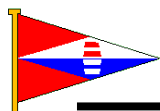


PEYC Yacht Night Series Survey 2022

- 1. Do you support the continuation of the Night Series next year?** Yes: 6 No: 1
- Yes, definitely. Same answer as last year: we competed in all the races; we don't mind the dark; we need the practice. I don't think it needs amendment.
 - Absolutely and in the same format [it] is a lot of fun, adding a dimension of racing that can rarely be experienced anywhere – I think that an approach to the marina to offer a 7 month marina package may be worthwhile as the last month is quite costly and I wonder if others who may have raced were lifted out at the end of September at the end of the 6 month 'summer' marina package?
- 2. Should PEYC continue Wed racing to the last week of BST?** Yes: 5 No: 1
- I stopped racing before the end of the series, partly due to crew availability but also as I find racing in the dark stressful.
- 3. Are the max wind limits of 20 kt average & 25 kt gusts appropriate?** Yes: 5 No: 1
- But are they really observed by OODs? Wed 20 Oct felt borderline safe. If I had been skipper, there is no way that I would have taken the boat out. [deleted] is way more experienced. So we went out with him as skipper. Afterwards, one of the crew from [deleted] said, "It's good it was dark; we couldn't see the size of the waves when we were beyond the rail bridge."
 - Limits are about right, but there will never be a 'correct' answer.
 - Consideration of the strength of wind and wind over tide made need further thought. 20kts over a strong tide creates a sea state that with gusts and in the dark does start to create doubts and I could see potential to push the boundary of sensibility. A lower limit may be appropriate.
 - I'm not sure the OODs were seeing both the wind and sea state conditions that we saw on the water. One evening we saw gusts well over the 25 kt with tricky waves to navigate on the way to mark P, so not sure this is always being followed - although maybe it's for the yacht on the water to speak up.
- 4. Agree with the OOD's option to declare a 'Restricted Sail' race in marginal conditions?** Yes: 5 No: 1
- They ought to more often. For 20 Oct again, it was so strong, we never managed to hoist the spinnaker, despite having it rigged and ready. So I feel we were at a disadvantage compared to the boat that found a reason for white sail. IMO, hoisting and dropping is such a faff that it makes a significant difference to safety in big conditions, especially for the bowman on a 707. Better if the OOD made the decision for everyone.
 - For night sailing, maybe we should extend the legitimate reasons to include, 'I don't feel that it's safe for my crew.' Would people take advantage? And is 4% actually much of an advantage? If more than one boat used that reason, it would help steer the OOD to declare it for everyone.
 - I did not participate in that race so cannot comment from experience but as in other series where lifejackets can be mandated it seems sensible.
 - Absolutely, I would advocate strong guidance that wind strength implies a presumption of restricted sails – my concern would be that this puts an onus on the OOD and hindsight is a wonderful thing, so if there is an explicit aspect that states a limit then there is no ambiguity. There is a good wind speed reading available from the road bridge deck which could be used as a reference, i.e. if the gust strength measured on the road bridge deck reports a gust exceeding 20 kt (factor the height will give an elevated reading versus sea level) then the OOD will declare the race to be restricted sail – I'm sure this can be refined.
 - I can't recall this being used on any of the nights (maybe there was one). One night we were short of our regular crew and, with it being heavier conditions, I opted for restricted sail. In any case, flying a kite at night with heavier winds without your experienced crew was a bad idea from my point of view.
- 5. Was there enough light from the bridges & sky to make the start safe enough?** Yes: 5 No: 1
- Yes. However, with the light out of action on mark W, we never found it for the last race. We sailed best effort, looking at the transit poles. But we still have no idea where the start line was. We hoped we were close and wouldn't get disqualified. That said, I don't see how it can be improved when a light breaks at the last minute. K1 seems dangerously close to the bridge for a start; F is too close to the box. The OOD did ask on the radio if everyone wanted to proceed using W with no light. So respect to [deleted] for good communication.
 - Never had a problem with the start (but Div3 only had 2 or 3 starters anyway)
 - Yes – the ambient lighting works very well and I think this is the strength that the location offers.
 - Was only tricky when mark W lost its light on the last night. [Mark W light had been broken off, possibly by collision]
- 6. Individual 'staggered start times' for races starting after sunset to reduce risks?** Yes: 0 No: 6
- The turnout is low. With 3-5 yachts in Div 2, I think it's safe enough. If there were 10+, it might be different. As a highly inexperienced skipper, I am definitely not comfortable with busy starts. But I didn't feel that it was an issue for the night series. There's enough space. It would be complex to administer.
 - Not sure about staggered starts, but Div 3 was very small anyway. The 707's may object, and I can see their point.
 - No – I don't see the need, the line is significant for the number of boats and the ambient lighting more than adequate for safe starting.
 - I don't think I would; at least, with everyone starting together, we know where everyone was at the start.



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7. Were all the race mark lights sufficiently visible?

Yes: 4 No: 1

- My feeling is that the lights have improved a lot from previous years. They are very visible from long distances. Thank you! [Note: Mark W light had been broken off before final race, presumably by something large running into it.]
- I always find Mark F difficult to find (lots of other lights in the area and usually you are looking towards the bridge lights).
- Sufficient? Yes. Great? Not so much – but this is one of the factors that possibly adds to the experience / drama / enjoyment.
- Sometimes we struggle to initially locate the marks but our GPS gets us close then we can spot the lights.

8. Support putting a light on mark S to allow west going starts after sunset?

Yes: 6 No: 0

- Yes but needed mark L more.
- Yes, downwind starts are not ideal.
- Yes – it would provide a good option for alternative courses and upwind starts.

9. Are the Club's safety provisions adequate for racing at night?

Yes: 5 No: 0

- Never really been tested.
- Yes, 98%. I'm impressed with the procedures and efforts you make to ensure all boats are safe and accounted for. We withdrew [deleted] hours before the start of Twilight race 2 but it somehow didn't register in the system. I'm grateful that [deleted] personally phoned to check on us.
- On 27 Oct, our radio battery died. We could hear the OOD discussing the whereabouts of [deleted] but I struggled to reply. So I rang the emergency race box mobile to let the OOD know that we were OK. This is very useful. I wonder how many of the participants have saved the number in their phone? There's space on the membership cards; print the numbers there. Email out a contact in a standard attachment format that's easy to save.
- Again, as a woefully inexperienced skipper, I'd like to see more safety training. In particular, I've never done any crew-overboard training. Last time I practised was 25 years ago and only as crew. This is a bit scary. I heard by word of mouth from Paul Grandison that he recently did some drills. If he was doing training organized by the club, I wasn't aware and it could be better advertised. Theory and practice sounds good but it covers loads of topics. IMO, there should be a distinction for *necessary* safety training.
- The only time I thought we were into dangerous ground was when the OOD set a course round mark P, on a falling tide with a strong easterly that had been blowing for days. Hence, big waves, shallow water, lee shore, fixed mark. It was an utterly daft course to set when N was available. I was right at the limit of what I thought we could do responsibly, and I have a relatively high threshold.
- Yacht safety must be the skippers responsibility, about the only extra precaution I can think of is having the RIB on the water but due to the area to be covered would it be effective?
- Yes – we should recognise, celebrate and encourage the culture that even though there is healthy competition, that there is a collective duty of care within the club and fleet.
- Would it be worth in trickier conditions for the OOD to ask for advice from yachts on the water about the conditions?

10. What changes to the SIs or courses would you suggest?

- While motoring out of the marina, I recently encountered one of the top boats sailing around the inside of the tyre barrier. They were going fast, properly heeled over, with crew on the rail. Another boat was also there, inside the west entrance, hoisting its sails (I had no problem with that one). I think it was 12 Oct. As an inexperienced skipper, I did not need to deal with avoiding an actively sailing boat in a tight, shallow channel. I really messed up our start, partly as a result of manoeuvring to avoid them. I initially chose to go out the east entrance but then changed course to avoid that boat sailing *in* the east entrance. Then I had to deal with them overtaking us while going out the west entrance. I don't know but I guess that the sailing yacht was doing laps of the tyre barrier to keep out of the tide. I can see how that's a big advantage for a race box start. But it was inconvenient, arguably dangerous. And if everyone does it, there will be chaos. Make it off limits for active sailing, well before the start sequence. Inside the tyre barrier is an easy definition. The definition of active sailing obviously needs finesse because we often sail out. But, IMHO, sailing in and immediately out is taking the mickey. I should have mentioned it to the skipper on the day but it didn't occur to me until you asked.
- On 5 Oct, I think that none of the racing yachts got the memo that the courses were revised to remove mark Q. I think the OOD was the only participant who had the correct courses. Did you send an email? (I shouldn't complain because the confusion led us to win for the first time ever. But we were using the old courses and won despite that.)
- Need mark L.
- Would use of the SE central Queensferry Tower exclusion mark provide another dimension, which is within the main race area, provide another angle whilst also staying south of the shipping channel – being OOD and traversing the shipping channel at the start of the series worked for the course, but in hindsight I wouldn't have used it if we were fully aware of the 2 ships and fortunate it was still dusk at the time – if courses could provide the right angles and stay south of the channel it reduces the risk of shipping.