Race Marks:
With the Queensferry Crossing due to open mid-summer, we’ve revised race mark names to combine the east & west areas. PEYC courses use 25 race marks around PE but there are only 24 practical letters (‘o’ & ‘i’ are unsuitable). Hence mark G is duplicated as a dinghy only mark close inshore in Queensferry Bay and as a yacht only mark off the west end of Rosyth Dockyard, so there shouldn’t be any confusion! Once the exclusion zones are removed, we will lay a new mark Y west of the south tower for both dinghies & yachts.

Class Flags & Main Pier Light Signals:
The new system of light signals, shown at the AGM, has been installed at the race box. Some changes to class flags colours have been made to match available LED colours. Lights will also be used for the Preparatory, Individual Recall, General Recall and Shorten Course signals from the Main Pier, so make sure you read SI para 1.10.

Dinghy Courses:
Mark W (The ODM) has been deleted as the first mark from all dinghy courses to avoid any argument about which is the ‘first mark’. While the exclusion zone remains in operation, Mark Y will continue to be laid as a temporary dinghy mark off the W Breakwater. Courses are otherwise largely unchanged apart from revised mark letters.

Dinghy Race Program:
Much the same as in previous years, but there are now five Saturday series, each of 3-days with three ‘back to back’ races on most days.

Yacht Courses:
All the yacht courses have been revised to better match the three divisions, still using ‘paired courses’ but with an extra windward-leeward round for Div-1. There are two sets of ‘night courses’, one using only navigation marks to the east, and one using marks in both the east & west for when the exclusion zones are removed. Similarly there are two sets of trophy courses, one only using marks to the east and the other using east & west marks. Hybrid courses will no longer be used. So make sure that you get rid of all your 2016 course lists!

Yacht Race Program:
Similar to previous years but the Easter series is now only on Sundays from 2nd April, running in parallel with the Wednesday A-series from 5th April. The first three Wed A-series races will use night courses to provide longer races while daylight is still relatively short. Note that the rules about navigation lights and wearing lifejackets will apply! There is no race on Wed 26th April when the unusually low (0.4m) and late tide would delay most yachts getting back into the Marina until after 23:00. Instead, we’ll be running a Club Race Officer course in the clubhouse that evening. Rachel’s survey showed strong support to retain the Ladies Race (7th June) but also to introduce a ‘Crews Race’ (24th May).
Yacht Divisions:

Opinion at the Skippers’ Dinner last October clearly favoured racing in narrower handicap ranges, despite smaller numbers in each race, to provide closer and fairer competition in the tidal currents around Port Edgar and occasional dying evening winds. Virtually all PEYC yacht racing in 2017 is scheduled in three divisions with the same handicap splits as 2016 (Div-1 <900 PY; Div-2 900-974 PY; Div-3 >=975 PY). If only one yacht shows up to start in a division, the race officer will cancel that division’s race and transfer the yacht, for that race only, to the nearest division based on its standard FYCA handicap. The Bosun’s Locker and Queen Margaret open FIG races will use FYCA Div-1 (<975 PY) and Div-2 (>=975 PY) classes. The Inchkeith & Kincardine Timegate races, the Two-handed race and the Sternchase will continue using a single combined yacht class.

Simplified Yacht Race Management:

Managing races for three divisions, particularly from a committee boat, is a serious challenge and many are daunted by the prospect since it’s only once or twice per season. Race officer teams all want to make a success of their duty, just as they expect others to do so for them. Selecting the right courses is critical and needs the following information:

1. Wind strength & direction
2. Average current strength and direction (flood or ebb) predicted during the race
3. Race duration (Start time to primary time limit)

Item 1 must be assessed by the race officer in the race area to select the start mark and decide which set of courses to use to make the beat to the first mark as close as possible to the wind. However, Item 2 is predictable from the UKHO Rosyth tide data and item 3 is set by the race calendar. To simplify this task, a 5x5 table of optimum courses for the Div-3 benchmark 1040 PY yacht will be provided for most races covering the prevailing W, WSW, SW, E & ENE winds and strengths of 20, 16, 12, 8 & 4 kt. These recommended courses already account for the predicted tidal current and scheduled time. If the estimated achievable distance is less than the first round of the shortest available course, ‘n/a’ is shown to indicate that you should set a short windward-leeward course. As an example:

**Wed 03-May A series 4:** Div-3 1:30 duration with 1.00 kt average flood tide

<table>
<thead>
<tr>
<th>Start</th>
<th>Wind</th>
<th>20 kt</th>
<th>16 kt</th>
<th>12 kt</th>
<th>8 kt</th>
<th>4 kt</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mark E</td>
<td>W</td>
<td>3</td>
<td>5</td>
<td>9</td>
<td>9</td>
<td>n/a</td>
</tr>
<tr>
<td>Mark E</td>
<td>WSW</td>
<td>13</td>
<td>15</td>
<td>19</td>
<td>19</td>
<td>n/a</td>
</tr>
<tr>
<td>Mark E</td>
<td>SW</td>
<td>23</td>
<td>25</td>
<td>29</td>
<td>29</td>
<td>n/a</td>
</tr>
<tr>
<td>Mark H</td>
<td>E</td>
<td>35</td>
<td>37</td>
<td>39</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>Mark A</td>
<td>ENE</td>
<td>45</td>
<td>47</td>
<td>49</td>
<td>n/a</td>
<td>n/a</td>
</tr>
</tbody>
</table>

This new innovation for 2017 should simplify the task and let race officers concentrate on laying an accurate start line and running the start sequence correctly and on schedule. But there’s much more to good race management and you should come to the Club Race Officer course on Wed 26th April at the PEYC clubhouse.

**Wishing you good racing for 2017!**

*Jim Scott - PEYC Sailing Secretary - 22nd March 2017*