

Annual Report of the Civil Service Sailing Association (CSSA) to 31st December 2025

Membership

Membership is steady. There has been the usual small growth month on month with an occasional month of decline. Membership of both the Council (CSSC) and the Association (CSSA) stood at 2,514 at year end, down from 2,770 at the end of 2024 and down from 2,569 at the end of 2023. The Association's affiliated club memberships of both the Council and Association totalled about 1,800 with some being members of several clubs. Anomalies between Council and Association records continue to arise and are addressed by periodic meetings of the Council and Association.

Association membership rules were changed at the 2025 AGM to accommodate clubs' wishes that Council membership should be on merit. Rules remain in line with the Council requirement that clubs should target 100% membership of CSSC.

Finance

The Association accounts were published at <https://cs-sailing.org.uk/cssa-business/> and in CS Sailing, April 2026. The Association remains financially healthy. Once again there has been an annual deficit following the Council's ceasing of grants to Sports and Recreational Bodies (SRBs) such as the sailing association. A number of cost saving measures are being implemented the main one being the ceasing the printing and mailing of CS Sailing – the magazine will be available online only after April 2026. See the Treasurer's report for further details.

Changes at the Council

The Council Transformation Programme continues. The Sports Transformation Programme was introduced and impacted on sailing. The cost savings designed into the Sports Transformation Programme have sustained the life of the Council into the 2030s but nothing has been heard of transformations in other areas to secure the longer-term existence of the Council.

The Council's communications with the sailing Association and other SRBs (Sports and Recreational Bodies) was recognised as poor and improvements were implemented by the Council.

The Council clearly stated that it no longer had a role for SRBs. The outline of Council proposals for future delivery of sport without SRBs was set out with the intent of implementing these before the end of 2025.

The Council reduced its support for national sports events. Sports with continued Council support for national events will be delivered by teams of volunteers seconded from the sport and Head Office staff. The Council will reduce its delivery of national sport if the Head Office resource required exceeds that available. All national events will be run tightly within Council policies and procedures.

Sailing has been designated a Tier 2 sport by the Council and is no longer be eligible for Council support or funding for national regattas, etc. The Council wants to focus on local delivery of sport through nationally dispersed Council teams and began a pilot in the northwest.

The Council funding model changed dramatically for events in 2026 and beyond. The Council's invitation to bid for funding for 2026 did not reach all sailing clubs.

Changes in the Association

The 2025 AGM agreed some changes to the Association constitution consistent with the Council's direction of travel – Divisions of the Association were abolished and each former Division was given Affiliate status; the requirement for membership of the Council and the Association of club members was passed to the clubs; the Association gained support to explore CLG (Company Limited by Guarantee) status if circumstances developed suggesting this was appropriate.

The Council had advocated creation of CLGs as a means of both reducing risk to its volunteers and leaving clubs responsible for their actions; protecting the Council and Association from liabilities. The four yacht operating clubs all became CLGs during 2025 and registered their ownership of their yachts. Littleton SC and POG are also CLGs. Other dinghy and keelboat clubs remain unincorporated.

The General Committee of the Association operated with neither a General Secretary nor dinghy Officers. The General Committee's review of the Association Flag Officer structure remained on hold pending clarity in Council led changes.

Communication with the membership through a printed and mailed magazine is no longer affordable. Communications will go online only from April 2026.

The Association's outlook for the future

The Council originally proposed that its policies and procedures for dealing with its sports clubs in the absence of SRBs (including the sailing Association) would be in place by the end of 2025. These documents were not available by the end of 2025 leaving sports clubs and SRBs without the information required to inform their decisions required by the Council. The Association's recommendations for the future of the Association and its affiliated clubs to a General Meeting of the membership is on hold pending receipt of a full set of documents being prepared by the Council.

The Council stated in March 2025 that it no longer has a need for bodies such as the sailing Association – but at the same time it has asked for a restructured sailing Association to act as a national sailing body within the Council. This appeared unrealistic to the General Committee. The General Committee subsequently informed all known and contactable sailing groups within the Council of transformation correspondence between the Council and Association.

Some of the Clubs affiliated to the Association – particularly yacht operating clubs – foresee a benefit from a continued role for a body such as the Association – for pooling of finances to facilitate yacht and infrastructure replacements; reducing duplication of resources; sharing solutions to shared problems. These benefits can be delivered with or without affiliation of the Association to the Council.

Sailing is what we're here for... Activities in Clubs affiliated to the Association

Various events and achievements of affiliated yacht, dinghy, and keelboat clubs were reported in CS Sailing throughout 2025 – back copies available at <https://cs-sailing.org.uk/news/>

Yachting off the coasts of our 4 home nations including the beautiful waters on the west of Scotland was provided by **5 Kingdoms Sailing Club Limited (5KSC)**

alongside RYA practical training amongst the islands and ports of the Clyde. Cruising in the Channel and off western France as far as La Rochelle was provided by the **Civil Service Channel Sailing Club Limited (CSCSC)**. The **Civil Service Offshore Racing Club Limited (CSORC)** resumed racing aboard its own yacht for the first time in many years. **East Coast Yacht Club Limited (ECYC)** built on the enthusiasm shown across the Association in 2024 for cruising in the western Mediterranean and sailed Freyja to Gibraltar over the summer with cruises to Africa in the autumn and ready for cruising and training from Gibraltar throughout the winter before venturing to the Balearics in 2026.

Facilities for privately owned dinghies, many dinghy events, and dinghy training are provided by several clubs: **Hooe Point Sailing Club (HPSC)** based at the Mountbatten Centre in Plymouth; **Jumbles Sailing Club (JSC)** based on Jumbles Reservoir near Bolton; **Littleton Sailing Club Limited (LSC)** based near the junction of the M3 and M25 and prominent in the Council's view of sailing through its leasing of a lake owned by the Council; **Netley Cliff Sailing Club (NCSC)** affiliated to the Association but with subdued contact with the Association pending resolution of a dispute with the Council.

Rutland Civil Service Sailing Club (RCSSC) lodging in Rutland SC on Rutland Water, provides sailing opportunities aboard small keelboats and is well known to the Council through providing memorable moments for Council members outside of the sailing Association.

Facilities for privately owned yachts are provided by HPSC and NCSC but predominantly by **Portsmouth Offshore Group Limited (POG)**. POG made huge progress during 2025 with dredging of silted moorings and renewal of pontoon facilities. POG is well known to the Council through its leasing of its site from the Council.

The Council's 2025 **National Yacht Regatta** including **IDOR** was delivered successfully again through a sub-committee of the Association General Committee headed by Stuart Dawes and Sam McGrail. As always, the event was very much enjoyed by those taking part. Stuart and Sam both stood down after the 2025 event – thank you to Stuart and Sam for contributions over several years.

Despite the Council withdrawing support for national sailing events, sailing volunteers independent of the Association persuaded the Council that it should support a 2026 National Yacht Regatta on the basis that all costs are covered by the competitors. Delivery through the Council provides greater security for the organisers and participants than could be provided through the unincorporated Association.

The Association General Committee decided that it is unable to compete with highly successful Class and Club events organised outside of the Council and Association and should no longer host **National Dinghy Regattas**.

Activities of Council Sailing Clubs outside of the Association

Following the Council's proposal that the Association should become a national sports body for all sailing in the Council, the Association reached out to known unaffiliated sailing clubs within the Council to jointly consider proposals received from the Council.

Inchyra Boat Club, based on Council owned land near Perth, Scotland, joined GC meetings. **Griffin Sailing Club** itself an associate of Cheltenham Civil Service Sailing Club, acknowledged the contact. Nothing was heard from **Cheltenham Civil Service Sailing Club**. A small number of other sailing groups may still exist but the Association has no contact information for them.

Thank you to Association volunteers

Huge thanks are due to all volunteers on the Association General Committee and in all Clubs affiliated to the Association and beyond who have provided sailing opportunities for Association members. Thank you.

Happy Sailing

The CSSA General Committee
April 2026