

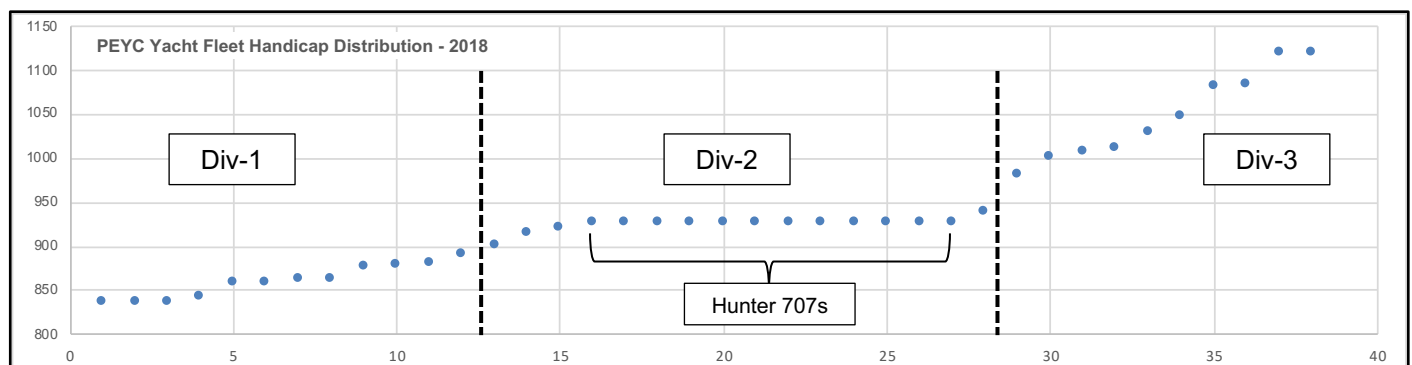
PEYC Yacht Racing - 2018 Review & 2019 Proposals

Series & Trophy Turnouts: Average yacht turnout in the 2018 Easter, Wed & Night Series was 71% of the average across our peak years 2002-8. Overall, 38 different yachts competed in club series versus 42 in 2017 and 38 in 2016. Three divisions (<900; 900-974; >=975 PY) raced the Wed A, B & Night series with turnouts similar to 2017. Due to poor weather, delays in launching & poor turnouts, the divisions were combined in the 2018 Easter series.

	Easter Series	Wed-A series	Sun BBQ races	Wed-B series	Night series	Bosuns Locker	Crews' race	Ladies' race	Club Trophy	Inchkeith Timegate	2-handed race	RNLI Pennant	Stern-chase	Kincardine Timegate	Queen Margaret
Div-1	n/a	5.4	6.8 10 max 4 min	6.7	6.0	6	6	4	8	Not planned	Not planned	8	Not planned	Not planned	7
Div-2	n/a	9.4		9.5	8.8		12	5	12						
Div-3	n/a	4.3		5.3	4.0		6	5	5			7			
Total	4.8	19.1	6.8	21.5	18.8	12	23	14	27			25			13

Hunter 707 - separate class? If the twelve 707s in the club raced as a separate class, the turnouts would have been:
 Easter average: 1.0; max: 2; min: 0 Wed-A average: 5.3; max: 8; min: 3
 Wed-B average: 5.3; max: 7; min: 4 Night average: 4.0; max: 6; min: 2 Would that be acceptable?

Yacht Divisions: Do we continue with three divisions for all series and four trophy races even when numbers may not justify it? Are you content when there are only two yachts in a race? For poorly supported races, should we combine divisions and use 'Hybrid courses' or can you suggest another way of dealing fairly with a wide fleet handicap range?



Wednesday Racing: Out of 26 evenings from 11th Apr to 3rd Oct, 13th Jun was unusable because of tides, 27th Jun was abandoned for no wind and 19th Sept was cancelled due to extreme gales. No Div-2 yachts finished on 18th July and Div-1 was abandoned on 12th Sept because mark Q was missing. Absolute time limits for day races were set at either 21:45, sunset+15-mins or tide dropping below 1.2m, whichever was earliest. Allowing for a 30% time limit extension, the primary time limit for day races was never later than 21:05. In practice, race officers were cautious in letting races run on and very few yachts finished after the primary time limits. Average race durations on Wednesdays for Divs 1-3 were 81, 79 & 73 minutes across all races and 92, 89 & 85 minutes for those with a 21:05 primary time limit. Detailed analysis of first & last finishers in each division versus time limits is available on the PEYC web site.

Night Series: Due to silting and for safety, the absolute time limits were limited by the tide dropping below 1.6m for two races. Otherwise they were set at 22:05 but course length recommendations were based on the benchmark yachts finishing by 21:00. We added Rosyth No1 cat buoy and put temporary LED lights on marks L, Z, Q & W to improve the course designs. The lights were only partially successful because of battery life issues and people knocking or pulling them off the race marks when trying to hang onto them. An improved design is envisaged to solve those issues for 2019.

Race Management: Running evening races with committee boat starts for three divisions, in a narrow estuary aligned at 40-deg to the prevailing wind, along with tidal currents of up to +/- 2.3 kt, would be a major challenge for experienced race officers let alone club crews doing it only twice per season! The OOD Duty Sheets with a 5x5 table of recommended courses, based on the time limit & predicted tidal current, covering our five main prevailing wind directions and 4-20 kt strength, seem to work well along with the new OOD Check List. These courses are always based on the achievable distance for the benchmark Div-3 yacht finishing within the primary time limit, while Divs 1-2 sail their 'paired' course.

Courses: Do we have too many courses? Are they too complicated? Should OODs just decide on the spot and radio them to the fleet? Well, I published the course design policy last year and nobody commented. In my view, courses should have windward legs well aligned to the wind to avoid 'one-sided' beats and provide tactical & strategic choices. In still water with course aligned to the wind, the ratio of time on each tack is 50:50; at 10-deg off the wind it's 40:60; at 20-deg it's 30:70; at 30-deg it's 20:80; etc. Hence our mark layout provides options for our prevailing W, WSW and SW winds with 22.5-deg between sets of courses so the OOD should be able to get them within 10-deg of the wind. Tidal currents will complicate your decision on where to sail the beat, but that's just one of the challenges in racing at PEYC!

These issues and anything else are up for discussion at the Skippers' Dinner on 31st October.

Jim Scott - PEYC Sailing Secretary - 27th Oct 2018