



**MINUTES OF THE CAPTAINS' WASH-UP MEETING  
HELD IN GDYNIA AT 1530 HRS ON SUNDAY 4 SEPTEMBER 2011  
AND ANALYSIS OF CAPTAINS' QUESTIONNAIRE**

The Meeting was chaired by Robin Snouck Hurgronje, Chairman Race Committee

The Chairman opened the meeting by giving a short resumé of the Regatta series. Comments had not been received from captains before the meeting, so an outline agenda was put forward by the Chairman covering races, ports, communications, and future events.

## **1 RACES**

- 1.1 Race 1. A race of light and variable winds which allowed Class C and D to break away somewhat at the head of the fleet, leaving Class A and B struggling to make headway. The light airs stretched right across the central Baltic region and, with some vessels having over two hundred miles to go to the finish line, the Race Committee brought forward the race time limit. The Captain of BRABANDER suggested that local weather forecasters had predicted that winds to the west of Gotland were due to go light and that a course east of Gotland would have been better. In the event, winds east of Gotland turned out to be just as light as those to the west. The Captain of LIETUVA suggested that more than two options could be prepared for each race, giving the Race Committee more flexibility in deciding the appropriate race course. Additional waypoints could be added which, if the wind went light, could then be removed and the race distance shortened.
- 1.2 Race 2. The race began with brisk 15 knot south westerly winds, gusting at times up to 30-35 knots. Class A and B vessels were driven over to the Estonian shore and those that stood on found it hard to make any southing. Those that tacked early were able to do so and, once again, the fleet split in two. The wind eventually moderated and veered, allowing those at the back of the fleet to make some southing but, once again, the Race Committee had to bring forward the race time limit to get the fleet into Gdynia in time. The Captain of THALASSA was very grateful for the 'Finished at Sea' routine which allowed him to continue racing.

## **2 PORTS**

- 2.1 Klaipeda. Rated very good by all captains with a generally good liaison system and no special comments. The captains' dinner was highly rated. The weather (on the night of the crew party there was torrential rain, followed by high winds which continued throughout the next day) had not put off the public from visiting. Eleven corporate hospitalities had been arranged for ships and captains appreciated the efforts made.

- 2.2 Turku. Rated very good by all captains but most agreed that three days and two nights in port was not sufficient. They also thought that the Parade of Sail was too late and did not give them sufficient time to get to the race start line the following day. Nineteen corporate hospitalities had been arranged for ships. Captains agreed this was an excellent figure.
- 2.1 Gdynia. Rated very good by all captains with a good liaison system and no particular comments. The trainees' sports programme was very well rated and the captains' Optimist race was seen as a highlight. Only one corporate hospitality had been arranged for ships. All captains felt this was not good enough.

### **3 COMMUNICATIONS (including YellowBrick)**

The Race Chairman congratulated all captains on the fact that communications generally went very well, with only a small number of vessels missing reports. One vessel [LIETUVA] had reverted to passing her position via a commercial ship. Others had successfully passed their positions to the Race Director by SMS or mobile phones. He extolled the virtues of the Yellowbrick tracking system, explaining how useful it was to friends and families of participants but also to STI and to ports in ensuring the positions of the vessels in the fleet, but at the same time he made it clear that STI had no plans to do away with the twice daily radio communications schedule which remained a vital part of the Tall Ships Races ethos.

### **4 STI ANNUAL AWARDS NOMINATIONS**

The Race Director drew to the attention of captains the need for nominations for the STI annual awards to be submitted by 30 September. A list of awards was distributed.

### **5 MATTERS RAISED BY CAPTAINS (Not on the Agenda)**

- 5.1 Afterguard Party. SEDOV expressed disappointment that there were no ships' officers' parties in any of the ports.

### **6 FUTURE EVENTS**

The Race Director went through the events scheduled to take place during 2012, 2013 and 2014.

The Chairman thanked all captains for their very helpful comments and wished everyone a safe passage on their next voyage. The meeting closed at 1615.

Attached: Appendix 1, Analysis of Captains' Evaluation

**ANALYSIS OF CAPTAINS' EVALUATION**

Twenty captains returned a completed Captains' Evaluation. An analysis of these returns is below:

1 = Very Poor    2 = Poor    3 = Average    4 = Good    5 = Very Good

	1	2	3	4	5
Port Services (tugs, pilots, berthing, water, electricity waste)			2	6	11
Trainees Activity Programme (competitions, crew party)		1	1	4	14
Activities for Captains and Officers			1	7	12
Host port organisational committee and volunteers, LOs			1	9	10
Crew Services (Toilets, showers, crew centre)			4	10	5
Race Administration (Captains Briefings, vessel inspections, race documents)			1	6	13
Race Management (Race start, race communications, results)			2	3	14
Overall Percentage <i>90% good or very good</i>		1%	10%	33%	57%

What overall rating would you give to the host port? (Note: of the 20 returns were submitted, 12 covered Gdynia, five for Turku, three covered Klaipeda)

	1	2	3	4	5
Klaipeda				1	2
Turku			1	2	2
Gdynia			2	5	5

	1	2	3	4	5
What overall rating would you give in terms of providing a good experience for young people?(16 returns received for this category)			2	7	7
Overall percentage			12%	44%	44%

	1	2	3	4	5
How good was the support you were given for corporate hospitality and trainee recruitment? (15 returns received for this category)	1	2		4	7
Overall percentage	7%	14%		29%	48%

### *What were the best parts?*

- *Welcome and hospitality of Klaipeda*
- *Food at the crew party in Gdynia*
- *Captains' dinner at Klaipeda*
- *Site-seeing arrangements in Turku and Klaipeda*
- *Scuba diving in Turku*
- *Music on the stages in Turk*
- *Port services in Gdynia*
- *Trainees' activities in Gdynia(This is repeated by most captains reporting on Gdynia)*
- *Captains' Optimist race in Gdyni.*
- *Crew Parade in Gdynia*

### *What could have been improved?*

- *Disappointed that no afterguard party was arranged in any port*
- *Organisation of fresh and waste water in Klaipeda and Gdynia*
- *Provision of diesel in Gdynia*
- *Parade of Sail in Gdynia a little too late in the day*
- *Crew activities in Turku*
- *Provision of Internet facilities in Turku (low signal and too slow)*
- *Prices of merchandise in Turku*
- *(One ship's) LO in Turku*
- *Opening hours of crew showers in Turku*
- *Crew services in Gdynia*
- *Captains' handbook in Gdynia*
- *More trainees!*
- *More corporate hospitality opportunities in Gdynia*

### *Other comments:*

- *Behaviour of Russian cadets at Crew parties*

### *Race*

- *Bringing forward race time limit was too soon on both races (TECLA)*