# Constant Contact Survey Results

**Survey Name**: Southern Circuit Survey

**Response Status**: Partial & Completed

As presented at the Winter Meeting, March 15, 2012

## *Contents:*

Do you travel with your Lightning to events 100 miles or more from your home waters?
Have you ever sailed in the Southern Circuit?
When did you most recently participate in the Southern Circuit?
What single aspect of the Lightning Southern Circuit is your favorite?
What is your favorite current Southern Circuit venue, and why?
What is your least favorite current Southern Circuit venue, and why?
Southern Circuit venue number options
Southern Circuit location options
What is the one single element the ILCA should keep exactly the same in the Southern Circuit?
What is the one single element the ILCA should absolutely change in the Southern Circuit?
Attendance if the Southern Circuit remains unchanged
Attendance at the Southern Circuit if changes are made
Attendance survey
Attendance plans
What is the primary reason for not attending the Southern Circuit?
Changes to increase attendance
Boat numbers
Other thoughts

### Do you travel with your Lightning to events 100 miles or more from your home waters?

| | Number of Response(s) | Response Ratio |
|---|---|---|
| Yes | 163 | 81.0% |
| No | 35 | 17.4% |
| No Responses *left this question blank | 3 | 1.4% |
| **Total** | 201 | 100% |

### Have you ever sailed in the Southern Circuit?

| | Number of Response(s) | Response Ratio |
|---|---|---|
| Yes | 148 | 73.6% |
| No | 50 | 24.8% |
| No Responses *left this question blank | 3 | 1.4% |
| **Total** | 201 | 100% |

### When did you most recently participate in the Southern Circuit?

| | Number of Response(s) | Response Ratio |
|---|---|---|
| Past 2 years (2010 or 2011) | 59 | 29.3% |
| 3 or 4 years ago (2008 or 2009) | 21 | 10.4% |
| 5 or 6 years ago (2006 or 2007) | 13 | 6.4% |
| 7 to 10 years ago (2002, 2003, 2004 or 2005) | 13 | 6.4% |
| 11 or more years ago (2001 and earlier) | 16 | 7.9% |
| No Responses | 79 | 39.3% |
| * If they answered NO to ever attending a So Cir this question was skipped and recorded as no response | | |
| **Total** | 201 | 100% |

### What single aspect of the Lightning Southern Circuit is your favorite?

Racing in Miami.

The competition and family fun

seeing friends and getting quality sailing in the winter time.

Savannah.

the comraderie/social aspect of hanging out with lightning friends you haven't seen in awhile

Warm weather and seeing everyone

Taking a winter break, warm weather sailing and renewing old friendships as well as supporting the Lightning Class Association.

strong fleets, all starting in one start (not qualified into smaller fleets)... venues are exceptional, sailing away from home waters, enjoying the post-sailing activities. I know, not a "single aspect"... sorry.

1) The sailing in Miami ! 2) Seeing friends and getting to warm weather.

It has been so long I really can't remember. I think the last time I sailed at St. Pete was 1985, and Savannah in maybe 1981?

Lots of sailing in great venues in a short time, and sailing against the very best.

Savannah.

Great sailing and competition and great times in St. Pete.

The chance to spend time with friends in a warm location.

The change of venues requires the top boats to perform well over a wide variety of conditions. I enjoy the different locations.

Weather good people

The weather and the relatively more relaxed racing. It is more like a "floating" party moving from one venue to the next.

The camaraderie.

Large competitve fleet

The social aspects -- the Davannah Oyster Roast Dinner; the Miami breakfasts and dinners on the terrace; and especially the social events and the banquet at the St. Pete Yacht Club.

It's not a single aspect. Among the attractions are warm weather, host clubs hospitality, camaraderie and, most importantly, great competition.

Social aspect of St. Pete.

The weather

Warm water, big fleets, Savannah course is wild and a real keeper, very relaxed, see old Lightning friends

going.

I love Savannah's hospitality and the togetherness the class sees at this venue. I also love St. Pete, but the sailing is usually the best in Miami...so I like our current system.

Different venues, different sailing conditions,lots of sailing in about 9 days.

COMPETITION

The warm weather!

getting away from the cold up north

There is no single thing that stands out.

Good racing

I have never done the entire 3-regatta circuit. I have been to St. Pete several times, though not recently due to limited time. At St. Pete, I enjoy the destination regatta feel, the number of competitors, and the weather.

its warm and people are nice

St. Pete as you get to "settle in" for a few days..

Cont. sailing in the winter

Seeing everyone

Like the big fleet starts and sailing at St. Pete

Exciting to get to warmer climate and sail for the first time of the year with friends

st Pete

Seeing old friends....the social part.

Have never sailed the entire circuit. Only Savannah. Plan to make at least 2 out of 3 this year!

people

The comaradie of meeting fellow Lightning sailors plus receiving advice on how to improve my sailing skills.

Friends & sailing in Miami

Competion

visiting 3 unique venues

Getting back in the boat, sailing in a great venue against great competion.

I like going to three differant locations in one week.

Large Fleets/High Level of Competition

Size and level of competition in St. Pete

Miami weather and conditions

Meeting up with all the people...
Just doing it.
Starting with over 60 boats on the line at St. Pete.

A break from winter that provides the opportunity to sail competitively

Participation of a large amount of boats

The Racing is outstanding and the attitudes are relaxed

Savannah

Getting away in March to see friends and family in the Lightning class...warm temps...

St Petersburg

Seeing old friends, sunshine and top flight sailing competition.

The social aspects and the different venues

Number of boats and quality of the competition.

Seeing my lightning friends after a long winter in great locations

early season shake down

3 different venues in a 2 week period

Seeing friends and the weather.

Time away from the office actively competing with great sailors.

The social/vacation atmosophere.

Having a chance to get out on the water during the winter.

The social/vacation atmosophere.

Having a chance to get out on the water during the winter.

Racing

Sailing at proper venues like Miami and St. Pete.
Warm weather.

Resting, finally in St Pete

Sailing during the Winter months, friends,fun,great venues and sailing waters

Sailing in St. Petersburg was usually warm in temperature, nice sailing and baseball after sailing. One time we travelled just to sail that regatta because of time constraints with business.

66 boats on the line, the venue,

Time of year-competitiom-warm weather-old friends-vacation-relaxed but serious racing

Fantastic big fleet racing in balmy summer conditions at the very beginning of the season

Racing

The hospitality of the yacht clubs.

The people who come are terrific.

The ability to sail with/against friends for a week in the winter.

Sailing in warm weather in March.

Sailing at St. Petersburg.

St. Pete Bar!

warm weather...!!!

The Hanging out in Warm Weather with Great People!

quality of competition
sail without waiting for summer
seeing friends from distant districts
getting to see all of my lightning friends in a lower key atmosphere than a worlds or north american setting. I also love the uniqueness of sailing at Savanah.

Florida racing near end of MI winter

Compact Sailing in the timeframe

The chance to sail in potential ly very good waters against really good sailors and try to improve my skills

Sailing with friends at different venues

Big Fleet racing with 13+ Races

Warm temps and Sun! Enjoy the challenging course at Savannah but not the no seeums!

The people!

Being able to sail against great competitors and take a break from the North.

Between the 3 regattas we typically get a lot of qualtiy racing in a weeks time.

the ability to get the season started earlier than otherwise possible only sailing in Indiana.

Getting away from the winter weather and enjoying the people in attendance

Enjoying Lightning sailors

hanging out old friends and meeting new ones. Oh Sailing too!

Sailing in the Spring where it is warm!

To begin the summer sailing season and get out of the snow and wind of the northern midwest

**What is your favorite current Southern Circuit venue, and why?**

| | Number of Response(s) | Response Ratio | |
|---|---|---|---|
| Savannah Yacht Club | 24 | 11.9% | |
| Coral Reef Yacht Club | 40 | 19.9% | |
| St Petersburg Yacht Club | 56 | 27.8% | |
| No Responses | 81 | 40.2% | |
| * If they answered NO to ever attending a So Cir this question was skipped and recorded as no response | | | |
| **Total** | 201 | 100% | |

**Savannah Comments**

I'm new to the class. I sailed in Savannah in 2011. I have not sailed the other parts of the Circuit.

Very nice city.

I like them all, but Savannah is unique if sometimes a bit chilly. The 3 race series seems a good idea so it is not weighted too heavily in the overall scoring. Some have suggested moving it to Charleston. To me that just moves it to another big current venue that is more likely to have cold weather than Savannah. If you are going to move it go South!

Last year first time, I crewed, since 1980's that I participated in circuit. I only attended Savannah and St Petersburg. This due to time and money. I am planning on attending Savannah in 2012 with my own boat.

The course is so neat and if they still have the clam bake out back it's a great bonus.

It's all we did last year - I tried to leave this blank - Have never been to Miami.

Savannah - friendliest people, racing close to club. Even though crazy current and shallow water and bugs and usually one cold day, I like it best. I obviously like the sailing better at Miami and St Pete though.

I like all three events, but Savannah is my favorite because the club seems to want us there more than the other clubs. Historically RC has been the best there, although not as good recently. Each venue offers something unique. Miami has the best sailing, but I hate the city. Car break-ins, host club is typically unfriendly and RC is normally horrible. Lightning is last on the list after Bacardi, Miami Race Week, Orange Bowl. St. Pete - town and club are great, sailing normally sucks!

Unique location. You cannot take it seriously but the hospitality is tops. Miami is too far away. 2010 nasty weather. St. Pete. either blows like mad or does not blow.

Have only sailed in Savannah

Ability, after racing, to retire to an immediate social venue and socialise with fellow competitors.

It offers the best history and fun in town. The club and members are incredble.

Very hospitable. I used to live in Savannah

SYC seems to really enjoy having the Lightning sailors. In addition, I love spending a couple days in downtown Savannah. Finally, once a year it's nice NOT to sail W/L courses.

closest to home

Hospitality of the club and the unique sailing

It's not far from home and the dinner (w/oysters) is supreme.

very hard to say...
but probably savannah..
it's closer to me, so i've gone to it more often..
and very wacky on the water...!!!
great food...great hospitality...!!!

I love the history of the club. The city of Savanah is beautiful. It's reasonably priced for lodging. The club is close proximatey to the race course. I personally think the the RC could stop running triangle courses and could get some great w/l races in. Sailing in current makes you think outside the box.

They want us there. Miami does not and st Pete is too stuffy

It is so different

**Coral Reef Comments**

So much to do after the sailing. The Miami stop should be longer.

Miami is the best place to sail. it should be the three day regatta.

the sailing in miami is superb.

Great club, venue, sailing area, RC, lots of on-shore options.

I enjoy sailing Biscayne Bay, however feel we are a burden on their membership. If you ask my wife who travels with me each year, the answer will be St. Pete. She enjoys the city and can watch the races from the pier most of the time.

All are excellent... Savannah is weird sailing, but a great club and town... Miami is the best sailing, but the club is a little less welcoming, South Beack makes up for that.... St. Pete is big and excellent in most ways, but the launch and storage facilities were a bit weak

Seems to have the best breeze that you can count on. Warm warter and air temp. Plenty of housing options. BUT - sort of feel like they are tired of sailors as we hit them at the end of their winter sailing season.

I loved sailing in Biscayne Bay - many years ago sailed with the fleet in Miami. But today if I was to attend just one event on the cicuit it would be St. Pete. Because of travel distance and I would live to start in such a huge fleet at least once.

Tough call, the people in Savannah are so nice, but the sailing in Miami is so much better. Really do enjoy both venues.

Very hard to choose. Savannah is the most friendly interesting place to sail. St Pete has tradition. If I had to pick one it would be Miami for the warm weather, Biscayne Bay is a great place to sail, and my wife likes Coconut Grove shopping dining.... That said the most important factor is not the venue but the group of Lightning sailors who are there.

Easy access to the race course; the beautiful blue water of Biscayne Bay; the stunning vistas of the Miami skyline; the closeness of affordable hotels; the available parking at the CRYC and the easy access from S. Bayshore Drive

The best racing and the most consistently good racing conditions.

Because of sailing conditions. St. Pete has the best facilities but breeze is too spotty.

GOOD WEATHER AND HIGH PROBABILITY TO SAIL ALL THE RACES .

I like the combination of the convenient club facilities - parking a club house together - and race course nearby.

The water and the city!

Nice open waters in warm climate

Love the sailing

Breeze

I like them all for different reasons but C. Reef can be fantastic when the seabreeze kicks in and you are sailing in the Carribean type waters. I love Savannah because of the uniqueness of sailing in the rivers--the current, the shallowness, the shiftiness, the courses, the fact that you have to keep your head out of the boat and you always have a chance to make big gains or losses. It is just a real special place to sail. St Pete is great becuase of the club, the farmers market, the ci

southern Florida is a great break on and off the water

Biscayne Bay - steady wind, short chop, warm and beautiful - entry fee best value of the 3

A "return to summer"/warm temperatures and sailing conditions.

Best wind conditions and no current

great weather and great sailing

Most consistent wind

Best wind and weather.

Generally it provides the best race conditions.

Great sailing, cool area.

Always great winds

The actual racing - but enjoy all 3 locations

Great sailing with the best winds of the three locations, beautiful water, nice view from the yacht club.

Miami sailing conditions are great and the party is fun and the meal at the end is a great addition which is part of the event fees!!

best wind, The Grove.

**St Pete Comments**

Wife went to Law School in St. Pete, used to like going there.

It's the only one I've been to.

Less expensive on all fronts: housing, food, and entertainment.

Location, layout, relaxed, more affordable.

Only one i have been too

Best boat parking and 2 1/2 days sailing

Social, biggest fleet.

I never sailed Savannah
I recall Coral Reef can have very heavy winds
That leaves St Pete

Savannah or St Pete...I like them both.

St. Pete is the only one I've been to.

Raced in Savannah once and didn't enjoy the non-traditional racing conditions. Have never raced in Miami. St. Pete is a closer drive and with 3 days of racing, it's the best value.

only one Ive been too

Huge bias due to disproporiante success on the course and fun at the parties..

Great area to sail/ Vacation. Unfortunately very long drive.

I have attended Savannah most d/t the distance.I Like Sav. but the weather seems unreliable.

Only venue I have sailed on the Southern Circuit

banquet

Affordable housing and space at the St. Pete sailing center

Starting with over 60 boats on the line at St. Pete.

Top flight racing, RC and a welcoming YC. I love that bar! I also love Coral Reef, particularly since we are almost guaranteed warm weather

St Pete has always been the big regatta, the boats, the competition.

friendly, warm, large group of sailors, good parties, well run races, reasonable prices

I like them all, but if I had to go to only one it would be St. Pete. It is usually the best attended and if you fly in fly out you only miss one day of work
Facilities and race management are excellent. Big bay venue allows square courses in any condition.
The club is totally committed to the class and to racing in general. Hotels are within walking distance so when my crew celebrates or drinks away their sorrow (I of course never do that)I dont have to be the DD.
With 3 days of racing (and only a short travel from Miami) it feels like we get settled. Parking is relatively easy, lodging is plentiful and convenient and the boat lot is conducive for a lot of socializing. Yes, we usually lose a day of racing due to lack of breeze, but there are things to do (Farmers Market, great parks and beaches, etc.)

Overall the best venue

See above comment

Good sailing and friendly, professional on and off water.

It is an open, inviting, posh, relaxing, friendly environment with great sailing and no need to even get in the car while we are there! It is the entire package all in one location. To me it "is" the circuit

The whole deal - the sailing, the sail out, the sail in, the town, the price of hotels, the banquet, the biggest regatta.

Good facilities and friendly pepole

Great venue and it has reasonable housing options.

Only one I've done

It is a reasonable distance for me and the venue is excellent with good water in which to sail and sufficient lifts to get boats in and out of the water reasonably efficiently. I really enjoy the banquet.

Good Sailing venue, very welcoming club,accomodation walk to sail and evening entertainment

St. Pete is an up and coming city- west coast of FL is more laid back although the south beach at Miami is fun. St. Pete is the nicest club and best boat storage

Savannah is silly and can be very cold. Miami is very expensive and can be very windy. St. Pete is just right!!

I like the three day format, particularly because there is usually one day with no racing. In addition, they are very welcoming of the Lightning fleet and usuually do a very good job running the races.

A welcoming attitude.

St. Pete is a special place, but both Savannah and Coral Reef are also nice venues.

very hard to choose. We usually stay after for a few days of sight seeing, general vacation and visiting friends and family in Florida.

Ease of launching/hauling and again the people in attendance. Lets not forget the hosipitality of the Saint Pete YC.

I get to stay w/ an old HS buddy in his great home on the beach!

Enjoy the Venue.

Top

## What is your least favorite current Southern Circuit venue, and why?

| | Number of Response(s) | Response Ratio |
|---|---|---|
| Savannah Yacht Club | 61 | 30.3% |
| Coral Reef Yacht Club | 35 | 17.4% |
| St Petersburg Yacht Club | 22 | 10.9% |
| No Responses | 83 | 41.2% |
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Top

### Savannah Comments

undependable sailing and racing.

The sailing in Savannah is awful. Not only is the sailing area bad, race management in recent years has been awful. I can see the reason for the deep south regatta, but it shoudl not count towards a championship like the southern circuit. Savannah is embarrassing for the ILCA image and what we stand for in terms of being "top" one design racing.

haven't sailed Savannah, on St. Pete & Miami, so I guess its Savannah :)

Great club and you are received with a friendly smile and always feel welcomed. Downside - crazy course, swift currents, No-See-Ums. Enjoyed it when I was younger.

the bugs, i guess.

If i had to pick -- i guess Savannah. It is a really different place to sail - and that also can be a good thing ... i mean how often do you sail up a river and see the tips of masts on the other side of the marsh. The bugs are terrible - Charleston could make more sense !? Or Jacksonville (Florida YC)...

Have never sailed at Miami. Savannah can be cold and sailing quite challenging, especially in early spring.

If I had all the time in the world, Savannah would be a "must do." But it's less like "normal" courses which is both it's appeal and the reason I'd pick it as the least likely to do. Reading about it in recent years, I'd say don't even consider dropping it. For folks on the east coast it's a logical stop on the circuit.
can only do st pete now but i also love Miami
right now the time and expense is an issue to do more than one regatta

My biggest issue is that there is too little time between Savanah and Coral Reef.

Crappy sailing and the bugs!

Greater likelihood of chilly weather, funky sailing.

because it is extremely difficult to make it there in time due to time off.

race course, weather, timing.

The strange layout of the triangular race course going down two arms of the river is, on the one hand very interesting and different, but on the other hand a challenge to figure out how to go around the course efficiently i.e. without getting stuck in the reeds.

SAND GNATS!

Bugs, unfavorable racecourse.

Only because I never sailed it

I have never gotten to it. Keep in mind I have never been able to sail the whole series having only crewed for others. So I do not speak from first hand knowledge.

non-traditional racing

its GA, not south enough

Strange place to sail. Nice town, club and people.

Bugs

bugs

Cold,bugs,funky sailing

water is cold and the natts

Nats - lack of open water to sail in - don't mind the challenge of the current - just wish the course area was more open - regatta fee-worst value- I attend because only a 5 hour drive even when I am unable to attend other venues though
Size of fleet and sailing venue.
Only sailed my boat at Savannah once.
My least favorite is Savannah. The idea of "coming out of mothballs" after a long non-sailing winter and then sailing in the cuckey conditions is not a confidence builder. The saving grace of course is the great hospitality of the Savannah hosts. The too often no wind/light wind St. Pete sailing conditions are frustrating and a waste of time. The start time is way too early and sort of cancels out the value of the tiki bar and night life and dampens any chance

I love the Yacht Club but I hate the bugs...

Great YC but the weather isn't necessarily warm and the river sailing is too much for me at my age (73). I did like it better when I was younger and still did frostbiting.

Too much current

poor sailing venue, cold or noseeums?

The rivers are challenging but a nine foot tide is too extreme and controls the racing. Courses are confined and the RC is forced into some course that I only see at Savannah. For us the goal is to avoid serious damage that would affect our trip South.

The bugs. The weather is undependable (could be cold). The bugs. The racing is funky--that's really okay, but the bugs!

Although I really like Savannah and it's atypical courses, the lack of races turns me off.

Fickle and annoying racing area.

Difficult course for first getting back into the boat after a long Winter

River sailing with current has it's challenges, but it is uncomfortable for the crew to pull up the board for an advantage of shoreline sailing. It is also not pleasant to have so many boats on the course on such a tight race course. Rules are sometimes stretched around the mark roundings and having a protest is pointless and the near collisions are numberous. Bugs (Black Flies) are a problem at this venue too. The travel rush to Miami at the end of the regatta is also problematic.
The sand flies, the strange race course, and only 1 race a day. However, they are the greatest hosts, Savannah is a very nice town, the lodging costs are reasonable, and its on the way south.

Not a fair question. I like Savannah, but I like the others more. I like the variety of sailing and want to keep it.

BUGS! Quality of saiing.

Have heard about squirrely conditions. Don't want to travel that far, spend $ on accommodations, for a hi probability for low quality racing conditions

I don't like the sailing conditions and the social stuff hasn't been up to the same standard as the other two venues.

Too few races, narrow tidal river sailing, sand bugs, and distant accomodation plus (but club is good and hosts welcoming)

Very little racing and you have to sail around land to get to the weather mark.

Typically a little chili.

I have never been to Savannah, but have heard that sailing on the river is a real challange and not the best venue.

I guess most wo/ say the course, but I think that is really interesting. I got no response when I asked about places to stay or camp.

Don't know, I like Savannah too just don't like the gnats i guess.

complex river sailing

**Coral Reef Comments**

Too far. Midweek.

I never attended Coral Reef due to distance, time and cost. However it looks like the class has come up with a good solution several years ago by shorting the time.

The Coral Reef club is a touch difficult and the water isn't beautiful, but I am splitting hairs. It's great and the sailing is super. So are the folks at Coral Reef.

SAA - never been there.

The other clubs are friendlier and more welcoming.

I don't think they like us to be there except to make them money, and it feels like it.

YC is not that friendly, they don't seem to want us there as much as the other clubs do.

A long way to go for not a lot of return. Maybe nicest sailing venue but club does not welcome sailors as much as other 2 clubs. Parking, cost of lodging etc are negatives for me.

Don't like the area. Congested. Hard to find affordable accommidations. Expensive. Long drive. Not the greatest meal plan/party. (one mini Keg...Realy?)

Club lacked character but enjoy them all.

Expensive, city not comfortable, sailing can be great, but non-sailing is not so gret.

From a non sailing standpoint, Coral Reef is least favorite due to the immediate surroundings of the Club, lodging options, etc.

The expense of staying in Miami

I really don't have a "least favorite". If I had to choose, I'd pick Miami because it's so far away. If it were a 3 day regatta in Miami, that would be MUCH better.

long drive home

Feel like an imposition sometimes but love the venue. Savannah--sailing isn`t good but rest is nice

I have never yet been to Savannah, so this is hard to answer. I like St Pete over Miami because it is closer to home, more friendly and inviting, easier to sail out of (we run aground at miami sometimes, and St Pete is open and friendly, while Miami is intense and difficult to move around or drive in.

Actual this is a n/a question...just don't like the nats in Savannah!

It's tight quarters, expensive, and a long haul.

Distance to Miami kept me from going

pretty far....
but so great when you get there...!!!!

Quality of the sailing, (tactical options)

the sailing on biscayne bay has deteriorated over the past few years. With all the high rise's going up, they seem to deflect the breeze. The club also make's us feel as if they are doing us a favor by hosting the event. The rc work last year was marginal. Lodging is expensive, parking at the club is limited. It also is the furthest point away which increases your fuel cost. increase.

The great us like we are a bother

Long sail out- Miami traffic can be a real pain

It's not really but I was required to answer so I will go back to the expense.

We don't like the area and the expense of south Florida. To crowded and don't feel safe in the surrounding area.

Congestion in the boat parking area. Have never been to Savanah so I can't render a opinion.

### St Pete Comments

Lack of breeze.

Not that interesting.

People there are not very receptive, and the Race committee is inconsiderate. My last experience was so bad that I am considering only doing 2 of the legs of the circuit.

It seems like the weather never cooperates. 4 days in the concrete jungle around the sailing center can get pretty long.

Lack of wind. otherwise great.

Sailing conditions are poor. Savannah is unique and we know what we are in for going to savannah- current, bugs, only three races....

THE CITY THAT NEVER HAS WIND .

No basis for answering this

Please see above. Neither Miami nor St. Pete. They do not have Lightning Fleets. Either it blows like mad or does not. Very bae weather in both venues. In Miami we are not even allowed inside the club. Miami is the worst. It is too far away, Having to dissemble the boats 3 times is too much. A lot of travel also...we could be sailing and not changin venues and hotels.

lack of breeze

Don't like the parking nazis.

Sailing is poor; yacht club increasingly not compatible with casual sailing

Sailing in St. Pete is very hit or miss. It is not the best place to sail.

No least favorite! I would love to do all every year if I could. Each venue has a distinct character and personality. The circuit would not be the same if any one of the three were eliminated. The beauty of the entire circuit is to be able to sail in the diverse conditions and venues. To lose one would be the end of the "circuit" for me, it would just be individual regattas.

Big club and big prices

In recent years the wind has been terrible. At least savannah has air.

See above. No bugs, less traffic, more time

Only did Miami

Savannah Bar scene is fun but the nats and the sailing not so fun.
St. Pete really feels like a money grab by the St. Pete Yacht Club, they charge a ton and give back very little.
The sailing in St. Pete is not great you almost always loose a whole day to no wind or to much.

Wind conditions

### Please check the option with which you most closely agree:

| | Number of Response(s) | Response Ratio |
|---|---|---|
| The Southern Circuit must be 3 or more venues. | 35 | 17.4% |
| The Southern Circuit could be 2 venues. | 72 | 35.8% |
| The Southern Circuit could be held in 1 venue. | 13 | 6.4% |
| No Responses | 81 | 40.2% |
| * If they answered NO to ever attending a So Cir this question was skipped and recorded as no response | | |
| **Total** | 201 | 100% |

Top

### Please check the option with which you most closely agree:

| | Number of Response(s) | Response Ratio |
|---|---|---|
| The Southern Circuit should always be held in the same venues as we do today. | 9 | 4.4% |
| The Southern Circuit could be held in some different venues, as long as some dependable pattern was established. | 53 | 26.3% |
| The Southern Circuit could be held in different places as long as we rotated back to some of the current venues periodically. | 39 | 19.4% |
| The Southern Circuit could be held in different venues every year with out any pattern. | 16 | 7.9% |
| No Responses | 84 | 41.7% |
| * If they answered NO to ever attending a So Cir this question was skipped and recorded as no response | | |
| **Total** | 201 | 100% |

### In reviewing everything about the Southern Circuit, what is the one single element the ILCA should keep exactly the same?

Miami must be a stop.

I would keep the southern circuit as a multiple venue event! I think this is what separates it from other classes midwinters.

It's in the spring.

Having a closing banquet at the last venue.
That said, my opinion is the SC could be 2 venues with perhaps 3 days of sailing at each, or 3 at one and 4 at another.

In MArch

ST PETE

The schedule:
practice day
2 race days
travel day
2 race days
travel day
3 race days

Sailing in Miami!

Based only upon reading about it in recent years since I"ve not attended, but I do read all the articles, I'd say it's the incredible job of organzing that the Class and especially the local fleets do in each area. As long as the local folks are as supportive as they are it's something the class should reciprocate.

Camaraderie.

Keep it fun! This is winter vacation for most people.

I think the continuity of venues adds a lot to the history element. To sail the same event at the same venues as the legends adds a lot to the experience.

I want st pete to always be one of the venues

St. Petersburg should always been the final venue, every year, even if the other venues are rotated or varied.

Keep it in Georgia/Florida.

The Dates have been consistent and should remain consistant to book time off in advance. I am biased on this one. For me to come it would have to remain in the same time frame ie begining the week of the 2nd saturday of march I would not be attending otherwise till i retire.

Timing of event

A series of races in relatively easy-to-access venues, in a relatively easy-to-get-from-place-to-place combinations, in a warm climate with dependable but not excessively strong winds, with opportunities to socialize with our fellow Lightning sailors.

Going to Miami.

St. Pete. Our slot there should not be changed, I might even like more days there.

warm weather/dependable winds (Okay... that is two elements)

1.a - Good fun racing
1.b - Savannah

Don't have the experiences to form an knowledgable opinion on these - but 2 venues could make the trip more relaxed - I would hope.

Have as many events at yacht clubs as possible to keep the class together! Also, any time we can have a venue that has housing that most would chose to use within walking distance is always a plus!

Duration of the event- basically one week.

THE DATES

Don't have to miss more than a week of work if you fly.

The key to the successes of the Southern Circuit have been attendance. Strong attendance is a really good marketing tool for the class. The southern Circuit used to be so unique because of the attendance. When attendance lagged about 15 or 20 years ago the format was changed - less time off, order of events changed etc and attendance doubled the next year. If lots of people attend it is a success. If they don't it isnt. I am normally a huge proponant of tradition, but if it isn't working, then we should fix it.

Good racing that is easy to sail to and good clubs - clubhouse and parking convenient.

keep it in a short window so more can participate in more legs

Maximum 1 week format...

Can't think of any.

Keep it someplace WARM!

Timing

NONE....you can change everything except the boats.
DO NOT keep anything. 3 week long events in a year are too much.....they get in the way of vatacions,family time etc. and it is expensive.
It is not fun to travel likegypsies all over the Southern USA. One venue is much better on maximum two over two weekends. The California Circuit changed format to two weekends. Attendance was up.
Change is the only constant....why keep things the same when you can make it better.
Do a two weekend event. Weekend events have more attendance. Look at Frigid Digit/Charleston 39 boats....
Dare to innovate....join the Bacardi Cup or the Savannah Race Week. The Lightning is losing sailors to other classes pretty fast.
Of the 15460 boats manufactured how many are sailing 300? How many go to the whole SC less than 30....that should tell you something.
Go where established fleets are i.e Charleston/Savannah/Pensacola/N.Orleans.

No more than five days sailing. (difficult to take more than one week off when travelling from overseas)

multiple venues

The dates

The approximate week in March!! And we continue to sail in Lightnings!

The number of race days needs to be as many as possible. We go to race

Keep the Southern Circuit the SE- particularly Miami & St Pete. I really like the idea of sailing where it is typically warm. I like the overall schedule where you have a couple of days travel time for a break from sailing to give our bodies a chance to recoop and socialize.

Multiple venues incorporating two weekends and a mid week event.

The name.

Hold final regatta at St. Pete.

Miami followed by St Pete

One week of event/ sailing, not shorter

The Circuit Venues should not change, Don't mess with tradition.

I probably wouldn't change anything, nodding to history.

Three day regatta in St. Pete - this is the most traditional of the three (in my my anyway).

St Petersburg

The multiple location should definitely be maintained.  Miami is the best sailing, Savannah the most welcoming club.

The time of year.

Nothing.
I think everything should be up for review

Everything. Hey, if it aint broke, dont fix it. Look at the most well attended regattas in any year and you will find Savanah, Miami, and St. Pete at the top of the list. I think that the organizers have done a great job every year, and I do not take for granted the incredible amount of effort that our volunteers put in year after year. From the whole crew of 15365 and Fleet 70 Thank You!

keep it to a week or 10 days
make it accessible to all sailors

That the circuit needs to be at 3 venues with 3 different challenges.

!0 day period of time.

The nine day format is a must. Distances between venues needs to be an easy trip. We need to be as far South as we can.
We actually enjoy the road trip between Miami and St Pete. The current format works well for us.  The most difficult leg is getting launched from our home town and overcoming work gravity, once we are out, it's easy.   Access to a significant airport is also needed. Club facilities need to be equal to what we enjoy now.
The clubs must understand dingy racing.

The single element that must be the same is the fact that we have a Southern Circuit.

The focus on quality racing.

Miami race course.

The length.  Just right.

Same club for the championship races (St. Pete)

THE FUN FACTOR!!!! Activities in which the group as a whole would stick together.  Establishing an all inclusive faire would complete a group activity which includes everyone.  Dinner use to be include in the regatta fee.  Extra costs seem to driven people to go and do something else on their own.

St. Pete Midwinters

I believe we should keep the regatta at St Pete at all costs, and keep it 3 or more days so that everyone has a chance to relax and unwind. Also (I know I am cheating here) We should not ask people to drive all the way to miami withouut stopping to sail in between. The sheer milage without a regatta will turn people off

Scoring pattern - formula

The 7 days of sailing makes the driving worthwhile.

Don't do it in heat of summer.

The length of time from the first race of the circuit to the last race of the circuit (within hours).

Time of year for event.

Nothing comes to mind as something that should not be open to change.

continuity....
sure the # of boats has gone down...
hopefully, it will go back up in a couple of years..

The one week long event.

amount of racing

The lower key atmosphere. Sailing in the Lightning Class is about the people. That's why you go to any venue. The circuit is nice because you get great sailing in a short period of time, but you also have an opportunuty have a little down time as well.

Keep St Pete........and Miami

The time

It may be too obvious but the most important element for me is the excellent race committee work and the organization of the regattas.

The 9 day time frame

St Pete's Friday-Sunday races

My fear is if you start leaving venues, you may never get back in. Pensacola is not necessarily easy to get to and can be just as disappointing as anywhere else.
Some of the worst Race Committee work I have seen has been at Sarasota.
Eliminating Savannah and increasing Miami and St. Petersburg by a day each seems like it might be a nice idea. It would reduce the driving stress.

The time of the year

St Pete

Sailing at multiple venues and maximizing a week of sailing.

The mid to late March time frame.

The number of stops on the circut.

The Southern Circuit

Sailing at St. Petersburg.

St Petersburg

**In reviewing everything about the Southern Circuit, what is the one single element the ILCA should absolutely change?**

Changing to two venues sounds like a good idea.

I would take Savannah out of the regatta. If we are going to spend time and money to travel, we should go somewhere where it is warm and the sailing is good. If I wanted to sail regattas like savannah, it would be much more fun and less expensive to go to the Long John.

Not sure. Perhaps eliminating the midweek event. But sailors can just opt out of that if they can make that.

No opinion.

Cost

SAVANNAH

Coral Reef Yacht Club should be more welcoming and inclusive of visiting sailors.

The banquet in St Pete needs a facelift - need to make it fun ! We can still give awards out - but it has gotten a little stodgy and a little long !

Haven't sailed in any part of the circuit recently and simply can't say.However, if there is concern about decreased participation, I'd guess it is because in general young families that I know are having a harder time financially and becuse travel in general has become so much less attractive, and not because of anything specific the events could control.

Drop St Pete.

I would make it a two venue event. Rotating the current venues and maybe trying some new locations. There should be two three day regattas Sun-Tues and Thurs-Sat. Thus allowing people to participate without missing any work other than the one full week. Less time off = less money and more participants. With two three day events we can get in just as many races as before and avoid one cycle of boat setup/packing/travel.

The awards ceremony at St Pete is a bit long. Fun, but long. The invitation "secret rum party" should be include all sailors. Both events tend to lean towards a special group that some newcomers may find a little exclusive.

I would try to add outside events for family members who come along and do not sail perhaps organize a day tour have a party on the beach side at st pete the best regattas are always the ones where off water activities are more fun. The banquet is always too long.....

If Savnannah and Coral Reef continue to be venues, add 1 travel day between them.

I am not sure that anything should absolutely change. I can't really make suggestions as i have never done the whole circuit. I intend on doing it soon 1-3 years but it seems so rushed do do it all parts. It is difficult to bring a boat for only one part unless that one part was perhaps longer and many races.

Eliminate Savannah

Can't think of anything that bugs me about the Circuit as we sailed it in 2010.

Going to Savannah every year. It's tradition, but it's a little too funky and it throws three races into the mix that should probably be downgraded in terms of points weighting for the serious sailors who do the entire Circuit.

Unfortunately, Savannah just puts a much bigger burden as far as travel, days off, without adding nearly as much sailing enjoyment.

Consider moving the dates back maybe to April.

Is it possible to make the dinners less formal dress-wise, but still have the excellent meals?

ST PETE VENUE

Cost is too high. Also, I describe it as 4000 miles of driving (from near Boston) and 80 miles of sailing. The ratio is wrong. Maybe two venues would allow us to get in more races with one less travel day. Maybe venues that don't have drifters until 1 pm many days (St Pete).

You can't sail the full Southern Circuit without taking more than one full week off from work. First regatta should start on a Sunday and the last regatta should end on the following Saturday so people can drive and not miss work on Thursday/Friday before the event or Monday after the event.

I have nothing that should "absoltely" change..

Get rid of the black flies in Savannah.

Drop Savannah and pick up another Florida venue.

Nothing comes to mind

CHANGE FORM A WEEK LONG EVENT TO A TWO WEEKEND EVENT. See above point. Two weeklong events per year is too much already. Worlds andNA´s....a third is too much.

incerely if it does ot change format I will not sail it again unless it is a qualifier for the Pan Ams which it should NOT be. The venues are not reliable. Miami/St. Pete can get really nasty weather. It is not fun It competes with a lot of family/vacation time. It is not always on srping break...so if I go sailin then I have to take another week off to go skiing or other family vacation. It gets too expensive....if it coincides I cannot go at all family is first. Sincerely I do not see myself going back in the near future if the format does not change. 2012 is out of the question. I did 2010 Miami St. Pete and 2011 complete. I'd reather save my time and money for the NA´s or other regattas.

The first Saturday and final Sunday should be travel days

Savannah

The event should be structured so that you can leave yoiur job on a Friday afternoon and you can be back at work 9 days later--on Monday morning. In other words, you only have to miss 5 business days of work.

Keep the regatta fees down,

I would consider changing the Savannah venue to perhaps Jacksonville- on the St Johns river - more open water there - But then again - Savannah has worked for many years -

End the last event on Saturday using Sunday for travel home.

The time wasted by rigging and de-rigging three times and travelling to three venues. We need to eliminate the thoughts such as: "We gotta finish early enough in Savannah so that we can get to Miami!"; then, "Let's de-rig quickly after Miami so that we can get to St. Pete on Wednesday night and get a good parking spot at the boat park!". I would rather pick one venue, preferably Miami, set up camp and race there 3-4 days with perhaps a lay day somewhere in between. We need to de-stress the event, mellow out, minimize time on the turnpike; not make it more stressful than the stress we are travelling South to escape.

I don't have any pressing change to request.

Give serious consideration to dropping Savannah or replacing it with another site in Florida. Perhaps it could be at the end of the Circuit and not count it for the SC championship (and give the trophy to D. Starck)

Skip savannah

The entire event should END at the St. Petersburg banquet Saturday night. NO SAILING SUNDAY

Savannah

I don't believe St Petersburg, despite its long standing Lightning tradition shoudl be a site anymore. You just can't count on races there - the logistics and the undependability of the conditions at that time of year make it a poor bet to have quality racing. Its hard to say this, as growing up, St Pete was my favorite place. But in recnt times, given the cost in both terms of $ and time, the allocation to St Pete has not been a quality buy in years.

cut down on the driving distances.

Move Savannah to a location in Florida

Nothing. The traditions are what makes it special for me. I have even grown to look forward to the Carl Smither speech, and think that we should have it recorded each year for posterity.

find some wind

That the length is too short. Some years it could be better to lengthen it to allow "vacation" stops between venues.

Too much sailing in too short a period. You hardly have time to do anything except drive and sail.

The Miami hotel group rate management was a mess. Provide new participants more local information about restaurants, grocery stores. re print Amy Linton's Florida road trip tips. The trophies don't have to be unusual or even regional.

The time necessary to sail in the entire event should only require 5 work days including travel to and from for those in the North.

The amount of time and expense are far too great!

Nothing

Find an alternative to Savannah closer to the others in FL

After sailing racing activities. I mean...right after you get off the water a friendly smile, a cool beverage (any beverage)there for you, help with the lift, assistance in maunevering your boat, trash cans to clean your boat up, etc. A club host/hostess who wants you there or thanks you for coming. To tell you the truth, it seems that we come and we are basically agnored by club members.

n/a

I would like to be able to tow the boat to/from and sail in all three regattas, while only taking 6 or 7 days vacation instead of the 9 or 10 it takes now. We need to maximize the sailing/days of vacation ratio

There is nothing that should absolutely change.

Absolute? Nothing.

I have enjoyed the circuit tremendously and have no items to say that MUST be changed.

Open up to other venues

I think the ILCA should be open to all options that could increase participation. All of the current venues have pros and cons and its tough to change tradition but if it can increase particapation I am for it!

n/a

Drop Savannah. Only go the St.Pete on a rotation basis. Miami is a long way so it could be done a a rotation also.

cost (a bit high now)

We need to keep the time away from home and cost's down.

Not be forced to buy dinner tickets OR less/shorter dinner speeches so I can talk to family and friends during dinner

More sailing in the timeframe the lay days cost time and time is money

i can't think of one

Nothing

More races for less travel .... make it 2 venues racing Sunday-Tuesday (7-8 races if possible) and first venue (could be Miami) and Thursday-Sunday (9+ races if possible) at St Petes

the drive from Savana to Miami

Savannah

no absolute changes.

I don't think anything absolutely needs to be changed.

The travel time between events to make it easier on the particapents

Savannah

| **If the Southern Circuit format continues unchanged:** | | | |
|---|---|---|---|
| | **Number of Response(s)** | **Response Ratio** | |

| | | |
|---|---|---|
| I am more likely to sail all three regattas in the Lightning Southern Circuit in the next 5 years. | 26 | 12.9% |
| I am more likely to sail some but not all of the regattas in the Lightning Southern Circuit in the next 5 years. | 57 | 28.3% |
| I am less likely to sail all three regattas in the Lightning Southern Circuit in the next 5 years. | 23 | 11.4% |
| I am less likely to sail some but not all of the regattas in the Lightning Southern Circuit in the next 5 years. | 9 | 4.4% |
| No Responses | 86 | 42.7% |

* If they answered NO to ever attending a So Cir this question was skipped and recorded as no response

**If appropriate changes are made to the Southern Circuit format:**

| | Number of Response(s) | Response Ratio |
|---|---|---|
| I am more likely to sail all the regattas in the Lightning Southern Circuit in the next 5 years. | 58 | 28.8% |
| I am more likely to sail some but not all of the regattas in the Lightning Southern Circuit in the next 5 years. | 51 | 25.3% |
| I am less likely to sail all the regattas in the Lightning Southern Circuit in the next 5 years.. | 2 | <1% |
| I am less likely to sail some but not all of the regattas in the Lightning Southern Circuit in the next 5 years. | 3 | 1.4% |
| No Responses | 87 | 43.2% |

* If they answered NO to ever attending a So Cir this question was skipped and recorded as no response

**Starting with a total of 100 points, please assign points to the following items, indicating how important each is to your decision to attend or to not attend the Southern Circuit or another event 100+ miles from your home. Please allocate your 100 points across all 4 items. For instance if you assign 70 points to the first item, you have 30 points to assign to the remaining items.**

| Top number is the count of respondents selecting the option. Bottom % is percent of the total respondents selecting the option. | Zero Points | 10 points | 20 points | 30 points | 40 points | 50 points | 60 points | 70 points | 80 points | 90 points | 100 points |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Length of time spent away from work/home [4.5] | 16<br>11% | 20<br>13% | 24<br>16% | 20<br>13% | 22<br>15% | 22<br>15% | 9<br>6% | 2<br>1% | 5<br>3% | 1<br>1% | 8<br>5% |
| Total expense of attending the event(s) [4.3] | 13<br>9% | 22<br>15% | 25<br>17% | 30<br>20% | 23<br>15% | 15<br>10% | 3<br>2% | 8<br>5% | 5<br>3% | 2<br>1% | 3<br>2% |
| Total number of races sailed in the event(s) [3.2] | 38<br>26% | 28<br>19% | 34<br>23% | 19<br>13% | 12<br>8% | 8<br>5% | 1<br>1% | 4<br>3% | 2<br>1% | 2<br>1% | 1<br>1% |
| Affinity for specific location or venues (in the case of the circuit) [3.5] | 27<br>18% | 29<br>19% | 38<br>26% | 14<br>9% | 17<br>11% | 10<br>7% | 8<br>5% | 2<br>1% | 1<br>1% | 1<br>1% | 2<br>1% |

I like about 5 races per 2 days. If the number decreased or increased dramatically it might affect my willingness to participate. But since that seems unlikely I assigned zero points.

My answers are effected by the state of the economy. Three years ago I would't care if the circuit took three weeks, today it is a decision I make just months ahead. Today I cannot say if I will be attending.

ILCA needs to press the host clubs in terms of registration fees and what is included ! We bring in a great deal of income to the clubs bar and restaurants and I am not sure we are leveraging this enough.

We are now retired, so length of time away from home is of no concern.

A circuit with just two events, say Miami and St. Pete, could be scheduled in such way as to only use 5 off days, a big plus (right now I would have to take 7, just too much). Two regattas would also mean lower cost.

I can't even try to answer this one

Once you are on the road, it only makes sense to make the trip pay. A little money saved or a day or two chopped off really won't make any difference.

I ended up on the wrong questions & it did not let me re choose. Bertie & I crewed @ St Pete a number of years ago & just last years sailed @ Savannah last year as we took another look @ CofC w/ Kate. We would love to come again & more often. Perhaps Kate being in Charleston gets us started, but the largest impediment to our attendance is the time of the year & my work, Because if I'm not busy in March, there likely isn't much to do in the summer construction period. we'll keep trying!

Obviously I wouldn't travel to an event that has very few races scheduled, but I always trust the class to schedule the appropriate amount, so it's of no concern to me. Whether we can get those in or not, well that's weather dependant and all part of the game.

I am in Vancouver Canada and it is simply too far to go.

Won't travel for fewer than 5 scheduled races

It is hard to prioratize these things exactly - but if you can't afford the cost of attending or you can't afford the time off - nothing else matters.
We always want perfect sailing, flawless committee work, and great venues, but you've got to be able to get there first!

short on time of vacation, short on cash, I am going to go where I enjoy sailing and enjoy the people, atmosphere and area to get the most bang for my buck

Nashville nailed it this year with a tune-up day and 7 races over Sat/Sun.
North Cape needed to hold us for 2 more afternoon races to get a 6 race series in both events.
St. Pete is too far for me unless we believe we can get 6 good races over 3 days.
Canadian Open is within range (6-8 hrs) if not on a District Championship weekend.

I do not like the 3 venue format. PAcking and unpacking is the worst. Expense is the second. Time away form work and family is third.

To me, SC is a vacation--being away from home spending time with friends and family doing something we all love to do. Yes, sailing is fun but so many other aspects of the circuit are also equally if not more fun.

Crew, time off & expense are biggest factors for us. With living in the Atanta area, it is possible though to attend 2 regattas and only miss 2 days of work. More difficult to make it to Miami - though I feel the best venue. We hope/plan to do the entire circuit this year

Lenght of time and affordable flights directly relates to securing crew.

St pete and miami. One week, hal and half

think cost of regattas somewhat out of control

we always have to drive long distances. So, the quality of racing is very important

reputation for fun on and off the water

I also have physical limitations which cause me to be very careful about the weather forecast. This supercedes all other considerations.

A good location with a reasonable cost is the best attraction and driver for a regatta. If you push too hard for races they tend to be bad races.

I thank you for taking this survey. I'd like to participate some year.

I'm retired

We now live in Oregon and it is hard to give an accurate assessment of the possibility of us going to the southern circuit. I am doing the survey as maybe attending as a crew member.
But applying the same ideas to the California circuit has been discussed in our thoughts of travelling a distance to sail a week long event.

I am 52; been racing lighnings since i was 11 crewing mainly;been to St.Pete once crewed on crash boat(age13).It just never work out. Still trying So..the ansewr to the question below is(C)MAYBE sometime in the next 3 years

The years I have not sailed the SC were years I did a charter in the caribbean with friends and family.

It's not easy to find time to attend with work & family now. That explains why it's been so long since I last attended the SC.

hope to retire soon....
then i will have the time and money to do a full circuit again...

I attend the Worlds and will attend the North Americans 2012. No time/cash for Southerns in 2011 but possibly 2012. Nigeria is well over 100 miles!!!!

length of time an issue w/ crew, so issue for me
expense is important only if goes disproportionately higher than other regattas
# of races is weather dependant
Nothing like Florida in Winter/early Spring

none

I like races !

The better the racing the more likely increased participation.

I'm retired and time away from work is not a consideration. To some extent cost is always a factor but the location is most important.

didn't like the options of the question before this one

I spend he winter in Venice and really should show up and help at the St. Pete regatta. I crew on a J-105 in FL. Jim deephouse

**Please check one:**

| | **Number of Response(s)** | **Response Ratio** |
|---|---|---|
| (A) I plan to attend all or part of the Lightning Southern Circuit in the next 3 years. | 96 | 47.7% |
| (B) I do not plan to attend all or part of the Lightning Southern Circuit in the next 3 years. | 56 | 27.8% |
| No Responses *left question blank | 49 | 24.3% |
| **Total** | 201 | 100% |

**If you answered (B) "do not plan to attend" to the above question, what is your primary rreason for not attending?:**

| | Number of Response(s) | Response Ratio |
|---|---|---|
| Lack of vacation time | 9 | 16.3% |
| Expenses too high | 13 | 23.6% |
| No boat to use | 3 | 5.4% |
| Prefer a different vacation type in March, ie. skiing or a cruise | 8 | 14.5% |
| Other | 28 | 50.9% |
| **Total** | 55 | 100% |

Top

**If you could wave a magic wand and change anything about the way the Southern Circuit is currently organized and thereby increase your likelihood of attending some or all of it, what would you change?**

Two stops, Miami and St. Pete. Or a Jaguar Cup-style event. Fly in and out of one location for a few weekends and the boat doesn't have to move.

I cannot compete in the Southern Circuit at all because of my work schedule in March. But I am probably the only person in the class with this problem. But! The class might be able to attract a younger group to the Circuit if the regattas were held out of season for college sailing. Perhaps it could take place in February, invite some top undergrads to compete through the boat loan program or have members offer boats to this group. I believe the class is missing a huge demographic because they cannot enjoy the best regattas of the class all year round.

I would change the regatta format to be Sun-Tuesday in Miami (7 races) and then Thurs-Sat in St Pete (7 races) and have the awards banquet be on Sat night. This would allow Saturday before and Sunday after to travel and would allow for just as many races as we do now, but they would be a higher quality.

Move the Miami event farther north in Florida. Or put one of the events in Charleston (my hometown).

Add Charleston in place of Savannah. More desire to sail there than Savannah.

Sail in 2 venues, get rid of Miami 1st and St. Pete 2nd (Sail in a different venue) Keep Savannah Enjoy doing something else other than sailing in Florida during the week.

The organizers do a terrific job. I have never been disappointed in the format or the activities.
My decision is strictly based on my time and the state of my business.
If had a magic wand I would play the lottery.

perhaps some organized group transportation from popular areas (ie CT/NY)... just a thought.

The Circuit is an event that I look forward to every year. I like the idea of going to multiple locations (but two would also work - with one being Miami). Savannah/Charleston/Jacksonville as stop one -- helps break up the drive for the northern and midwestern folks.
Charleston's fleet is thriving and might make sense to move there. Also would attract folks as the clubs are very close to downtown.
Could also just do Miami and St. Pete and extend the amount of time at each .. but that might be too much for the host clubs ! Keeping open/free days is important. We need to bring back the families - and need to get folks to mix with each other.... we have the NA's already - Circuit is meant to race but also have fun/vacation. One week with two weekends on either side needs to be the formula.

Try an event in Jacksonville.

Frankly, I think the Southern Circuit is currently well organized and the class should be so thankful for the support of so many people - but as you already know from the above there may be much I don't know about it today.

In general, when I see the most successful programs, it seems to me one way to think about it is they are the places where a young family could also attend and find a way to not "break the bank" for expense and find safe places to stay, etc. Of course it's first necessary for it to be an excellent sailing event (i.e. the RC, planning, venue, etc) but regardless of what one might think reading Sailing world (that the future is something akin to the X-games) my guess is for the Lightnings it is the same characteristics that built the class over the decades - friendly intense competition, friendships, and the incredible cast of folks like the boat builders and sail makers and world class sailors who are approachable.

Drop St Pete, and try to get the venues closer. Coming from New England, it is a long drive down and back. All that for relatively little sailing. Somewhere on the eastern coast between Savannah and Miami would be nice.

Two venues Sunday-Saturday.

Keep the cost down. $150+ per event + T&E turns into a $1,500 dollar experience in a hurry. The savannah venue is not the best sailing area.

If conditions permit I would try to add a race or two to each series.

I would like to have top notch race committee work.. the regatta is always an expensive week and if the race committee work is lacking it is upsetting in a way to spend time energy money for poor racing . I also love the masters scoring at st pete and would like to have that considered for all the regattas

Housing ! The cost of housing can be high. If ILCA can arrange common housing availability or event rates that could help keep costs down and increase the enjoyment of the event. For example, have 2 housing choices and rates arranged such as: a) local university (if on spring break for example) or low cost motel for x dollars b) local suite or moderate priced motel with special ILCA rate This would especially appeal to the first time and occasional southern circuit participant. Also the camaraderie of staying at the same location...shared rides, stories, etc.

My magic wand would change - the start date of savanah later or the end date of St. Petes earlier. Reason to allow me to make all three events. My days off each year are the same 2nd Saturday of march till the following sunday. I can tack on 1 more day on either side but that is it. I travel to florida every year on these dates but have only attended one st.petes regatta and guess that if I travel i would like to attend all parts.

Delete Savannah, add race day to Miami. Five race days (2 Miami, 3 St Pete) is plent of sailing time. 2 venues should be adequate. 2 venues reduces derigging, rigging, highway travel time

minimize driving.

Make it easier to register for all 3 events, including yacht club visitor privileges, in one transaction. Help skippers find local crew when they can't bring their own from far away.

Only 2 regattas, Miami and St. Pete. First Race in Miami would be Monday 10 AM. Race Tuesday in Miami, Wednesday travel. First race St. Pete Thursday 10 AM. Race Fri, Sat in St. Pete, no racing on Sunday (travel home).

I would love to attend. My ability to do so is completely contingent upon my ability to take vacation time in March. Right now, that's not possible in my current job.

Make me younger!

Shorter races and more of them.

Make boats available to visiting members from afar.

I WILL CHANGE SAVANAH AND ST PETE VENUE AND REPLACE BOTH OF THEM WITH ONE NEW VENUE . I WILL KEEP MIAMI AS ONE LEG AND ADD A SECOND NEW VENUE. TOTAL VENUES TWO FOR THE S.CIRCUIT.

Hold an event in Pensacola

Iâ€™d like to attend an East Coast race sometime since there has not been a decent Lightning event in Texas for years. The amount of driving for the Circuit is just too much. If you have to drive 1300 miles for a race I am not inclined to put on another thousand miles in a week then face a long drive home. A longer series (8-10 races) at a single decent location would have more appeal to me.

I've sailed the circuit 12 times in my boat and twice in others boats. I'm currently struggling with how to combine the circuit with family (wife and 4 year old) vacation. This is around vacation time issues and cost issues and time with family issues. Longer time in one venue might help.

Two events,two venues, not too far apart. Start Racing Sunday, finsh racing the following Saturday. One year go to Pensacola and St. Pete, another Year Miami and Savannah, Another year Jacksonville and Clearwater, etc. Regatta 1 - Sunday,Monday,Tuesday, 3-3-2 races, leave mid afternoon Tuesday. Wednesday driving/layday. Regatta 2 - Thurs, Fri, Sat, same race Schedule. No formal banquet, big party friday night and awards after saiing Saturday so we can get on the road Saturday night if needed. I would do this in a heartbeat every year - provided I can get the time away. The difference between this and the current format is at least 2 days of work, less time driving and more time sailing. If you just do one event it is no longer a "circuit" it is simply a regatta.

I'd move it closer to Montana/Alberta ;-)
The Prairie Fleet isn't really very handy to the bulk of fleet events... but it's still fun to participate vicariously!

Ready availability of crew.

Start in Miami ,go to St. Pete, end in Pensacola . Keep savanah as a regatta warm up but not part of the circuit.

I would "magically" find a 9 day week so there is extra travel time on the each end without stress and less "time" away from home..
Basically make it so there is extra time without spending extra time..

A few regattas a little closer to home? Discounted housing, camping opts.

I'd like to feel more welcome by the host clubs and see that warm southern hospitality. What's up with parking and why do I need an armed guard to watch my car in Miami? Give us some parking spaces!

I'm unlikely to travel 1000+ mi. for Southern Circuit unless the sailing is consistently good. I would consider a 4-day regatta at any Gulf Coast venue that had predictable conditions in April.

The length of time is too long for me.

I would hold it either a) over a two weekend span in a venu that has a fleet established....by far my first choice of b)do a week long event 5 days in a single venue....no traveling hassles....changing hotels....shoering at the clubs....driving all over the place....and if this is the case join a BIG event... Bacardi Cup or Charleston Race Week....some negotiating needs to take place in the second...See what the J/24 are doing or the Melges 20...copy them.

I know this survey is for the southern circuit, but I am more concerned about my Michigan District regattas. You build from the base [local events] and travel to major events will happen. Providing housing for the guest sailors is the big thing. Waswasee and Nashville are a great example. Jim

involving charleston without upsetting the apple cart and screwing up the tradition of souther circuit. some rotation of the current three + charleston or some rotation

Have a boat available at each venue for use of overseas attendees

I like how it is organized, I will try and attend with or without changes.

Early March /Miami-Sun-Mon-Tues/ St.Pete or other Fla venue, Port Charlotte, Sarasota Thurs-Fri-Sat.

1st--make it so you only need to miss 5 business days of work--assuming that you are participating in the transporting of your boat on the front and the back end.
2nd--make it a two event circuit at the current venues and consider adding a 4th--like Charelston. Rotate among the venues.
3rd--dont eliminate Savannah.
4th--Schedule could be as follows:
Depart home on Friday and arrive at 1st venue on Saturday--sail 1st regatta on Sunday, Monday, Tuesday--get to next venue by Wednesday--sail 2nd regatta on Thur, Fri, Sat--travel home on Sat/Sun--go to work on Monday.

more reliable breeze

I don't know for sure that I would change anything. I like the overall schedule although I might prefer Savannah to be changed to something else. St Pete does a jam up job for the finale. It's primarily the time off & expense that are the biggest factors for us of which you have no control or very little control over. I truly like the 9 day concept of an event. It's just whether we can make it work for us. I know that the 1 time I did make all 3 venues - it was one of the best times of my life. We have the entire Southern Circuit already on our calendar for next year. For future years, I feel we will sail at least Savannah & St Pete and some years perhaps all 3. Miami, my favorite venue is the one more difficult to get to because of time off from work.

Condense the total time away from 'home' by having all three(or two) venues in Florida, i.e. Laser Masters. Two Regattas at one venue. Larger weekend race and 'more casual' smaller attendance mid week race.

Make Miami the sole venue and arrange for housing or modestly priced accommodations.

Provide help in arranging charter boats for teams visiting from outside USA, such as Nigeria.

Savannah (see above)

Skip savanah and support to ease boat transport between locations as we will be coming from chile so it involves renting boat and car. Rental cars do not offer mounted hitch to tow boats.

the one thing is the expense of the trip, But I spend close to the same monies on a North Americans.

Begin racing on a Sunday, end on a Saturday...two venues per year alternating.

week long regatta, two races a day at St. petersburg allowing for some vacationing in the sun

Different local than St Pete

I would rotate venues, keeping them to two regattas and make sure that the distances are close together so that we can spend less time away and do more sailing.

Move savannah to key largo and st. Pete to Clearwater.
Solely for the reason of better, more consistent winds.

Dear lightnig god/magic fairy, Please allow me to (choose one or more) a. Find out I have a long lost relative who has left me an ungodly sum of money b. Win a huge lottery c. Invent some useless app like angry birds d. Any other scenario in which I have unlimited funds and no longer have to work. I will then make it my solem vow to never again miss any regatta in the Southern Circuit ans long as I live. But seriously, I think that the circuit is run well and I plan on coming every year anyway. With work it is difficult to go to all three every year, but I have in the past and will try to again. At the least, I usually make St. Pete. I wish my attendance at the NA's were as regular as St. Pete

make it fall during college spring break

guarantee wind which is almost impossible in the South in the spring - that is usually the only thing lacking

No suggestions. Shortening the time was a big improvement. Less time is involved.

Award/Recognize those who compete in more then one regatta- have a regatta 1/2 top 5 a regatta 2/3 top five and recognize those who sail in all three regattas. (plaque or glass or something)

Make Miami the Winter Championship and eliminate St. Pete. Possibly move Savannah to Charleston and make regatta longer.

I would back off on the 3 location circuit and concentrate all the racing at St. Pete.

Having hosted a few important regattas I know the work involved. We need to find a way to give something significant back to the clubs on the circuit. Maybe we could provide a sailing trophy for each club to use in their sailing program.

Or a great lightning racing photo framed for the club?

Eliminate Savannah. Sail in Venue 1 for Sun, Mon, Tues. Sail in Venue 2 Thurs, Fri, Sat. Venues could be Miami, St. Pete, or other Florida locales.

I would reduce the time it takes to complete the circuit, which in turn reduces the expense. The class needs to stay current to attract more young racers. Time and money are on everyone's mind these days!

Price, Travel Time

Get rid of Savannah

Haven't sailed Lightnings in a long time. Would like to get back into it. But will take some doing with all the other things I would like to do.

Venues like Fort Meyers could be added to shorten the distance traveled in a tri- series of Florida sailing.

I`d reduce the time it takes away from work.

dont change anything

When I think about my Circuit experiences, several negative things stand out: 1. I have never had to time to attend all three events, so I drive to Miami while the racing in Savannah is going on (then I am disappointed that I am not considered a "true" circuit competitor because I only went to 2 events 2. It is a terrible long drive from Denver to Miami, and I always hate the last day of it (but then love a summer setting when I get there finally) 3. The city environment in Miami is too tight and intense for a relaxing vacation 4. The club in Miami is fantastic, but they seem indifferent to our presence (i.e Ladies day is more important) For those reasons, I would favor swapping Miami for a more northerly (but still "summery") location that would eliminate 1000 miles of driving and add an additional day of sailing instead. How about Pensacola - St. Pete - Savannah. Putting Savannah last would give it another week to warm up - we'd be closer to home at the end

If somehow the SC were more friendly to my non-sailing spouse, it would be easier. This means that she'd need a place to relax, tour, and people to share those experiences with.

Less travel time and distance would be nice.

I might suggest a discussion about having some downtime between regattas every three years or so. Florida has many kid friendly areas and as a big kid, I would like to use my time in the state to enjoy them from time to time. The only way to do this would be to skip a regatta every third year (or so).

Getting my boat from the Midwest to Florida without having to drive it myself.

If the goal is to increase participation. I think a 1 location event at venue like Panama City would be a good option. Shorter distance to travel and fairly reasonable housing costs.

talk to my boss....get me another 2 weeks of vacation....

Rotate the event thru differant venues as much as possible. Southern Yacht Club (New Orleans), Pensacola Yacht Club, Miami, St. Pete, Sarasota Yacht Squadron, Davis Island (Tampa), Charleston maybe? One year you could go Southern Yacht Club and Pensacola, the next year Miami and St. Pete. The next Sarasota and Davis Island.

Have no plans to do Savannah. However, if switched with another venue, no guarantees that I would do the new venue.....but more likely.

Cost is the highest barrier especially for families with kids

Hey if you are giving me a magic wand I'd use it to insure perfect sailing conditions and I'd attend the entire circuit. I think the Southern Circuit is very well organized as it stands.

More races for less travel .... make it 2 venues racing Sunday-Tuesday (7-8 races if possible) and first venue (could be Miami) and Thursday-Sunday (9+ races if possible) at St Petes

Move it to little later in the spring when the weather is more settled

Find another great location to replace the Miami regatta

Either 2 venues OR a better first venue.

works well.

My finish position.

Not much as the people organizing the event do a wonderful job. One item I would consider would be to have arrangements for spouses/friends to get on the water in observation boats(that should be for a reasonable fee)

I've been to six Southern Circuits in the last seven years so as you can tell I enjoy the event. One of the things I admire is the way it has been organized - once you've done it once or twice it's pretty easy to make the trip. That being said, there are some things that could be improved.... Don't send boats out early in the morning because of lack of wind/races the previous days. I'm on vacation and I don't feel like launching a boat while it's still dark.

Move Miami to Virginia

It's not the Circuit. I don't mind the Circuit the way it is. It's my life and family at the moment that prevents me. Just that time of life with the kids busy in many things.
I find that the distance is too far to haul my boat and to find crew who can go with me. I live in Colorado and I feel that tow nights on the road both ways is too much.

**To help us with record keeping, please include your boat number:**

| Quantity | Hull Number |
|---|---|
| 1 | <9999 |
| 1 | 10000 |
| 4 | 11000 |
| 1 | 12000 |
| 8 | 13000 |
| 17 | 14000-14499 |
| 45 | 14500-14999 |
| 27 | 15000-15250 |
| 33 | 15251+ |

**Please include any other thoughts you would like to have considered by our committee:**

I think we need to drop Savannah and go to a two venue cycle with rotating venues. There are so many good places to sail in FL in the winter time (Ft Walton Beach, Pensacola, Ft Myers, Jacksonville) that we need to start utilizing these places. Savannah is an old tradition, I understand, but the sailing is AWFUL, and is frankly a waste of time and money to stop there to sail 3 races. The worst part is that improper race management in Savannah has affected the outcome of the southern circuit 2 times in teh last 4 years.

I love the class and appreciate you taking the time to get everyone's input.

Southern Circuit is awesome. I would guess that attendance and success of the circuit is NOT dependent on the organization of the event... more the economic climate, expected weather, who already sailed in which big regattas this season and where, etc.... factors outside the Southern Circuit's organization. I think the Southern Circuit could be incrementally improved with some slight modifications, but largely it is "not broken", so I don't believe that dramatic changes are needed (and, frankly, I'd be upset if the event were dramatically changed).

Great Survey ! I hope you get lots of thoughtful responses !

1. I absolutely love being able to follow events that I'm not able to attend through the blogs. Bless the folks who take the time to write those.
2. Not related to the SC, but the recent summary of the NAs racing that Ched Proctor wrote was incredible - it made me want to attend another similar event - even though I have no illusions of being in the "blue fleet." It was a great description of the racing. Thanks to the folks who write such articles.
3. We are inundated by the marketing hype in all aspects of the sport and it is hard to resist the temptation to "go there." But the class has done a great job of embracing the future and having great events and development programs while not stepping away from it's roots. The recent Sailing World article that mentioned Buffalo CC comes to mind, and all the similar strong fleets in places like Carlyle and Malletts Bay and others.
Thank you.
New to the circuit. Hope to make some of them in 2012. Distance from Knoxville is my biggest difficulty. Also, if a kid friendly environment could be had (e.g., babysitters) that would make it easier for me. I also like the ability to camp on site.
Keep in mind that the Southern Circuit should be an event held for FUN. It is not the NA's or Worlds. We should be agressively promoting it to members of all abilities. With all the talk of changing the NA's format condider the advantages of the Circuit. Big fleets but no pressure to "qualify". No labels as to which fleet you are in. Enough goofy wind and current that anyone might have their moment of glory. Top notch competition if you want it. Cocktails by the pool no matter who you are or where you finish. If you are looking to have a fun week sailing (even with the logistical hassles and I have made suggestions to help with that) the Circuit is the best bet in the Lightning Class.

Anything that increases participation is OK

How about an "Adopt a boat" policy wherein a skipper who expresses interest in attending but who hasn't ever gone or hasn't been there in 5+ yrs could have a veteran contact them to go over logistics for the event, sailing conditions, etc. Sort of a coach for the event. Particularly good for the youthful or hesitant sailors who are challenged by the effort in various ways. Another thought would be a handicapping system wherein prior year regatta scores are used. This could be in tandem to the current scoring, so the bottom 1/2 fleet has some further incentive.
Example My wife sails with me and it is always difficult to leave the kids behind or bring a babysitter with to a week long event. Ideas: reliable daycare at the event or a youth sailing school run in conjunction with the event or other activities to keep kids active while parents are sailing? Obviously at additional cost. Just gives people one less thing to manage/organize to attend a week long circuit.

Would strongly prefer fewer venues-2 better 1 best

New to class (2 yrs)
Making a big effort to attend this years Southern Circuit
Let's continue to focus on making the circuit fun for the competitors -- an opportunity to start our racing season in a warm-climate venue, relatively easy to get to, with great opportunities to socialize with our fellow Lightning sailors.

Consider 2-3 long weekends of racing in 1-2 venues ala the Etchells Jaguar Cup Series.

I think the off time is the key.  The same boats that sail the NAs will sail the Circuit.  10 off days is the max a working stiff ca put toward sailing these days.

I would be willing to pay to have my boat double-stacked with someone else so that I could fly to events and reduce travel time. If this is possible, I'd like more info.

Thanks for all your efforts.  It is hard to juggle other family commitments to be able to attend the Circuit, but it is a wonderful thing to go to and something all Lightning sailors should be very proud of.

I'm a local sailor. Traveling to events is not part of my program at this time.

Had to answer things just to more forward that I would have prefered to leave blank.  fyi

Love the class.

TIMES CHANGES AND WE NEED TO ADAPT IT TO THOSE NEW CHANGES. WHAT IT WORKED IN THE PAST  NOT NECESSARILY WORKS THESE DAYS. DONT BE AFRAID TO CHANGE.

As I recall, back in about 1994/95 when the circuit was changed from two weeks to 9 days, and the sequence was flipped in Florida, there was a tremendous outcry.  But I think attendance actually jumped way up after that (for a while).  So please don't be afraid to try radical changes. Could we lower regatta cost if we combined with Thistles, for example (OK so then Ched couldn't win both!).  Should we try two 4-5 day regattas separated by a month, with the ability to leave our boats for free during the time between? Thanks!

We need to do something with this and also with the NAs format.  I have always loved the NAs format and I always used to say "if it ain't broke, don't fix it"  But when we can't even get 70 boats at NCYC for an NAs - something is seriously broken.  I've been to every NAs since 1986, but I am about 90% sure that I won't be in Houston. The only way that I would do that is if it is a Worlds Qualifier for a Worlds in North America. We need to have 90 to 100 boat North Americans and 60 - 70 boat southern circuits every year.  These are what set us

is going to an "Open" format for the Worlds for the 1st time every.  Previously qualifying was hard. All you needed to do this year was sail in at least 1 district or national event to qualify. They anticipate having 150 boats - one line.  Think of all the Publicity

Keep it as long as it is viable, it is tradition and our society is short on good tradition any more especially in a great sailing class like the Lightning

It is wise to consider new venues and schedules for the circuit. It is impossible to please all but when we shortened the circuit to 1 week a few years ago we had a big boost to the events at each venue. Also, we should consider selling the naming rights to the events to a sponsor. If we could lower the entry fees at each event with a circuit sponsor that may encourage some folks to think that the class is trying to offset their expenses. A $10K sponsor would afford $2500 to each venue, eliminate the $10/boat ILCA fee and could reduce entry fees at each event up to $50.

What about discounted equip. or sails at the regattas to peak interest?

Replace Savannah with someplace that doesn'™t have flies, massive current and funky race courses. But, it must be WARM so I guess another Florida venue. It would be nice to find a place that's a reasonable drive of Miami or St Pete to shorten the distance between regattas. Perhaps a change will give the two remaining clubs pause for concern about losing a "sure thing". Who knows, maybe lightning sailors would be treated as paying GUESTS instead of backyard crashers.

I really like the regional Championships that can still bring consistent sailing and 30+ boat fleets.  This year for me that was Michigan/Indiana combined district at Bay City, and Great Lakes Championship at North Cape, and I also enjoyed the NA Master's event. I would strongly consider any regional Great Lakes venue, Burlington, Annapolis, Carlyle if there were a 3-day regatta that was likely to produce a 6-7 race series with 30+ boats.

If I can be of any assistance in helping you carry out the changes proppossed, please do not hesitate to contact me.

thanks for doing this

If I have the money and the Vacation time I am going no matter what

No Additonal Thoughts

If we were to condense the format and end racing on Saturday (and in consideration of those who compete at St. Pete, only).  It is critically important for the Race Management Team at St. Pete to have the schedule and be able to support  running races 'until' dark for a two day event Fri/Sat.  I recently raced Lasers in a 75 boat Masters Fleet at Davis Island with excellent racing after 3:30PM.  We had two days of good thermal breeze and racing ending at sun set.

Great job on photos and stories in the FLASH.

Given my age, please don't take much stock in my responses.  The focus should be on sailors in the 30-60 y.o. age group.  Still I love the Circuit (Miami and St Pete) and hope to be back -  as long as I have my current crew.

Good luck and skip savanna. Might be interesting to trial other venues as the third venue to maintain "circuit" aspect

I hope that the venues for the the circuit do not change, there is one thing that i have enjoyed over the years is be able the share regatta experiences with sailor who sailed the same regattas thirty years ago, and being able to know they have and I have enjoyed these great yacht clubs and the people the same as I.  I feel if you change a venue that venue will be forgotten and never revisited - Remember Quantico

Collaborate with the NA's committee and do a similiar questionarre

racing venues south of St Pete on west coast of Florida

I know this is to try and improve the circuit and I am obviously happy with the current format. That being said, if the ILCA feels that there are changes that will make it better and foster more participation in the future, I will certainly give it a try and trust in the people who are running the class. I think that Rob has been a great President and ambassador for the lightning class and if he feels that changes are warrented I would give him my personal proxy to do what is needed. Thanks

i have been a member since 1974. I feel that the Executive Director, Officers & Board have done a superb job over those years. getting younger persons involved thru the boat loan program was innovative and effective.Both the NA's and Southern circuit are both tough nuts to crack but worth the effort. Please don't get discouraged about the NA's and Southern Circuit. By compresing the time frame and where possible the cost, participation should increase.

I have heard that Jacksonville Fla has open water and a strong facility.  I have also heard that Pensacola Fla is a great venue.

All classes are competing for increased participation. We do not have the luxury of stay complacient and expecting the same ways to work. The world is ever changing and so are the people in it. We need to be very careful and stay with changing times. I am alarmed by the lack of participation this summer and fall by current lightning owners. There are many different elements to our class, but good strong competition has always been in the forefront. I see this slipping away. We need to first get our own members out racing and then bring newcomers into our great class!
Last year I received a grant from the Lightning Class to participate in the southern circuit. This reduced the entry fees substantially for Miami and St. Pete. Without this, I wouldn't have invested the money and effort to go to the event. Also, those two event coincided with my spring break. For these two things, I am extremely thankful. These two facts made attending feasible and responsible. I made the effort to try to allocate the grant, but if it were publicized for all college students, perhaps you could increase participation in this demography.
My reflections are from many years ago when I sailed in the Circui. Not sure they are as relevant as those of more current participants. Thanks for asking!

This survey is not completed because we now living in Oregon. We would probably crew and not sail our boat.

Selfishly, a shorter time commitment would help me; but it is a circuit and I can pick and choose. Maybe having Savannah first, St. Pete next would be better but it would probably spell the end of Miami!OR, if we went to a Miami/ST.Pete format one year and a Savannah/ St.Pete format the next----couild reduce the time commitment. Tough call
1. I think the Circuit and the Master's/NAs should be considered as a total package. I believe that changing both at once is a bad idea. I like the fact that the circuit is open to all, and you hvae to qualify and fight for the NAs 2. Less driving and more sailing! How about 2 days of racing in Savannah, then three days of racing in both Pensacola and St Pete. That would total 7.5 - 8 days of racing instead of the current 6.5 - 7.

I think the SC is unique in that it fits in 7 days of sailing in a nice compact time frame and gives us such a fun variety of locations.

Thanks for having the survey. I hope you will post the results and comments. It might be intersting to have some variability in the circuit, such as a three year cycle. I would try to look at the history (20-40 years ago) asking some current older members how we arrived at the current yacht clubs, and the change in schedule - how long has it been.

Finding consistent crew is one of the main reasons for not being able to participate.

Good idea to do have done a survey.

If you did a Davis Island/St Pete one year you could have a distance race from one place to the other for those who wanted to. A little change could be good.
FINALY!!!! Great idea on survey. The speeches at SPYC Sat dinner are individually fine & good.....collectively, they are long and difficult to endure. After a long winter, a (hopefully) long day of sailing, I want to spend time with family, friends and crew.....and actually talk to them. Nice work.

none

More races for less travel .... make it 2 venues racing Sunday-Tuesday (7-8 races if possible) and first venue (could be Miami) and Thursday-Sunday (9+ races if possible) at St Petes

Each regatta should have at least 5 races.

I am no longer sailing competively, but sure wish I could. I miss the Curcuit and other regattas.
My boat is being sailed by my son and grandkids. I guess you could call it the circle of life.

none really.

I went in 2010 for the first time in several years, but hope to make it again in 2012. Will likely only attend Miami and St Pete. Attending all 3 is more time and money than i want to allocate for sailing in march because we also are planning a ski trip west. I don't think anything NEEDS to be changed, but am not opposed to different venues. it's always fun to go to new places.

What I trully enjoy about The Circuit is the diversity of the venues. Each stop is very different, but they all are fun.

For me, chartering a boat and flying in would be abetter way to take part in the circuit.

Top

**Thank you to those who participated in the survey!**