

JOG AGM November 2025 Captain's Report

Participation

2025 was another strong year for JOG. Notwithstanding it was a Fastnet year, which always seems to impact our entries, the membership and number of boats competing has held up with records for a number of our races. Some details of the statistics were included in my last Captain's Log and they make interesting reading and demonstrate the appeal of our blend of Coastal and Offshore racing.

The number of Generation JOG members has remained buoyant. Our, early season, training day was a great success and a number of GenJoggers have enjoyed the benefit of subsidised training courses at Chieftain Training. The generous sponsorship provided by Henri Lloyd has continued to act as a useful incentive to get some GenJog members aboard for the majority of our races. Inevitably we lose some of these participants when the free 18 month membership expires but many of those continue to be involved with our sport and, that alone, makes this a strong and successful programme. Nonetheless, we want to find a way to encourage these people to stay as members and the new committee will build on the ideas and events already in place.

We are pleased that many of our races are used by other organisations such as the J109 class, Performance 30 & 40 classes and the UK Double Handed Association as part of their own series and this is something we are delighted to encourage.

Plans for 2026

Our programme for 2026 retains many of our favourite destinations but, as mentioned in my last Captain's log, there is a noticeable pinch point, not entirely avoidable, and we will try to do something about these in the future. For 2026 we are reinstating the Cherbourg races at Easter (weather permitting). It seems that most people prefer a cold dash to the fleshpots of France but the races to Eastbourne, the first two as last minute changes due to unfavourable conditions in the Channel, found an especially warm welcome offered by everyone at the Royal Sovereign club. We have also decided to drop the St Malo Race for the year and in its place have a feeder race to Dartmouth as an intro to JOG week. We will review the calendar going forward to 2027 and beyond, bearing in mind the long history of our participation in the race.

JOG week should be a great event. The current plans are that after the race to Dartmouth, there will be a number of races based at Dartmouth with passage races to and from Plymouth. We have walk-ashore berthing on the Dartmouth side and are currently looking at where to berth in Plymouth. Local clubs are on board to assist us with running the races. We expect to find a sponsor for the week which will reflect in the

entry fees. As planning continues, we will be able to give more detailed announcements which will follow as soon as possible.

In 2026 (although not yet confirmed but reasonably certain) is that we will adopt the Nautical Cloud Online, an exciting development of the members racing app and the race management system.

Safety Issues

This was touched on in another of my Captain's Logs. There is an increasing view that for offshore racing, particularly at night, personal AIS is a real lifesaver. At present this is only required for World Sailing Category 2 and higher races but we would not be surprised to see this extended to Category 3 races. For the present, the Committee does not intend to prescribe for the provision of Personal AIS but we will be recommending that these should be acquired. We are hoping to negotiate a discount for the purchase of these so look out for more information on our website.

Members need to remember that, unannounced, inspections can be made at any destination. This has not been done on a regular basis in recent years in part because, on arrival, most crews are more interested in showers and shoreside attractions than being held back. If inspections are to be done effectively the club has a reasonable expectation that owners and their crew will cooperate fully.

Finances

The Treasurer will present a separate report but suffice to say that finances are healthy. Our reserves will enable us to balance the inevitable costs of changes to the secretariat and we anticipate containing race entry fees and subscriptions to a modest increase in line with inflation. That should be good news for all of us!

Secretary/Sailing/Race Manager

As most people know Martin who has been Secretary since 2018 is stepping aside. We will keep members up to date with details of the new appointment but in the meantime I just want to repeat the thanks offered by several other people to him, and also to Ruth for all the efforts they have made on our behalf over the years. Without going on for hours it is impossible to say enough about what they have contributed. Suffice to say they have always been there at the end of the races at all hours of the day or night, organising presentations and parties and at the end of the email and phone whenever required. We hope that they will continue to participate in the fortunes of JOG without the ultimate responsibility of getting everything in place.

Thanks

It is that time of the year when I have to say to thanks to all the people who have contributed to the success of JOG during the last 12 months. First Peter and Sandie, Jo

and Mike, together with Martin and Ruth all of whom run the race box for us. I will just add that Mike Thom, who's voice on the radio you are all familiar with, has decided to retire next season mostly due to his ill health which makes getting to early starts a particular burden. Most of you will know that our race box is leant to us by Mark and Cath Giraudon. This location provides us with our unique start line and, once again, our effusive thanks are extended to them for their very special support.

Cat Platts, our super star Racing and Membership Coordinator, has excelled with our social media releases, publishing our race reports and extensively helping with technical services (ie: sorting out the technical difficulties encountered by the membership!). Then there are all the members of the Committee. Without hard working participants, quietly doing little jobs, representing us on other Committees and guiding things along we would not be the success we all see. Particular thanks are due to Mark, who retires as Vice Captain, for all his work with GenJOG , to Connie who is stepping down after the prescribed three years and to Rob, though if elected as Vice Captain, will continue in post. I look forward to welcoming the new Committee and know that we will be able to continue to offer a friendly and successful season for all in 2026 and beyond.

Finally

It remains a great privilege to be your Captain. Nonetheless, as mentioned in several Captain's Logs, my participation in racing for the last year has been less than I would have liked. Having retired from my career, I seem to have got to that stage in life when there are constant demands on my time and getting away racing seems to be harder not easier. I will try to do better in 2026.

Anthony Tahourdin

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