgrade in this area, and in the end the lake lowering gave agencies the push to get something over the line. The new jetty is a significant

upgrade, both in terms of capacity and usability. Work continues to improve the ramp conditions themselves.

- Sailability jetty depth: an initial project delivered basic access in this area, digging along the southern edge, and using the fill to upgrade the sailing school shore, fixing an increasingly concerning erosion issue and allowing our young students easier launching over the new synthetic turf "beach". Once the lake was actually lowered, it became clear that this initial fix to the depth of the Sailability jetty had failed and was inadequate. A second project was quickly developed and delivered to maintain this essential program, in time for the start of this season's regular Sailability sessions and racing program, and the Masters Games. This collaborative effort between the NCA, its staff, and its contractors has had a direct and positive impact on our members and the broader community. It is a testament to the value of strong partnerships and a shared commitment to accessibility.
- Temporary fixes to the southern rigging area and launching ramp give a hint at the direction the club has requested for these areas, and we thank members for their patience during these continued works.

The CYC remains in a sound financial position under the careful stewardship of Steve Hart and Rear Commodore Finance, Amanda Munn who took on the role from the AGM last year. Amanda and Steve have managed the finances diligently, which has resulted in the strong financial position as reflected in the statements that will be presented to this meeting. This outcome is a reflection of many years of diligent planning and management which is now part of the Club's DNA to ensure long term financial security and minimisation of risk.

As part of the Club's financial security, efforts continue to be made to build sponsorship support as both an increased revenue source and to broaden engagement with business and the community. This is not an easy task as I'm sure anyone in business would know but we will persevere. We maintain our focus on the recruitment and retention of members which is the lifeblood of our Club and our community, and actively seek to build membership on the back of our new premises programs. In this regard the She Sails program completed its first full season after the concept trials of the previous year. This has gone from some early ideas gathering to a fully-fledged community, with a dedicated group of staff and volunteers.

Our Sailability program, under Rear Commodore Inclusion, Peter Brown, has continued to provide opportunities for people who otherwise would not be able to enjoy sailing as we are able to. The sustained year-on-year growth in the Sailability program through participation and recognition in the wider community is really remarkable. Peter is stepping down from the Committee at the conclusion of this meeting after many years of outstanding service and on behalf of you all, I thank him most sincerely and we look forward to having Julian Slater take on this Committee role.

We continue to advocate with various arms of the ACT Government to review its overly restrictive policies which have prevented us from running the Buoyed Up Program. Again, we will persevere.

In a broader sense, we have continued to review and strengthen our processes around governance, risk identification and management across all aspects of the Club's operations.

In terms of staffing, the Sailing School Manager position remained vacant for the 2023-2024 season, as we continued to recruit for the right person to maintain the Sailing School's reputation as the best start to sailing, anywhere. It was important to the Club that the School's culture of friendly, safe and inclusive sailing experiences was maintained. In the meantime, key existing staff stepped up to help Mary and Steve bridge the gap, and we particularly thank Mark Louis, Sebastian Viner and Flynn Jocumnsen for their efforts. As you all know, Flynn has now been recruited into the full-time role and is hitting the ground running.

I acknowledge the work of the members of the CYC Committee and the sub-committees who so willingly volunteer their time to ensure that the club is well managed and continues to provide the services that we enjoy. In addition to those already noted, my thanks to Leo O'Keefe who has very ably led the Sailing Committee, Steve Swinsburg for member services, Rob Saunders for Risk and Safety and Doug Witschi for Special Projects and Sponsorship. My particular thanks go to Vice Commodore John O'Donnell who continues to provide considerable support to me, Steve and the Club's Management team during the year.

The success of the CYC over the last 12 months is again very much due to the efforts and commitment of Steve and Mary, and more recently Flynn, to the operations of the Club on a daily basis. I also acknowledge the work and commitment of our outstanding instructors and assistant instructors through the year, and of course everyone who has given generously of their time in a volunteer capacity.

We have had a great start to season 2024-25 and I very much look forward to seeing you all around the club and on the water.

Sue Hart

Commodore





## Vice Commodore's Report

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So it goes, but the team has again proven themselves equal to the tasks and delivered on all the key priorities.

From a governance perspective, the past 12 months has seen a review and update of key documents that aim to ensure the positive direction and longevity of our Club. These include the CYC Strategic Plan 2022-2027 (Update 2025) CYC Operation Procedures Manual and associated supporting documents and the CYC Risk Management Plan.

Significant work has been undertaken on these documents to ensure relevance and accuracy to our daily operations with some updates being progressively rolled out to the CYC website for member reference.

This past year has again seen challenging wind patterns that keeps us all on our toes. On top of this we also have to deal with a drop in lake water level to allow significant remedial work to be completed to Scrivener Dam by the NCA. This has resulted in significant drop offs to launching areas and reduced depths particularly surrounding the Sailability jetties, creating dangerous sailing conditions.


A high level of communications with CYC, NCA and the ACT Government led by Steve Hart and the CYC team has provided early intervention and rectification works to minimise the effect on the foreshore in the lead up to the start of the sailing season.

The CYC is a family based, volunteer sailing club with a comprehensive youth training program that lends itself to a culture of participation and involvement, mentorship and support and friendly competition. We also have a strong, friendly network of sailors within the club that extends beyond to other interstate clubs and that is valued by all who appreciate the opportunities to extend their sailing experiences.

'Healthy' competition is also an equally valued feature of our culture that aims to focus on growth and self improvement, mutual respect and fairness and is a shared benefit.

Getting the 'culture' balance right is critical to the future of our club, the membership demographic that we can attract and the wide range of boats and crews that are welcomed into the racing program offered by CYC.

We are all responsible for the quality of our culture and therefore where and how the club grows into the future. Maintaining the balance is a difficult task and one that the CYC Committee strives to achieve for the benefit of the majority of sailors when managing the conditions for inclusive, fair and safe sailing.



I would like to think that we are all conscious of how the CYC culture is being perceived within and outside of the club and that the examples we set particularly to younger members, will go a long way to reinforcing a sustainable and productive culture into the future.

Thanks again to all the member volunteers for their contributions over the past year without whom the sailing program would be impossible to achieve. In addition to our regular summer sailing program the CYC has elected to be involved in the Australian Masters Games in October 2025 offering a week long sailing program developed jointly by CYC/YMCA across 6 racing divisions. This will be an exciting challenge which will again require volunteers to assist with the management of the program. I encourage members to offer their assistance if not sailing and if available during the week of racing.

Finally, I would like to thank our Commodore, Sue Hart, fellow members of the Committee and the CYC administrative staff led by Steve Hart for their continued support during the year.



# Rear Commodore Finance Report

The Club remains in a strong financial position, reporting a net operating surplus of \$7,479 up from last year's \$5,763. This result was largely supported by the use of grant funding to invest in the Sailability fleet. However, operating costs have risen this year, and continued tight management of expenses will be essential moving forward.

## Revenue

Total income for the year was \$833,923, up from \$766,724 in 2024. Key contributors included:

- Course & Training Fees: \$396k (up slightly from \$392k)
- Boat Storage Fees: \$135k (up from \$126k)
- Memberships: \$69,045 (up from \$67,780)
- Grants: \$80,675 (up significantly from \$34,219) – Majority of this was Sailability Grant of \$61k
- Boat Shop Sales: \$71,469 (up from \$68,247)

## Expenditure

Total expenditure increased to \$770,868 (from \$713,186), driven by:

- Wages & Superannuation: \$439,241 combined (up from \$418,652). The higher cost was a result of back pay to instructors of 23k after reviewing the award rates.
- Insurance: \$63,193 (up from \$52,251) –
- Repairs & Maintenance: \$63,282 (up from \$43,787)
- Depreciation: \$53,398 (similar to last year)

## Business Unit Performance

- Sailing School: Revenue \$435,634; operating surplus \$4,156 before depreciation. This was a drop from last year due to a one-off event, backpay to instructors.
- Canberra Yacht Club (Member Services): Net deficit of \$36,548 after depreciation. Impacted by increase in Insurance and Repairs and Maintenance costs
- Boat Shop: Net surplus of \$9,259, down from \$20,258 last year. The drop was

partially due to a clearance of slow-moving stock at significant discounts, and stock adjustments following a major stock take.

- Buoyed Up: Surplus \$5,973, supported by grants.
- Sailability: Surplus \$51,446, a strong result due to increased grant funding.
- She Sails: Minor deficit of \$838.

## Balance Sheet

- Cash & Cash Equivalents: \$516,123 (down from \$599,201) result of purchase of Rhib during the financial year.
- Net Assets: \$685,269 (up slightly from \$679,948), confirming continued financial stability.

## Looking Ahead

For 2025–26, priorities include:

- Maintaining strict cost control, particularly in staffing and maintenance and Insurance.
- Look to grow grant and sponsorship income to keep the cost to members down.
- Leveraging the Sailing School's success while managing fleet renewal costs.

## Acknowledgment

I thank the Committee, staff, and volunteers for their dedication and support in achieving these results. Together, we will ensure the Club's financial health and its ability to deliver outstanding sailing experiences for all.

Amanda Munn  
Rear Commodore Finance

# 2024-25 Presentation Night

It was wonderful to celebrate all the achievements of our CYC members from the 2024–2025 season at the Presentation Dinner in May. With close to 100 members in attendance, it was a fantastic night of recognising effort, success and community.

A big thank you to the Canberra Southern Cross Club for hosting us and providing catering.

Awards for racing results for Championship, Pointscore and Sprint formats were delivered to recipients. It was fantastic to see some of the upcoming talent in our club reaching the podium and, in some cases, the established sailors holding them out and retaining top spots. We look forward to another season of hotly contested racing in all Divisions!

## Winners of major awards:

YACHTSWOMAN OF THE YEAR	Steph McLennan
YACHTSMAN OF THE YEAR	Noah Taylor
MOST IMPROVED SENIOR	Donald Puttick
CREW OF THE YEAR	Lincoln Karavas
FAMILY TROPHY	Swinsburg Family
CLUB MEMBER OF THE YEAR	Robin Malpas
JUNIOR YACHTSWOMAN	Olivia Dhepnorarat
JUNIOR YACHTSMAN	Alex Power
INSTRUCTOR DEVELOPMENT AWARD	Cayleigh Cocks
MOST IMPROVED JUNIOR	Harley Dusink
JUNIOR CREW OF THE YEAR	Zaak Bourke
JUNIOR CLUB MEMBER OF THE YEAR	Jeremy Jorand











# Rear Commodore Inclusion Report


The Canberra Yacht Club (CYC) proudly operates the Sailability Program, which enables people of all abilities to enjoy the unique experience of “Freedom on the water”.

The 2024–25 Sailability season was marked by strong participation and continued growth, thanks to our energetic volunteers and steadfast sponsors. Their support has allowed ongoing investment in specialised equipment for both sailors and support teams. Our recreational sailing days run three sessions each Sunday, with eight participants per session. Club racing has thrived, with regular Sunday and Wednesday evening competitions using Hansa 303s and Liberty class boats.

Throughout the year, CYC sailors represented the club at state and national events, culminating in participation at the 2025 Hansa Class World and International Championships, held at the Royal Prince Alfred Yacht Club from 23 to 30 March 2025.

## Key Achievements

- Sony Camp Sailing Program: Continuing our partnership with the Sony Foundation, Sailability once again delivered customised sailing experiences to young people with disabilities. This collaboration reinforces CYC’s dedication to meaningful community outreach.
- Hansa World Championships (April 2025): Club members took part in the Hansa World Championships, proudly representing both Sailability and the CYC. Their impressive results on the international stage highlighted the skill, preparation, and sportsmanship of our sailors, and further enhanced the club’s reputation for nurturing talent and supporting competitive pathways.
- Sailability Operations – Overcoming Lake Level Challenges: Leading into the 2025–26 season, reduced lake levels due to works on Scrivener Dam posed a significant challenge. The club responded by working closely with the National Capital Authority, who performed underwater excavation works to restore and maintain crucial access for our fleet. This ensured the uninterrupted continuation of our sailing activities and maintained high levels of participant engagement.
- Fleet Expansion and Management: During the reporting period, the CYC acquired two new boats and essential accessories, strengthening the Sailability fleet. This ongoing investment ensures the program remains equipped to meet the needs of both novice and experienced sailors, supporting program growth and increased demand.
- Boat Transfers and Collaboration: Following a review of our fleet, surplus Hansa class 2.3 boats were transferred to the Royal Prince Alfred Yacht Club (RPAYC). This move not only optimised our own fleet but also supported the development of adaptive sailing programs at other clubs. CYC retains a well-balanced fleet to meet program needs and uphold safety and readiness standards.
- Program Development – Wednesday Afternoon Sailing: To further encourage new participants and broaden access, the committee is considering a new Wednesday afternoon sailing program. This initiative aims to provide a welcoming environment for newcomers to build confidence, learn to sail independently, and eventually join club racing.



A huge thank you to all our sponsors.

- Capital Chemist
- Royal Arch Masons
- Lodge Canberra Unity
- de Waal Trust
- Rotary Club of Murrumbateman
- Lodge Queanbeyan St Andrew
- Lions Club Kambah
- Paton Family
- Forster Family

Special thanks to the Canberra Southern Cross Club who have the CYC as their Key Community Partner. This partnership highlights the strong history of collaboration between our clubs. We are especially grateful for their generous support of our charitable and inclusion activities, where these funds will be directed.

Finally our thanks to Mary and all the CYC staff and our volunteers for their support to without whom this program could not operate.

#### [Tribute to Terry Peek](#)

This AGM also marks the passing of Terry Peek, who made remarkable contributions to Sailability, including being instrumental in establishing the Sailability Program in Canberra. Terry's unwavering dedication, mentorship, and advocacy for accessible sailing have left a lasting impression on both the club and the wider sailing community. The committee extends heartfelt condolences to Terry's family and friends, and acknowledges his enduring legacy, which will continue to inspire.

See you all on the water.

Rear Commodore Inclusion  
Peter Brown



## Rear Commodore Sailing Report

The 2024–25 sailing season proved to be another successful chapter for the club, with a good turnout of boats taking to the water each weekend. Participation remained high throughout the year, which contributed to a vibrant and competitive sailing atmosphere. Like previous seasons, the club faced its share of challenges, notably unpredictable weather conditions that brought both days of calm with no wind and days of excessive wind, affecting some racing activities.

After experimenting with a separate Sprint series for several seasons, with varying results, the club decided to incorporate the Sprint events into the Pointscore series. This meant that on several occasions during the series, multiple races were scheduled and conducted on the same day. This approach proved to be popular among participants, as it provided more opportunities for sailors to practice race starts and focus on improving their overall performance across the season.

For a number of years, the club relied on the Topyacht system for calculating and reporting race results. While serviceable, the Topyacht system often proved difficult to use. In response to these challenges, the club trialed the SailSys software package during the Matthew Owen Series and the Winter Series. SailSys, which is in use by many clubs across Australia, streamlines the management of registrations, scoring, and communication with participants. It also offers the benefit of real-time results reporting. The trial was highly successful, leading to the decision to fully implement SailSys for the upcoming season. The use of this system is expected to further enhance the experience for both sailors and officials.

In response to ongoing feedback from members over the past few years, the club introduced changes to its division structure for the 2024–25 sailing season. Notably, a new division was established specifically for single-handed dinghies. This new division primarily consisted of Lasers, Aeros, Finns, Impulses, and OK Dinghies. The creation of this division allowed these boats to compete more directly against similar classes, resulting in a more competitive environment. Additionally, it enabled single-handed dinghies to sail a different course from the larger boats, better suited to their characteristics and performance.

However, these changes had unintended consequences for the crewed dinghies division. With most boats now allocated to the single-handed, the crewed dinghy division became a much smaller group. So a new division was created by amalgamating the VX's, Flying Fifteens, and Cherubs. This amalgamation was not as successful as hoped, as the substantial differences in performance between these classes did result in widely spread-out racing. This was addressed to some extent in the Matthew Owen series by moving the Cherubs to another division in which they were more competitive.



Another significant change was the consolidation of all trailable yachts into a single division, replacing the two separate divisions previously used. This adjustment gave a better fleet size over the course of the season.

Like in past years, The club conducted the following regattas during the year:

- UniSport Teams Sailing Nationals (7 teams, 56 competitors)
- ACT Optimist Championship (82 competitors across the Open, Intermediate & Green fleets)
- City of Canberra Trailable Championships (14 boats)
- Chief Ministers Regatta (56 boats)

In addition to these regattas, we held our SheSails Day in February. This followed the format of last season of having it as a stand-alone event with no club racing on the day. Once again it was very successful with a large number of participants. Of course, these days would not be what they are if it wasn't for the members who offered to take participants out on boats. To follow up on the success of these events, the club has continued with the casual sailing evenings for our female sailors on some Fridays.

Participation is the core focus of the CYC Sailing portfolio. It can be seen from the ten year participation graphs (attached at the end of this report) show how it has been trending in both the Championship and the Pointscore series. While the participation in the Pointscore shows a slightly upward trend, participation in the Championship has been fairly flat over the past few years.

On the other hand, the participation rate of our regular sailors (ie. those sailing at least 50% of the races in each series), has shown an increase this year, particularly for the Championship series. The rolling of the previous Sprint series into the Pointscore series probably had a positive effect on participation levels for this series. However, a bit of concern is the significant number of boats that are sailing only a couple of races

throughout the season. This is an area for further investigation.

An important part of the sailing program is having volunteers to assist with race management and rescue duties. I would like to thank all those people that did do the various duties over the year. Without you, the races would not take place.

An important group among our volunteers are our Race Officers. This year, we took significant steps to support and develop this vital team. Notably, we organised the first ever forum dedicated specifically to Race Officers. This forum provided a valuable opportunity for our Race Officers to come together, discuss issues of concern, and share ideas and experiences with one another. These will continue into the next season.

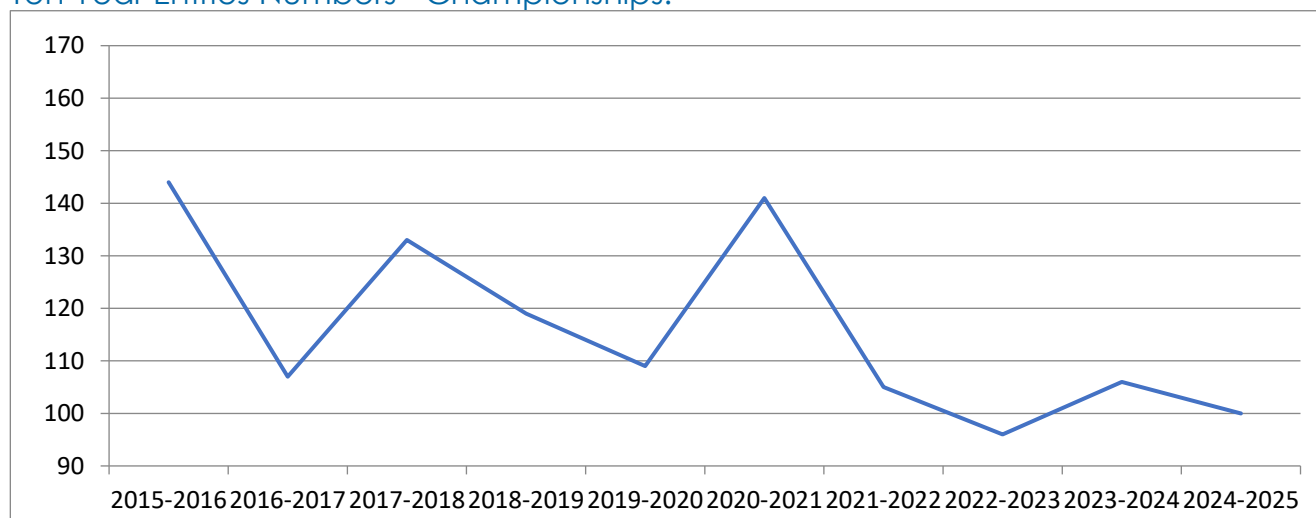
In addition to the forum, we also hosted a Race Officer training course, conducted by Australian Sailing. This course was designed to further strengthen the skills and knowledge of our Race Officers, ensuring that our club continues to maintain high standards of race management. The training has contributed to building a more confident and capable team, ready to support the club's sailing program in future seasons. While on the subject of Race Officers, I would like to thank Gerry Brooks for his unwavering dedication as our principal Race Officer. His commitment to the role and his mentorship of other race officials have made a significant contribution to the strength and capability of our race management team.

Finally, I want to say thank you to the members of the Sailing Committee that helped me in putting together last season's sailing program and in dealing with the various issues that arose during the season. Their collaborative efforts were instrumental in ensuring the smooth running of our sailing activities. Also, I want to thank the CYC staff members for all the work they do and for the support they have given to me and the Committee.

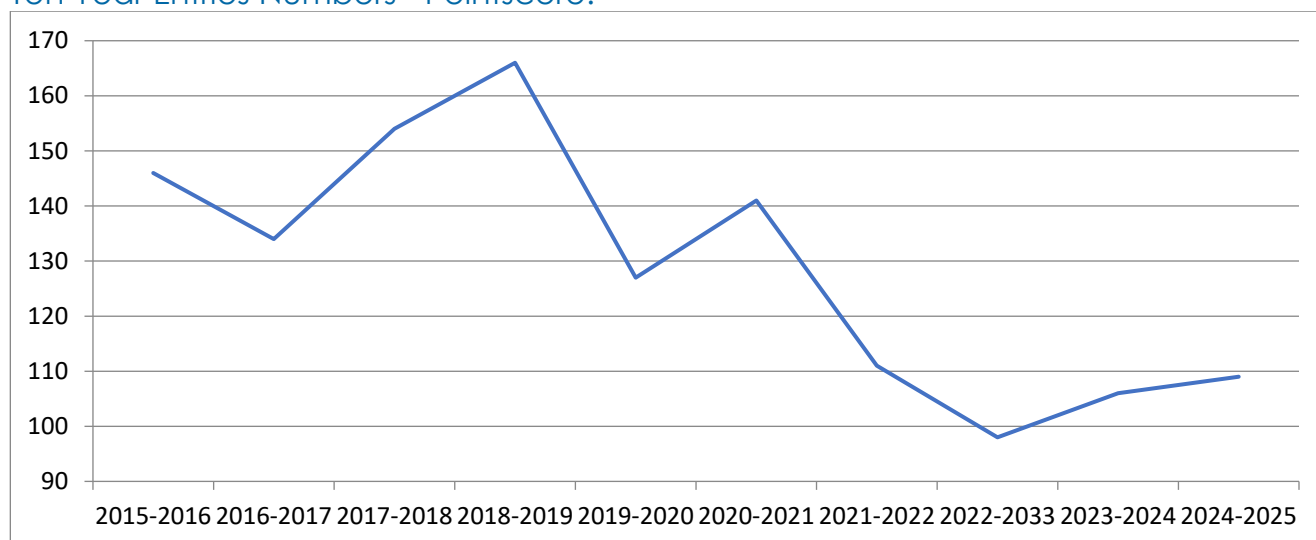
Leo O'Keeffe  
Rear Commodore Sailing

# Ten Year Racing Participation Graphs

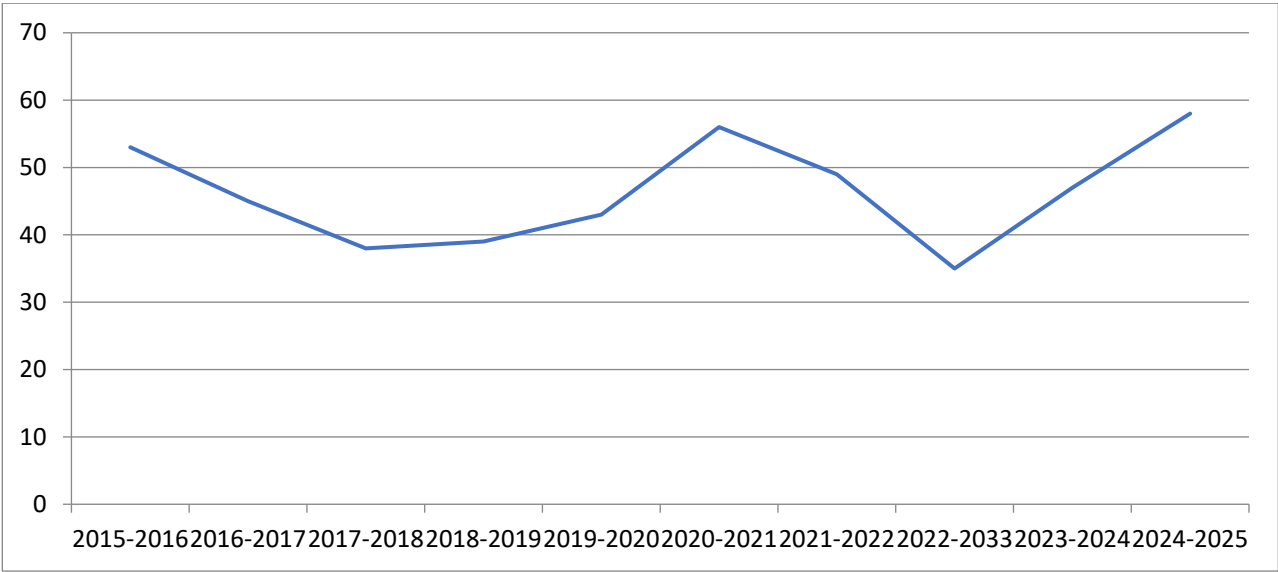
Ten Year Entries Numbers - Championships:



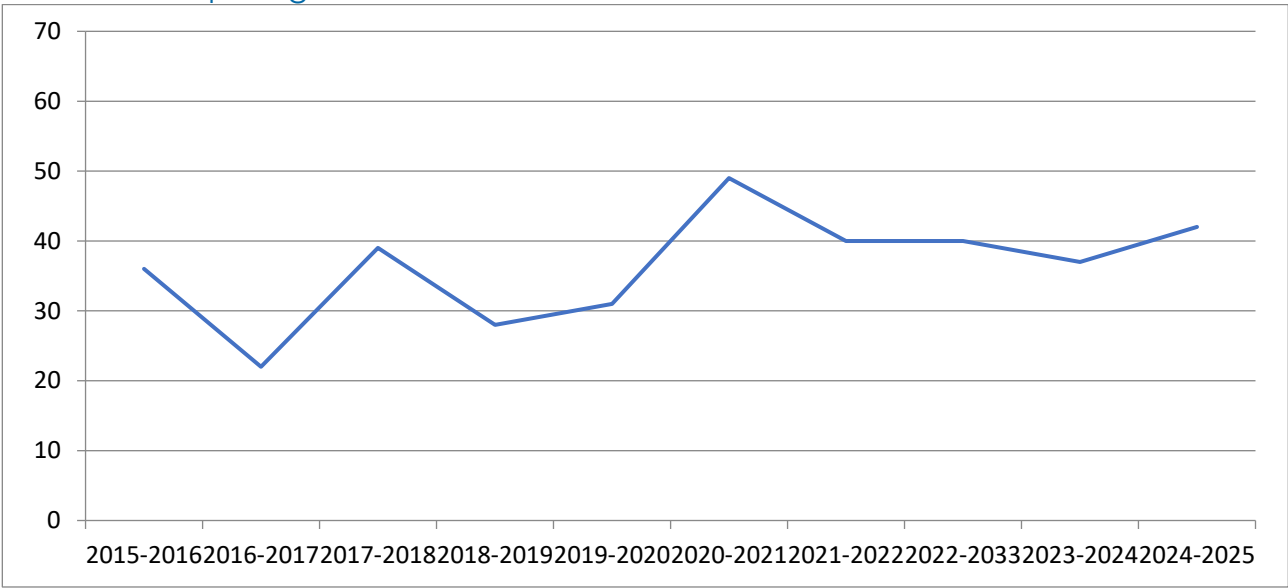
Ten Year Entries Numbers - Pointscore:



Number competing in at least 50% of races – Championship:



Number competing in at least 50% of races –Pointscore:





## Rear Commodore Risk & Safety

The 24 - 25 season has been a successful and busy year. This year was unprecedented in that for several Championship races, we experienced challenging conditions, which saw some racing being postponed or abandoned altogether.

The decision to postpone or abandon a race is supported by conducting a pre-race risk assessment by the Duty Committee Member and the Race Officer. The assessment takes into account several factors such as weather (forecast & actual), duty crews (number, experience) and the participants. The club has a duty of care not only to the participants, but in also in ensuring fair & safe racing. Hopefully the weather will be kinder for the 25-26 season.

2025 - 2027 will see the water level of the lake drop by around 500mm as the NCA commence remedial work on the Scrivener dam wall, an expected 2 + year project. This will obviously affect our use of the lake and will require some careful management by us all as we identify & negotiate new hazards.

During the summer season, there were a couple of collisions where we were very lucky that there were no serious injuries. Incidents like these are preventable and ultimately requires skippers to take early action to avoid contact, regardless of who has right of way.

We sail a mixed fleet in a confined sailing area, which requires all crews to be super vigilant of other vessels, not only those racing, but general lake users who may not be aware of the COLREGs when it comes to right-of-way.

For the upcoming season, we seek your continued support in providing a safe and inclusive sailing environment.

Rob Saunders  
Rear Commodore  
Risk and Safety



# CYC Executive 2024-25



Sue Hart  
Commodore



John O'Donnell  
Vice Commodore



Amanda Munn  
Rear Commodore Finance



Leo O'Keeffe  
Rear Commodore Sailing



Steve Swinsburg  
Rear Commodore Member  
Services



Peter Brown  
Rear Commodore Inclusion



Rob Saunders  
Rear Commodore  
Risk & Safety



Doug Witschi  
Rear Commodore  
Sponsorship & Special Projects

# CYC Staff 2024-25



Steve Hart  
General Manager



Flynn Jørgensen  
Sailing School Manager



Mary Kershaw  
Office Manager

## Major Supporter



## Major Sponsors



Office: 02 6273 4777 | Boatshop: 02 6273 4777  
Mail: PO Box 7169 Yarralumla ACT 2600

Email: [admin@canberrayc.com](mailto:admin@canberrayc.com) | Web: [www.canberrayc.com](http://www.canberrayc.com)  
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