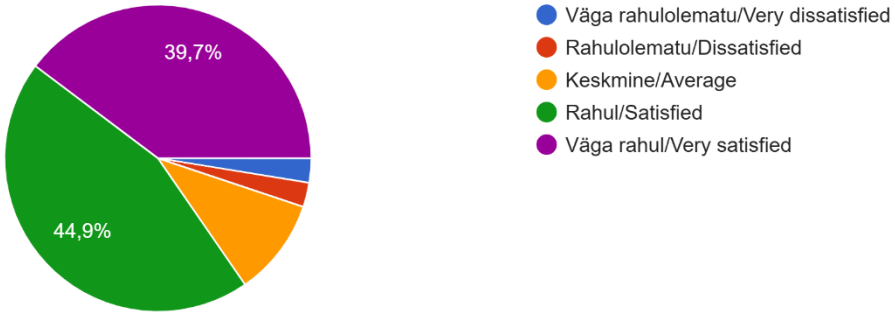
FEEDBACK TO THE A. LE COQ 69TH MOONSUND REGATTA

Kuidas olid rahul regati formaadiga, etappide pikkused, etappide hulk, erinevate radadega? How satisfied were you with the format of the regatta, t...tages, the number of stages, the different courses?

78 vastust



Kommentaarid/ Comments:

- The absence of a night stage / longer race was very unfamiliar.
- Rather satisfied, but that one long stage felt like it was missing.
- When family boats are in the same class as carbon racers, you shouldn't be too strict with time limits. Everyone understands you can't keep the finish open until the next start, at one point you have to close it, but as long as it's there, it would be nice to also rank those finishing when it's still set up
- Liked that this time there were no stages that were too long.
- Offshore sailing stage length max 40 miles.
- Stage lengths were reasonable, allowed time to rest up. The organizers' decision to shorten the Kõiguste-Kuressaare course was also a polite move, a very smart decision in that weather.
- 6 racing days would be better. I likend that there were no very long rices, which finishes in early morning.
- We enjoyed the relatively shorter coastal races from harbor to harbor and island to island. Don't know whether than can apply to the format of such regattas, but would've liked one more day of w/l races since the one we got was crazy weather.

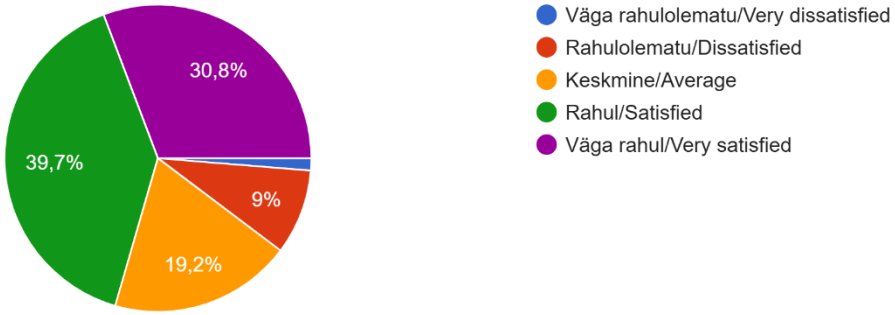
We truly enjoy the shorter, dynamic w/l races and wouldn't mind doing them in every other day.

- Since boats have different capabilities, I would prefer courses constructed so that upwind and downwind sailing are equal in terms of distance. So everyone has a chance to sail to their full handicap potential. If most of the stage consists of reaching or downwind sailing, it gives an advantage to boats that are not as strong on upwind legs. Personally, I also missed one longer stage that would have finished late at night or early in the morning :)
- Reasonably long days, sufficiently different courses every day. Although last year's Kuressaare-Pärnu was a cool experience, it was too big of a challenge for smaller boat classes and didn't need to be repeated now.
- In the future, there could be other harbors for a change; the same destinations have been used too frequently in recent years.
- Everything was excellent!
- The choice of stage harbors was excellent, and the trajectory was also praiseworthy.
- There could be more short courses.
- Alternating between long and shorter races is a classic. This time I missed a longer night race.
- The race route was ideal for me because Kõiguste is Vanishing Point's home harbor. The number and lengths of the stages were just right.
- Well, it's understandable that it's convenient to stay 2 days in every harbor. Of course, the feeling of cruising would be better with more harbors. But it's not a big problem.
- Arriving at the harbor at a normal time is really very OK!
- No night stage.
- From this perspective, the best of my 18 Moonsunds. Shorter stages didn't reduce the sporting aspect, but allowed time to socialize on shore as well.
- Folkboats also need a short course day.
- Liked staying in every harbor for multiple days and that races started and finished at normal times. Gave a better opportunity to enjoy the shore life too.
- Why wasn't there a short course for all groups?

- Very good course lengths and stages!
- Would have requested more longer stages. This is an OFFSHORE sailing competition after all.
- Just the right length and not too dangerous. Yet plenty to see.
- Some of the start lines were quite far from the marina. It could be nice to have them closer, if it was possible. I really enjoyed the day with regular track instead of coastal (even that I prefer coastal). So, it was a very nice mix of different types of racing for the week. Toilet queues were long in the morning - which is a common problem for these events.
- There could have been at least one stage in a short course format.
- But the Moonsund should still reach Pärnu as well.
- Satisfied that there were no ultra-long stages or night races.
- Turnout was a bit one-sided; lacked different wind angles for such a course.
- Stages of this length would be ideal from a Folkboat perspective.
- Didn't like the Friday start, all yachts should have had a short course. And if on two courses, boats must be marked accordingly. Sometimes it was unclear when the finish boat was a yacht that it was the regatta organizer. The ORC group needs more motorboats to move marks faster.
- Very reasonable course lengths. Good that there were no night stages. And that starts weren't early in the morning.
- Given the weather conditions, the Kuivastu short course could have been replaced by a lap, for instance. Kärdla-Kuivastu and Kuivastu-Kõiguste were the most demanding for ORC III and IV (proportionately longer).
- One longer race could have been included.
- Moderate courses, everyone fit within the time limit.
- Were quite suitable. On the no-wind day, luckily the day didn't drag on too long either.
- Alternating between courses of different lengths and those starting and ending in the same place vs a transfer race, and having the W/L race included as well worked very well!

Kuidas olid rahul regati korraldusega merel (stardijärjekorrad, kommunikatsioon, protseduurid)? How satisfied were you with the org... sea (starting lines, communication, procedures)?

78 vastust



Kommentaarid/Comments

- Good and clear communication from the race officer 👍🏻
- How is it possible that seconds are counted down for lowering Papa, but not for the start? The initial communication about shortening the course was lacking, but fortunately it was taken into account and the notification for shortening the Kõiguste-Kuressaare course was more than exemplary 5+
- Communication regarding course shortening was missing.
- After the skippers meeting, start order should not be changed through an online document. At least announce in Radio (several times, not everyone has a top notch Radio)
- Dragons didn't make it to the start.
- Starting signal was given sometimes and sometimes not, others were always given.
- Main referee was superb. Communicated very understandable for all.
- Shortening the course so that... the wind has already arrived and in the end, reaching the shore still requires the exact same amount of sailing is completely incomprehensible from the competitors' point of view (Was on the Kõiguste lap, I think). Not to mention flag signals were hit-and-miss during it. You can still find some boat from the harbor to act as a finish boat.
- The positives: communication happened in English way more than it did in previous years The negatives: the RC work on water often felt lazy. Kuivastu-Koiguste shortened distance was a disaster. One can argument that raising Sierra on a random boat that doesn't look like finish boat at all near the course should be enough, but it is not. We did not hear the whistle either, and it is not sufficient. We took down the gennaker before the new finish line... The next shortened course

communication was much better, however. Similar could be said about the start of the same distance. During the starting procedure, the starting pin was being moved! Overall, it felt like the quality of managing the races has decreased.

- The starting line setup should still be as perpendicular to the wind direction as possible so that everyone can start equally. This time, the pin-end was favored most times, and a couple of times it wasn't even possible to cross the line on port tack (short course races). Gate placement on short courses could have been a bit further from the start line toward the top mark or marked with a different color from the pin-end buoy — finding the right buoys in the first race was not easy :)
- Very clear communication. What was particularly good was that everything was right on schedule and upcoming actions were pre-announced. "Warning signal in 10 minutes", "next update in 5 minutes", "... for ORC class II" so the risk of misunderstanding was minimized. That was definitely a new level.
- Did not race, no comment. But it seems there were shortcomings in calculating results.
- Some confusion/changes
- Generally no complaints except for one incident where the start line flag was changed just a minute before starting procedures began, causing the start to largely fail. Additionally, course shortenings due to weather removed the final upwind leg both times and were not clearly communicated on one occasion, causing confusion — though we understand flags were displayed and technically nothing more is required.
- Organization on the water complied with sailing rules and sailing instructions. It was pleasing that as the regatta progressed, more information was given over VHF, even more than required by rules (e.g., course shortening Kõiguste-Kuressaare). On the Kõiguste lap, the gap between competitors (ORC III) was large, and we didn't hear the two sound signals for course shortening (or on radio), seeing the Sierra flag at the last moment, which caused minor confusion. It remained unclear why the course was shortened, as the original finish was on the way to the harbor anyway (we completed it for fun and still arrived at the same time as others).
- Setting up the course is definitely not sufficient with just one boat and one person! When the wind shifts, they have to adjust the pin end and then rush to move the windward mark. Obviously, there should be two teams capable of doing this in parallel. Currently, it took too long, e.g., for the ORC short course.
- The blue finish flag was not visible. It blended in with the sea and was small. The orange sphere was also invisible between waves.
- Everything seemed to work. Except for the start procedure noticed at Kõiguste, where not a single Dragon made it to the start. According to SI, everyone should

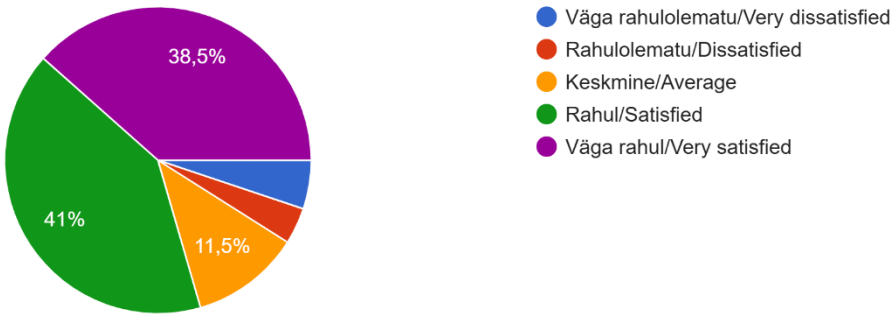
have received DNS and gone home. Or waited for everyone and run a new procedure for them. Also, what I've often seen is tampering with the pin-end mark while procedure is underway. That must not be done! Even the top mark shouldn't be adjusted once the orange flag is raised, which signals the course is set!

- Except for the Kõiguste lap finish. Wrong place, marking, and lacking communication.
- There was constant confusion with settling the results.
- Something was very wrong this year.
- Some operational info came via WhatsApp and some didn't, and you don't check manage2sail every minute either... maybe every crew member should have memorized the entire sailing instructions, but well...
- Exceptionally good communications. Start lines were not always well aligned with the direction of wind - but it was shifting a lot during the week.
- The start and (shortened course) finish of the Kõiguste lap were not well organized. It would have been nice to wait for Folkboats and Dragons to make the start (under sail power alone it was hard to reach start after skippers' meeting). Not a single Folkboot or Dragon noticed the finish line; over the radio, we heard talk of a shortened course for ORC 3 and 4.
- Otherwise fine, except for the botched course shortening on the Kõiguste lap, which no Folkboot or Dragon understood.
- Better than ever before.
- Race official mistakes occurred — wrong finish time in protocol, wrong finish closure time.
- Estonian competitions should be held in Estonian. This is also a legal requirement. Can be duplicated in other languages if needed.
- The finish of the Kõiguste stage remained unclear; otherwise fine in every way.
- Mostly clear, but why wasn't it in Estonian?
- The only major issue was the Kõiguste lap, where it wasn't clear at all when the Folkboats' finish was taken; didn't see a finish boat at the mark nor hear a signal (we were first). We managed to sail all the way down and back up again (6+ miles) before finding out we had finished long ago. Over the radio, we heard course shortening info when we had already (as later revealed) rounded the finish mark, assuming the finish would be on the next lap. It felt absurd to be allowed to sail away from the harbor only to sail back again.
- Communication in English is good and clear, but translation into Estonian is still necessary.

- Confusion was caused on a couple of occasions by finish markings, and on the short course, it was impossible to distinguish marks. Especially in those weather conditions.
- Channel 81 was occasionally unavailable, but procedures were conducted correctly and clearly.
- Race scoring methods were altered mid-race; race committee failed to calculate scoring correctly during the race, leading to multiple post-finish adjustments due to calculation errors.
- Felt a bit like conveyor-belt starts. Not complaining too much, but communication can be improved. Principal Race Officer was doing MW for the first time and can surely improve a bit. Radio communication should lean toward more rather than less.
- Due to some technical glitch, the exact start moment was occasionally lost over the radio. You couldn't hear the last 10 seconds before start over the radio while the preceding time was audible.
- All information should have been consolidated in one place. Part of the info was on the website, part on WhatsApp, etc.

Kuidas olid rahul regatibüroo tööga? How satisfied were you with the work of the Regatta Office?

78 vastust



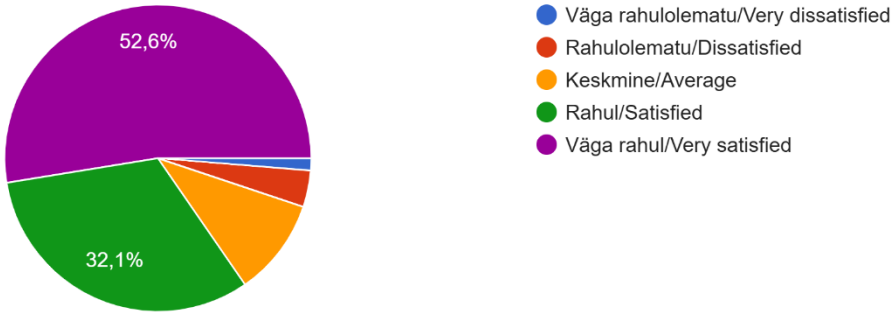
Kommentaarid/Comments

- It was noticeable that organization had changed, and "prior experience" was somewhat lacking, lagging here and there, and could definitely be improved. The good thing was seeing things improve significantly over the course of the race.
- Confusion was caused by publishing results and subsequently changing them. Had a devastating effect on morale.
- The rating formula was more incomprehensible than average.
- Somewhat condescending tone of communication at times.
- It was nice for the RO to help us with the crane after the regatta and really nice that they asked if everything went well with it. Nice personal touch.
- Generally satisfied, but had to suffer unnecessary stress due to recalculating finish times, and guilt when sails were measured incorrectly during inspection, raising doubts about initial data :(
- In my opinion, everything worked excellently.
- Generally also quite satisfied, except for the sail measurement incident where incorrect measuring caused unnecessary anxiety, though luckily everything worked out.
- Race result calculations were limping on both legs. You shouldn't be able to retroactively change the calculation formula of a completed race. When applying W/L formula, the 20min finish time limit should have applied too. Etc....
- Felt supported at every step, both when filing crew substitutions and sail changes. Regatta office worked very efficiently in my opinion. My only suggestion: course descriptions for the next day could come a bit earlier in the evening, e.g., around 18:00.
- Results kept changing and changing. When measuring wind, etc., officials must make the call, not listen to "authorities". Left a very bad taste. Officials should take responsibility for course compliance checks instead of leaving it to competitor protests.
- Certain gentlemen could show a bit more willingness to help! Instead of snapping condescending responses :)
- The new scoring calculation system is clearly better and fairer, especially toward slower boats. The downside was that it was recalculated multiple times due to errors. Understandable though, first time using PCS at Moonsund. Towards the end, things ran smoother.
- Overall arrogant attitude. If there are unresolved issues with certain people from previous years, it shouldn't carry over into subsequent years.
- □ Everything worked, and regatta office staff were understanding and experienced.
- A couple of times there was a minor information blackout, causing extra hassle for the crew.

- Did not interact with them.
- Necessary changes were reacted to and made promptly.
- Only good emotions.
- Response doesn't apply to the whole regatta. Changing announced results was not correct!!

Kuidas olid rahul registreerimisel toimunud paadi varustuse kontrollimise protseduuriga? How satisfied were you with the procedure for technical equipment checking of the boat?

78 vastust



Kommentaarid/Comments

- We booked a slot, were ready early, and when a slot opened up, passed technical inspection even before our booked time. Everything smooth and exemplary.
- i was in voyage group so no checking was done on Nene
- Booking a time for equipment inspection didn't work for us because we only arrived in Kärdla at 14:00, after which all slots were taken. I picked a random slot under another pier's booking, after which I got an email saying "come in the morning" when we couldn't physically be there.
- Inspection was on schedule, everything went smoothly.
- Did not participate in this.
- Thanks to the pre-prepared guide, items to be inspected were laid out, and the check went very smoothly. Got inspected even before our registered time :)
- Cannot comment because the boat was not inspected.
- Fast and efficient. Got inspected even before our registered time and didn't have to wait. Very well organized!
- In the end, had to hustle to get it done yourself; the pre-registration system doesn't work, but race officials were great.
- Very nice and capable girls.
- Eleanor and Angeliina were very great.
- □ Fast and precise, and the goal wasn't nitpicking.
- It was done well and with care, with safety equipment being properly checked.
- Discrepancy between NOR requirements and inspection demands regarding smoke flares. This issue was resolved during inspection though.
- Northern neighbor brought new suits.

- Went very reasonably for me, but I know it was more complicated for some. For a small class boat, holding a rigid checklist requiring two fire extinguishers, etc., is unreasonable (especially when the boat has no engine or open-flame heater). Let's be reasonable.
- Worked fine.
- We had an issue where a sail we've previously used in Moonsund was suddenly undeclared, even though previously entered data should exist. Was resolved.

Kuidas olid rahul WhatsAppi kaudu info jagamisega? How satisfied were you with sharing information via WhatsApp?

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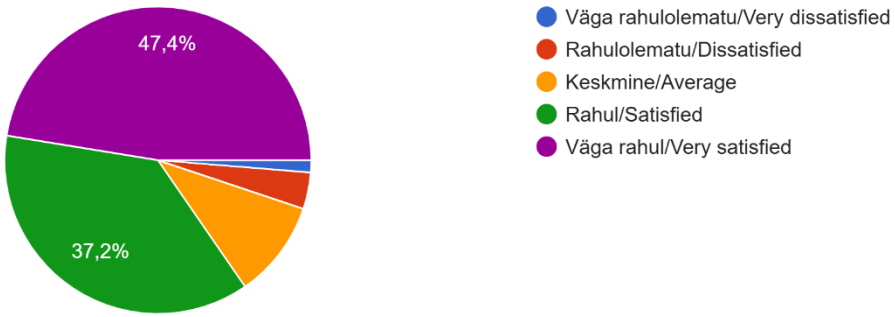


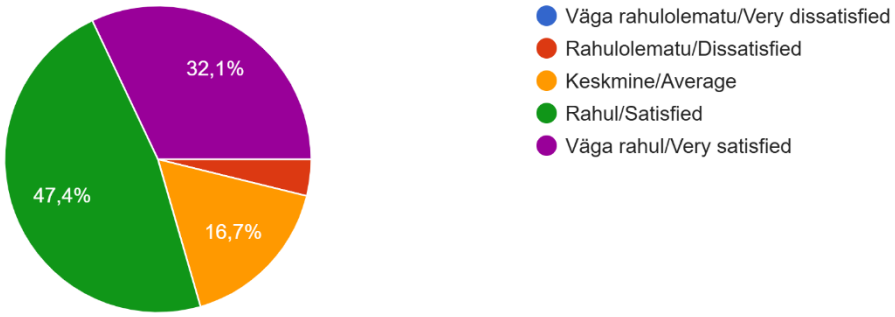
Kommentaarid/Comments

- Sufficient info flowed; for instance, course shortening notifications were very easy to catch quickly on a watch even when duplicated over radio. Better more info than less.
- Everything was clear and understandable.
- Information flowed well.
- This channel could be used even more.
- Messages were justified, clear, and understandable.
- Would like to know what role this info channel plays — does it notify about postings on official notice boards, general warning info, or what???
- Some info flowed, but in the end never figured out how to join the group.
- □ Some operational info came via WhatsApp and some didn't, and you don't check manage2sail every minute either... maybe every crew member should have memorized the entire sailing instructions, but well...

- Good communications overall, we didn't miss out on anything I believe.
- During races, notifications about photo contests, shore programs, etc., shouldn't be sent as they are irrelevant then. Monitoring social media in rough weather can lead to personal injury or property damage.
- Couldn't join.
- Somehow missed it this year...
- Could be utilized more. E.g., give brief info on shore services (massage), local taxis, etc. Many people from Tallinn thought if Bolt doesn't work, there are no taxis, missing out on rides while local taxis were operating.
- Failed to join the group. Worked well for others though.
- Very good channel for sharing info. Well utilized.
- Should have been one central place with all info combined.

Kuidas olid rahul regati info kättesaadavusega? How satisfied were you with the availability of regatta information?

78 vastust



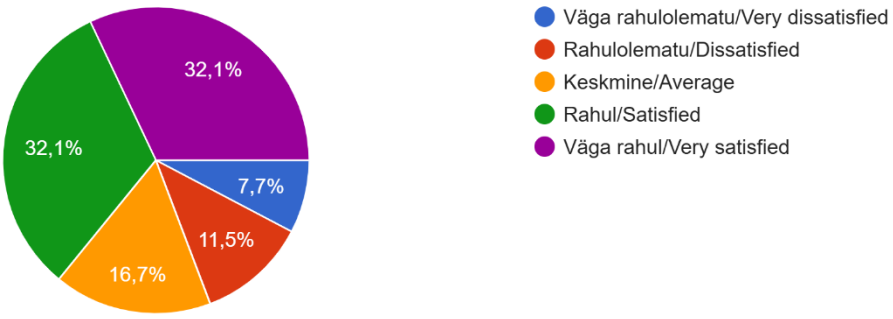
Kommentaarid/Comments

- Short course / lap logic was presented somewhat illogically before the regatta, but on site, the plan became clear, and in practice, all was good. Next day's courses were presented clearly, and navigator and I got a good overview of where we needed to sail.
- Evening program info didn't reach me.

- Sometimes difficult to find race courses from M2S. Next day courses came quite late. It takes time to enter courses to plotters.
- Maybe shore program info could have been known more proactively, though I understand times can't be promised before races end :)
- Info was accessible.
- Info was clear, understandable, and presented far enough in advance.
- Sometimes info came, sometimes got lost, sometimes couldn't be found. Basically available, but you have to dig deep to get anything.
- □ manage2sail requires patience.
- Info should be in one place, not split across WhatsApp, manage2sail, website.
- During skippers' meeting, audio equipment was very poor; e.g., in Kõiguste, it was impossible to understand what the judge said. Great that massage options existed, but info could have been shared elsewhere besides the website "shore program" section where no one knew to look. E.g., over WhatsApp or microphone.
- Necessary info was available.
- Only own laziness separates from maximum satisfaction. All info was there, just catch it.
- Getting the next day's course sometimes rather late at night complicated preparations a bit.
- Different information at different times.

Kuidas olid rahul tulemuste avaldamise kiirusega? How satisfied were you with the speed of publishing the results?

78 vastust



Kommentaarid/Comments

- Scoring method changed even after results were published; results are useless if they can still change over the next 8 hours depending on how reality and math decided to match that day.
- See above.
- Since there was plenty of recalculation regarding results this year, results were perhaps available too quickly.
- Would prefer taking more time to post correct results right away rather than listening to them change multiple times.
- For short courses, would have liked to know faster, but generally went very well.
- As said, final results took a very long time.
- Here I believe it's clear confusion arose multiple times due to changing results, creating skepticism toward initial rapidly published results.
- Very hard emotionally to cope when the same day's race result changed repeatedly — showing we won, then not even on the podium, then changing again. And so every day... Please take even half an hour longer to calculate (use AI) and publish the final result once.
- That result wasn't final.
- Start was a disaster. End started getting better.
- Fluctuated.
- Something was very wrong this year.
- Speed was not an issue.
- Speed was ok, but changing the formula created confusion.
- Happened quite a few times that you couldn't be sure when results were final vs. still being calculated.
- Generally, results came fast, except for some race (the second?), where results appeared in a completely different platform. Another race also took long to get results.
- Results on WhatsApp were posted very promptly and regularly.
- The fact that results were repeatedly changed later made us question whether they were final now.
- Lots of confusion around results. First results, second results, etc. That was totally absurd and incomprehensible.
- Finalizing results took an excessive amount of time.
- Leaving aside subsequent result changes, publishing results was delayed on some days compared to past years.

Kuidas olid rahul tulemuste arvutamise meetodiga? How satisfied were you with the scoring method?

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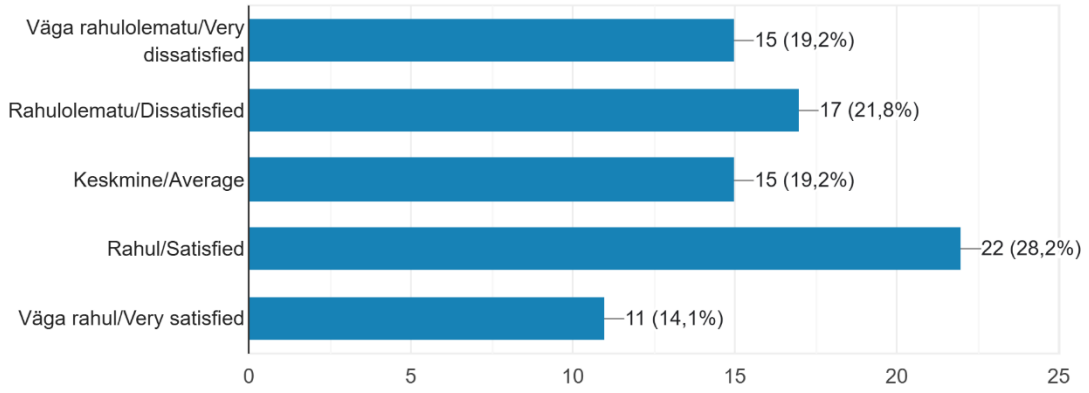


Kommentaarid/Comments

- Confusion around reassessing results for the Kärdla lap (after results were published). Methodology is not easily understandable.
- Scoring as such was very incomprehensible and confusing; on no race did we have the foggiest idea what place we were in. In practice at sea, there was zero tactical chance to think "let's stay 30s behind Merilas and we'll beat them". Whole other story is that for Polaris (or let's say light/fast) boats, this scoring has for years been such that unless you squeeze blood from your nose, there isn't even a slim chance against slightly optimized heavy boats.
- i was in voyage group...
- My suggestion is: do not post results you plan to revise later; it caused massive outrage among many who were already celebrating 1st place, only to learn later they weren't even on the podium. Once results are public, changing them is no longer fair.
- See comment about time limit
- Using W/L method on a coastal race doesn't seem like a correct approach.
- Won't argue here, trust the organizers.
- Due to the scoring, especially in the Koiguste - Kuressaare race which experienced major no-wind situation, our boat should've sailed 30 minutes/hour in front of everyone in order to achieve 1st place. Yes, even in 0 kts of wind. This wasn't the

only race where the formulas used were very confusing and results impossible to achieve.

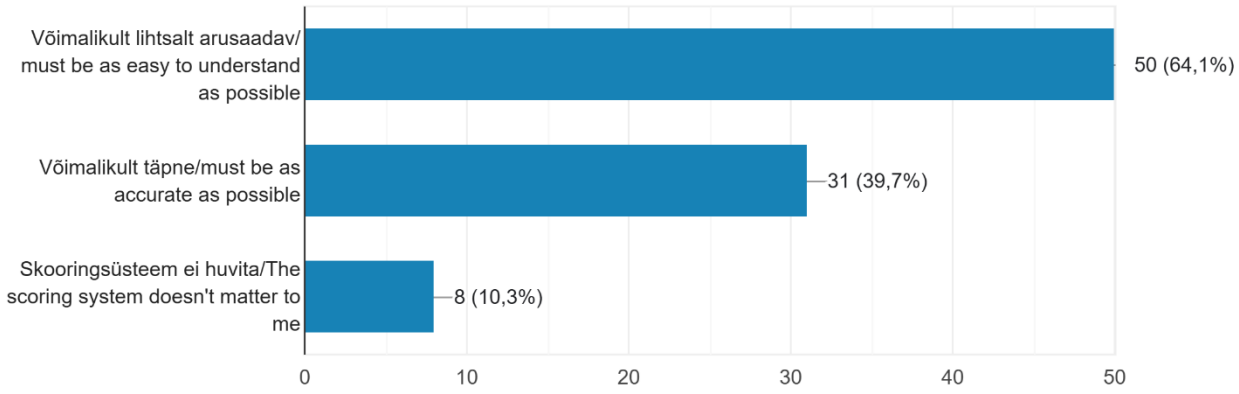
- Seems room for development remains to calculate even more accurately, but that requires more resources to gather ongoing real-time data during races, and above all, training from specialists — Mati Sepp could organize that ;)
- Before the regatta, a better overview could have been provided regarding the exact scoring plan and the reasons behind changes. It was hard to understand during the regatta, generating much speculation. Clarity arrived eventually, but could have been communicated better in advance.
- Method changed about 3 times before reaching the correct or final result.
- Hard to comment, but confusion existed.
- Twice errors occurred when publishing our results! First time in course race — wrong time; second time on final stage — wrong time limit.
- Use ORC PCS Windward-Leeward (W/L) for short, round-the-buoys races with a 50/50 upwind-downwind split. Use a Constructed Course for fixed-mark coastal races with specific leg lengths and angles. Use Weather Routing Scoring (WRS) for long offshore races (over 6 hours) where boats experience changing, non-uniform weather. ORC PCS Windward-Leeward (W/L) When to use: Short, technical buoy races.Course type: Pure upwind and downwind legs.Why: Assumes identical wind conditions for all boats on a straightforward geometric track. Constructed Course When to use: Coastal or triangular races with distinct, measurable legs.Course type: Multi-leg courses that do not fit a standard 50/50 W/L or all-purpose model.Why: The race committee inputs exact leg distances, bearings, and actual wind directions into the ORC Scorer Software for precise leg-by-leg handicapping. Weather Routing Scoring (WRS) When to use: Long coastal and offshore races (typically lasting 6 to 96 hours).Course type: Complex long-distance tracks around islands or headlands.Why: Accounts for the fact that scattered boats encounter different wind speeds and shifts across space and time by running a digital weather forecast simulation (GRIB file) for each unique entry.
- Didn't like that Green Energy's skipper talked conditions into his favor almost daily. If there was moderate wind at sea (~10 m/s), but according to him average was 18 m/s, average wind data should be cross-checked on at least 5 boats to establish truth. If it turns out he lied about wind speed, apply penalties for unsportsmanlike behavior.
- Well, older boats have an issue here. On handicap, we have to beat obviously faster boats. But down at the back, it's not all that important anyway.
- Already stated in previous comment.

- Before the race, it must be clear on what terms we race to understand who/where direct competitors are. Who we need to beat by how much, or how far behind we can afford to be.
- This is quite complex and requires deeper focus rather than rushing something onto paper/system only to fix it multiple times later. Still, not our officials' fault, but the whole ORC system. Dissatisfaction exists in Sweden and Lithuania where results get recalculated over and over.
- Fairness and accuracy won over convenience. Particularly liked that under PCS, implied wind wasn't blindly taken by elapsed time, but actual wind speed was measured and entered manually.
- I've been in sports all my life in different disciplines, but I've never seen such a joke on my first Moonsund as retroactively altering results after a race. In no sporting event are things altered after the fact. You compete under conditions set before the race. Someone coming after a race saying what the wind was or believing it's fairer to calculate results differently after the race is unheard of. Having 3 different winners on 3 different days for stage 1 is complete nonsense. I think you realize this in hindsight. At least I hope you do. If wind speed is questioned, judges should evaluate it on the course and lock down info on the go, not post-race based on someone's data.
- ORC class results changed almost at random or depending on who yelled loudest.
- This part remained very confusing and felt quite unfair!
- It's unheard of that after calculating results and announcing stage winners (Windwalker incident in Kärdla), recalculations are done — twice even. Once a decision is made, it must stand, and responsibility lies with the decision-maker. Seems efforts were made to be as precise as possible, but it made things murky. It's clear no scoring model can account for all conditions perfectly, and sailors accept that.
- Didn't understand anything during the race. Felt like a lottery.
- Wind conditions didn't always make it a fair game but that's typical.
- Monotypes had no issues; regarding ORC, you know yourselves.
- Additional knowledge is necessary to give more reasonable evaluation
- When requirements are set in NOR and SIs, they shouldn't be altered arbitrarily. Whatever the method may be.
- Again, fine for class boats.
- Very confusing situation on multiple days; ratings should always be declared before a race, not later to everyone's surprise. Unprofessional.
- Didn't fully understand when, why, and how which method was used.

- Results went up fast, but were calculated multiple times with wrong wind or completely wrong. When asking what the mess was, told "your data shows right, but I'm chief judge and do what I want."
- Changing methods mid-race is improper; calculation errors by the race committee repeatedly altering results during and after races is not correct.
- Cruiser group methodology should be examined — whether methodology or certificate.
- ORC is just that kind of fine-tuning function; in one-design, we don't encounter this complaining.
- Created much misunderstanding. On the Kõiguste-Kuressaare stage, we finished physically ahead of faster boats like X99s, yet they still won. Usually, it's the reverse — they need to physically beat us to win. Begs the question: what more can we even do?
- Incomprehensible.
- What is announced initially should hold. Modifying scoring after day's end is especially ridiculous!

Milline võiks olla tulemuste arvestamise põhimõte? What principle should be used for scoring in the next regatta?

78 vastust



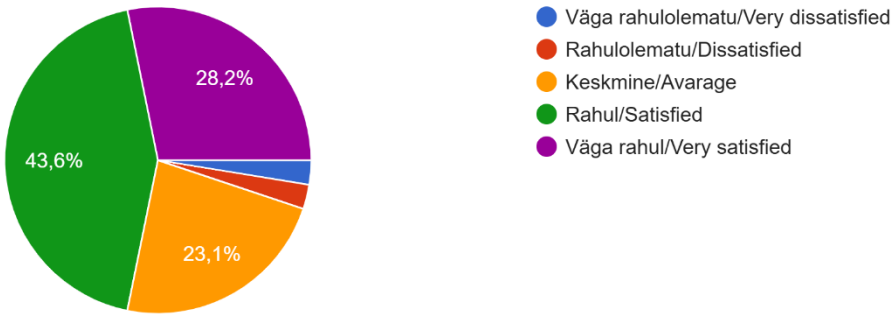
Kommentaarid/Comments

- Same as stated in previous point — Scoring as such was very incomprehensible and confusing; on no race did we have the foggiest idea what place we were in. In practice at sea, there was zero tactical chance to think "let's stay 30s behind Merilas and we'll beat them". Whole other story is that for Polaris (or let's say light/fast) boats, this scoring has for years been such that unless you squeeze blood from your nose, there isn't even a slim chance against slightly optimized heavy boats.
- i was in voyage group...
- The more accurately the scoring system acknowledges the weather the boats are in, the better it is. Since ORC is based on boat's individual best perfomance in respective wind speeds and angles, the scoring should take that into account as much as possible. Especially since the ORC is not kind to lightweight boats who can't go upwind against waves as fast and close as heavier boats - the certficiate and formulas don't take that into account at all. But that's not RC problem... But trying to match the racing weather as much as possible to the formulas is.
- Results must be as accurate as possible and account for specific wind conditions.
- I believe wiser people can comment better here, but accuracy should be taken all the way, and if course specifics are considered, mark-to-mark specifics should be factored in even more granularly.
- Personally believe accuracy and clear accounting principles are most important.
- Maybe make things simpler in the Cruiser category?
- More class boats.

- ORC principle is that every boat can race and, if the skipper delivers, win. If we try to balance weather conditions to our liking, it's no longer sailing, but track-and-field on water under controlled conditions. A few athletes remain and grass-roots sailors vanish. In short, sailing won't gain popularity.
- ORC needs to change something to make it more precise and instruct officials on handling options under varied conditions. Good comment today by Harles under Swedish Blur sailing team's FB post: I completely agree. The PCS (Performance Curve Scoring) system currently used in Estonian competitions simply does not work in practice. The formula attempts to determine the wind speed based on the time it takes the fleet to complete the course. That approach is fundamentally flawed. For example, in 19–20 knots of actual wind, the calculation used 10.8 knots because there were very heavy waves and strong currents, which slowed the fleet down significantly. Conversely, during another windward/leeward race sailed in 16–17 knots of actual wind, PCS calculated the wind strength as 24 knots. In reality, the wind had shifted consistently by 13–15 degrees, making the course much faster to sail. Differences of this magnitude in the calculated wind speed result in time corrections of several minutes between different types of boats, particularly between symmetric spinnaker boats and asymmetric spinnaker boats. What makes the situation even more frustrating is the apparent indifference of the ORC officials. The response is always the same: "Well, by formula that must have been the wind" Harles Yacht SHADOW
- There's no perfect system, so I often prefer simplicity over a race on Excel sheets.
- Scoring system felt randomly chosen at times. PCS is a good choice; it was partially used, and we recommend continuing with it to reduce unfairness and resulting dissatisfaction.
- Wouldn't have changed results, but might have helped tactical choices knowing in advance which rating coefficient applied to a race.
- Changing calculation methodology after nearly every race should be completely unacceptable.
- Can't argue over every wind shift either. In that sense, setting it beforehand might be better. Though I don't know the intricacies some argue over.
- Accuracy is good, but should be understandable to everyday folks. Currently no impression that it's actually more accurate.

Kuidas olid rahul regati meediakajastusega? How satisfied were you with the media coverage of the regatta?

78 vastust

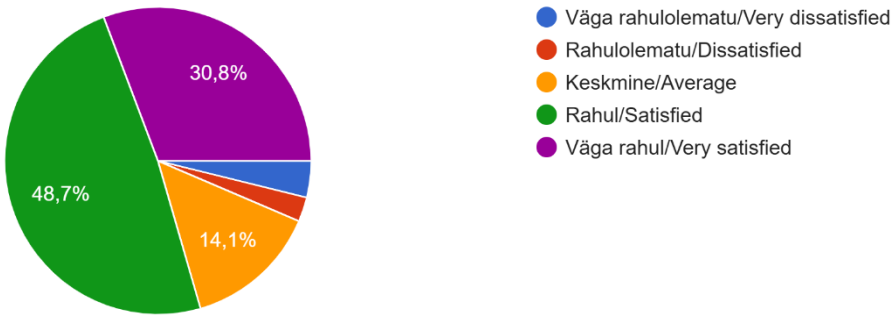


Kommentaarid/Comments

- Good coverage on social media 👍🏻
- Back-of-the-fleet boats hardly made it into pictures; if in the rear of the "mud league" (ORC4), seeing a photographer or getting photographed is a rare event. Clearly large/fast boats deserve a bit more attention, but growing grass-roots successor generations requires getting everyone, including mud league crews, in pictures.
- Impression is that mostly ORC1 and ORC2 get coverage.
- regatta photographers taking memorable moments on see. in this field, chek GORR coverage.
- Why are only ORC I and II group results mentioned in National Broadcasting (ERR) reports? We all push and sail as best as we can, not just big yachts.
- Moonsund was in the picture as always, above Estonian average.
- Tiit is the best.
- Really liked how fast and well event coverage happened in media, incl. social media (Insta, FB).
- Didn't really see much.
- Tiit Aunaste takes very cool pictures.
- ⍰ Awesome.
- Excellent job.
- Covered in media?
- Was it covered anywhere outside Facebook?
- No shade on the regatta media team, but mainstream media interest was superficial at best. ERR only bothered to report OC I-II results somehow.

- Some nice pictures were taken.
- Had trouble finding media regulations — looked for where and how much to pay to feature photos of our boat showing sponsor logos (gennaker in this case). Photos of boats with main sail logos were nicely uploaded. Couldn't find advertising tax info, didn't ask, got no coverage.
- Photos were taken, would be nice to view them all somewhere, even temporarily. Social media was excellent!
- Moonsund receives thanklessly little media coverage.

Kuidas olid rahul träkingu rakendusega? How satisfied were you with the tracking application?
78 vastust



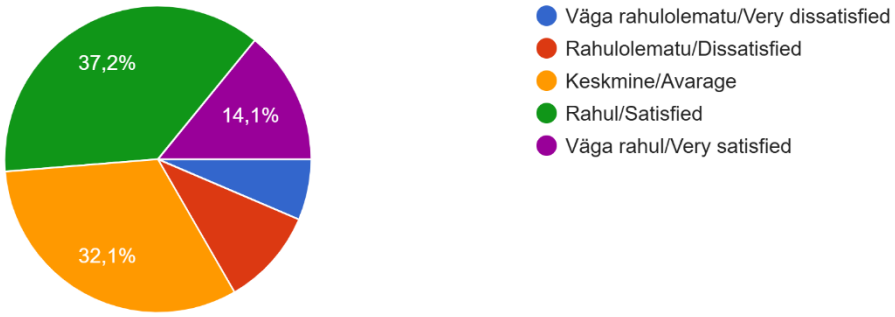
Kommentaarid/Comments

- Black box worked and did its job, crew didn't have to think about it. Ideal solution, 100% in favor of using it.
- i was in voyage group
- Worked flawlessly after a few restarts before the first stage start.
- App requires multiple launches at times. Wasn't always synced with final scoring, and spectators less familiar with sailing often misconstrued positions.
- Boats were visible, but results derived from it couldn't be taken as pure gold.
- TracTrac requires skillful operation by organizers. Wasn't quite there this time. Also ToT and ToD results differ radically from PCS results...
- If purchasing a service, it should be adequate. Multiple times, boats were in harbor for hours while tracker kept operating and calculating. Don't know if lagging or what, and inputted formulas are questionable. Leave calculation out, just show boat location and speed. Leave calculation to race office :)

- Location update frequency could be much faster. Preferred old provider.
- Couldn't get it working on iPhone in the end.
- Better than phone-based system.
- Tracking showed location, but ranking — couldn't tell if true or not.
- Only downside was that the app needed to be downloaded at least on mobile, instead of a web based view. This makes it more difficult for those at home to have a quick look on how it's going.
- App-based solution killed phone battery.
- Gave up after first view.
- Wish tracking factored boat differences and showed rank based on handicap.
- Wish it were viewable without downloading an app.
- Mostly worked. Occasionally quite slow and unclear which boats were currently in coverage vs. not.
- Should be a callout on WhatsApp whenever trackers need charging.
- Good that it calculated real-time results based on handicap reasonably well right away.
- Zero issues. Except turned off way too early :)
- It was not very clear how the app calculated the leaderboard during the race, otherwise very good
- Our tracker stopped working at one point. Had we not noticed, wouldn't have seen our race.
- Looked at tracking only on a couple of days — worked on those occasions!

Kuidas olid rahul regati meenete ning infomaterjalidega, mis jagati registreerimisel? How satisfied were you with the regatta souvenirs and information materials that were distributed at registration?

78 vastust

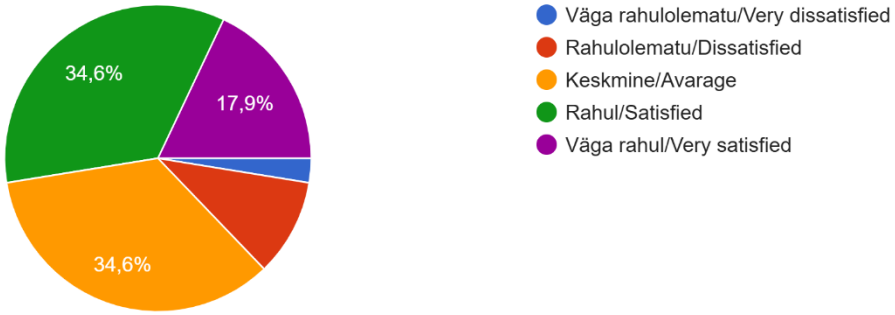


Kommentaarid/Comments

- There used to be more "swag" previously, not that it changes participation overall.
- Bow sticker was poor, tore or peeled off completely for many. Haven't stuck Alexela sticker on since doing it first time — struggled hard to clean glue residue off hull later.
- Souvenir selection shows fine times when gift bags for each crew member were full of surprises are permanently gone.
- Reasonable not to distribute useless trinkets. However, instead of the metal emblem (one per boat suffices), a regatta buff or mug would be nicer.
- Didn't interact directly, but probably good.
- Stickers should suffice for everyone.
- Most important souvenir is the regatta plaque stickable to boat walls, like Tartu Marathon stickers on skis. Plaque felt modest this year compared to past ones (on glossy base). Nice fabric bag and water bottle pack were also neat.
- There was virtually nothing in there!
- Well, shouldn't need much, random trinkets I mean.
- Understand A. Le Coq was sponsor, but do prizes need to be alcohol? Same beer can given to everyone freely by podium? Odd.
- Seen better times.
- Something was very wrong this year.
- Quite weak compared to GoRR.
- Souvenirs and info materials distributed? More like leftovers from previous events.
- Lacking.
- Hardly anything distributed. Stickers don't appeal. Metal plate for boat is nice, but could include a small keepsake for every member (socks, buff, cap, cup, spoon, etc.).
- Year after year getting worse.
- Don't think there were info materials.
- Didn't see any souvenirs or info materials. Think I saw a metal sticker with Moonsund branding.
- Meager.
- Organizers underperforming for years!! :-(Can't stress enough: last decent souvenirs were in 2019!

Kuidas olid rahul regatil pakutavate teenuste, toitlustajate valiku ja pakutava kauba valikuga? How satisfied were you with the services offered at the ...ion of caterers and the selection of goods offered?

78 vastust



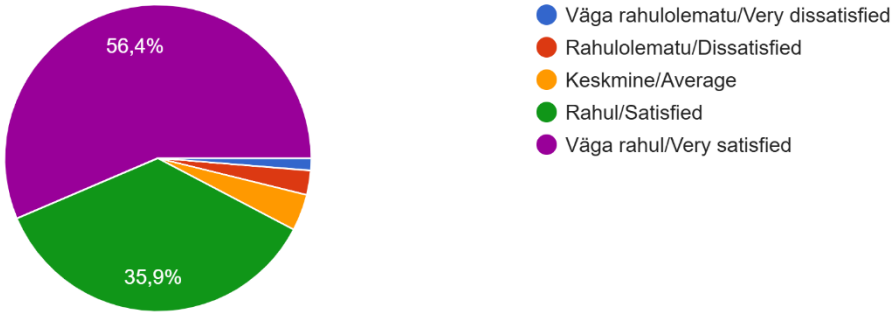
Kommentaarid/Comments

- 15 euros for a meal is a bit excessive, especially in small harbors with virtually no alternative (cooking own food in tent area is a choice, used for that predictable reason).
- Regatta soup was missing; otherwise service providers were good, food delicious, and selection adequate to meet needs.
- Catering in Kuressaare needed improvement.
- Organizer can't answer for local eateries, but issues existed.
- Arrived late in Kuressaare, didn't make it to town, harbor selection was meager.
- some soup as organizers treat would be superb.
- Prices rather steep, but local islanders' main earning time, so don't mind supporting them. John's Place menu in Kõiguste identical to previous times; could surprise with something new. Morning porridge undeniably best though :)
- Thought it was good, though brought own catering this time and didn't use regatta options.
- Kuressaare needed more breakfast vendors. Long wait time, ended up going without (used boat reserves). Kõiguste and Kuivastu were very good.
- Gotten too expensive. Regatta soup and simple breakfast for cheap should still be options.
- Non-alcoholic beer missing?! Why
- Could sell ropes, blocks, consumables needed for repair/replacement. Clothing gear was very OK.
- Prices impressive in places, incl. Kuivastu where prices were raised on day 2. Food quality itself good for outdoor kitchen.

- Nice eateries existed, but price-to-quality ratio relatively poor. Felt like commercial cash-grab rather than providing options for sailors. Local cafes significantly better, e.g., Kuivastu harbor cafe.
- Too expensive.
- Inconsistent quality. Uneven prices. Could have used more vendors in places.
- Where were competitors' soups? Maybe don't book big stars if you can't provide a bowl of soup to sailors? Regatta named A. Le Coq yet 1 free beer (0.3) for everyone wasn't provided. Something was very wrong this year!
- Praise to caterers!
- Local caterers unfamiliar with regatta schedule. Breakfast started serving only during harbor departure (Kärdla). Needs vendor competition, also in Kõiguste.
- No regatta soup, but didn't starve.
- It differs from marina to marina
- No complaints on food quality directly, but 6€ for morning oatmeal is steep.
- Prices gone up, quality hasn't followed. 15€ breakfast borders on robbery (relative to offerings). Kõiguste was nice with choices.
- Exception: Kõiguste harbor where catering and services were well managed. Though hot water still runs out ;) Elsewhere, services were poor.
- Should have free sailor soup in every harbor like every previous year.
- Only one catering firm apparently, causing long lines.
- Kõiguste and Kuivastu good; Kärdla and Kuressaare very poor. Kärdla lacked proper harbor breakfast (e.g., Kork opened ~9:30 on final morning when boats left; Briis completely closed). Kuressaare ran out of breakfast, coffee system illogical (people queuing at two Jura machines, refilling water/beans themselves instead of large filter pots), no vegan breakfast options, no vegan dinner options upon arrival. Bad experiences.
- Catering options were very good.
- Understand chandlers don't bother due to low sales. Yet mid-regatta purchases are needed. Catering choice super, everything ran fantastically. Deposit cup system nonsense, but unavoidable. Accumulated cups since different harbors used different cups.
- Didn't pay much attention.
- Could use more local goods and varied vendors. Sailing gear selection minimal in Kärdla. Mid-Moonsund you realize what was left behind and needed :)
- Where were "regatta soups", shared regatta dinner?
- Canceling regatta dinner (without warning) was the regatta's BIGGEST BLUNDER!

Kuidas olid rahul transporditeenusega (regatirekka), mis viis purjetajate asju sadamast sadamasse? How satisfied were you with the transp...k the sailors' belongings from marina to marina?

78 vastust



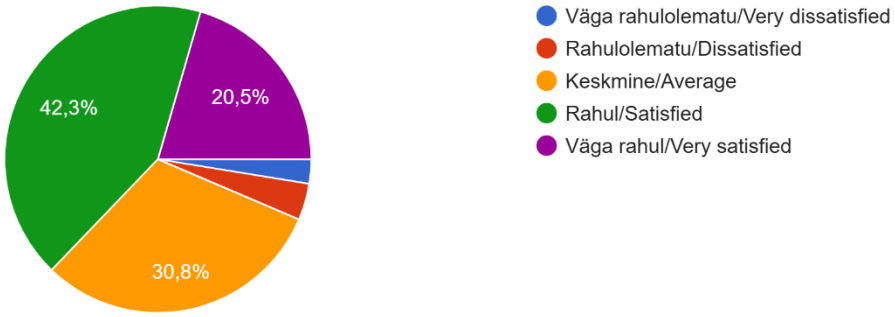
Kommentaarid/Comments

- Guys do super job considering the chaos. Without it, support crews would be needed, which small boat budgets simply can't afford. Hauling camping/cooking/spare gear on a sailboat is possible, but unnecessary weight without a truck.
- i was in voyage group
- Didn't use it.
- Heard no complaints, great guys :)
- Cannot comment.
- Very satisfied with transport truck! Thousand thanks to Henri for bringing drinking water to our crew on two days!!! Event impossible without truck, thinking of smaller craft. Concern: truck and volunteers barely break even. Please treat them better so they return next years!
- Can't evaluate, used own transport.
- Got things there, but getting lectured each time on carrying/placing bags made us lose interest in using it.
- Love Henri.
- At least truck drove back to Tallinn, unlike last year when stuff was left at final harbor.
- Worked well.
- Super guys!

- Didn't use this year, but great option to have.
- Regatta should organize proper shelving in truck — piling/throwing stuff on top of each other in certain conditions isn't OK.
- Didn't use.
- Couldn't be better. Kudos to DSV.
- An amazing service, thank you!
- Didn't use, heard no complaints from others.

Kuidas olid rahul kaldaprogrammiga? How satisfied were you with the onshore programme?

78 vastust



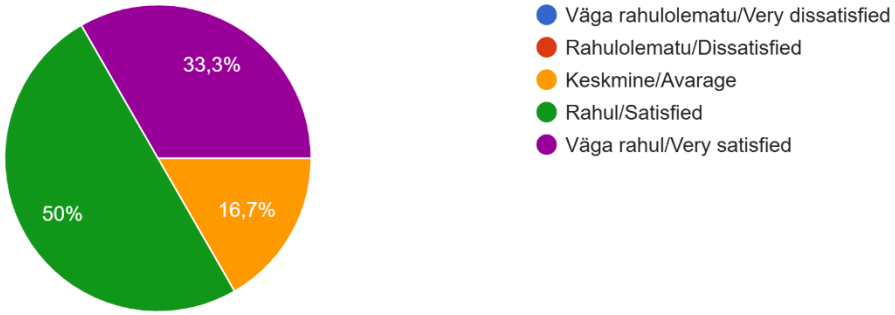
Kommentaarid/Comments

- Shore program often started while crews docked or packed gear — should safely start 2-3h later after maintenance/chores are done and people actually have time.
- Program minimal, went unnoticed in background. Kuivastu had party/performer, but we just came off water, many still racing.
- Almost everything was in Estonian, please consider foreign sailors
- Liked it, nice when overlapping with larger local events; when not, still fine.
- Could have had a bit more.
- Otherwise satisfied, but if cutting costs, drop a DJ. Also, under budget cuts (very noticeable this year!), skip winner drinks, ensure volunteers break even, give everyone a sticker/small memorable keepsake to dream of next Moonsund in winter.
- Particularly liked Kuivastu program, but all were very good.
- Nice performers at times. Especially Kõiguste. Timing poor — crowd hadn't left saunas when musicians wrapped up. Stage too far from crowd, ending with few people in front.

- Meager.
- No comments.
- Seen worse :D
- Lack of information about Kardla event location was quite confusing
- Performers nice, but should start ~1h later and not be isolated from audience. Especially in Kõiguste with that cool band, felt uncomfortable, as if unwelcome background music while people ate. Background tape music during dinner, live act later at dusk preferred.
- What program? Some weirdo terrorized harbor with bad sound playing Dingo etc. Terrible.
- Felt like major budget cuts, lots of confusion.
- Meager compared to before.
- Unnecessary to bring so many musical acts. Invest in sailing promotion instead.
- One-sided, similar in all harbors. Football broadcasts in Kõiguste were nice change of pace :)
- Failed to unite participants for years; program almost non-existent.
- Kärdla was powerful! Combining events like that deserves a White Star medal. Other harbors managed fine; complaints only from non-attendees!
- Kärdla OK! Thanks to Fishermen's Day mostly. Elsewhere weak. DJ had no clue about marine themes, played club beats.

Vastavad Matkagrupi purjetajad Kuidas olid rahul ekskursioonidega? Corresponding sailors from the Voyage Group. How satisfied were you with the excursions / tours?

6 vastust

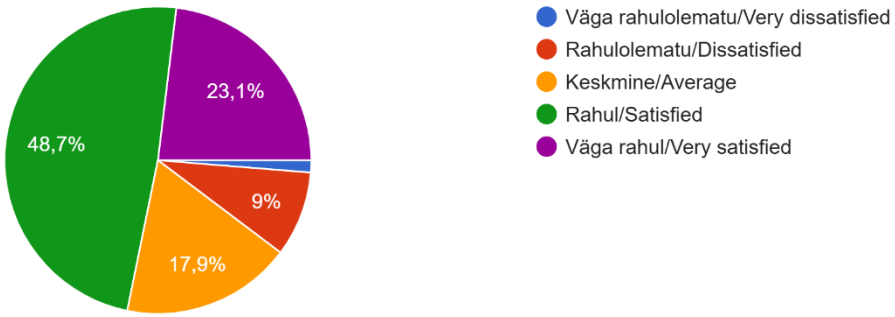


Kommentaarid/Comments

- Competing, don't know.
- Participated on Muhu only, very well organized. Clearer pricing/expectations beforehand would help. Might have skipped 18€ pair of drops of bad wine/grape juice for teetotalers:) Happy to support local producer though.
- □ Couldn't attend...

Kuidas olid rahul autasustamistseremooniatega? How were you satisfied with the prize giving ceremonies?

78 vastust

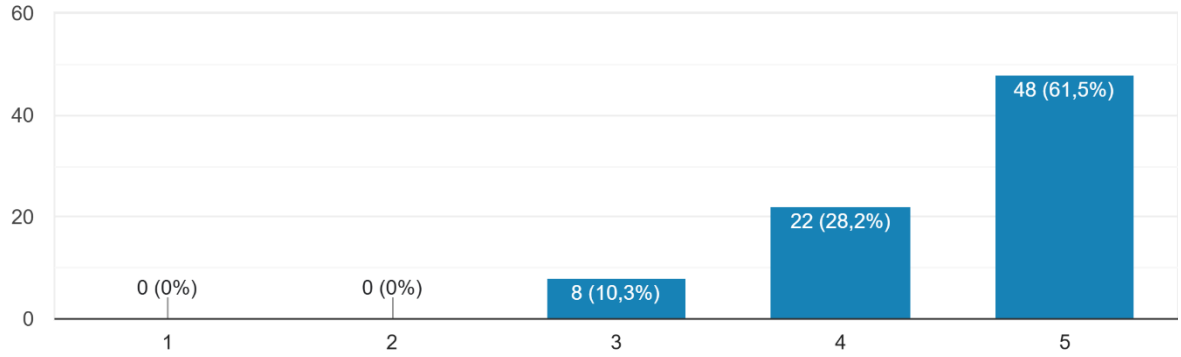


Kommentaarid/Comments

- A few mishaps at final ceremony, otherwise good.
- Very beautiful ceremonies; unfortunately didn't achieve better than audience view this time.
- English "Winner" banner was incomprehensible, as were Ain's empty speeches at times.
- Quite liked no sponsor trinkets were handed out; drinks handy at sea ;)
- Everything worked excellently in my opinion.
- Remove bell at night.
- Bag of beer/gin isn't a prize making eyes sparkle. Cheap cups/beer glasses leave lasting memories.
- Lots of confusion and misstatements.
- Shouldn't stumble reading off paper.
- Didn't like the bell.
- Again, something was very wrong this year. What happened?
- Too many mistakes made.
- Chaotic, often lacked a pedestal.
- Execution good. Prizes meager; as a sports event with minors, alcohol shouldn't be main prize. Banners with large "WINNER" text incomprehensible — checked dictionary, word doesn't exist in Estonian. Embarrassing wannabe-English.
- Pity no stage sponsors, only A. Le Coq drinks given.
- Hard to hear in places. Weaker than past years. Pity no stage sponsors, beer unappealing as prize.
- Tempo good, audibility poor in places.
- Cruiser group final ceremony pleasantly confusing. 3rd place got medals. Daily races only awarded 1st place.
- The sound of the bell made its way into my dreams after the regatta and perhaps not in a good way after hearing it throughout the whole week, it was a fun idea but the reality of it being near the boats the whole time was not quite so fun
- Better than before.

Hindan Kärdla sadamat skaalal 1 (halb) - 5 (suurepärane) skaalal. I rate Kärdla marina on a scale of 1 (bad) to 5 (excellent).

78 vastust



Kommentaarid/Comments

- Docking spot and plan set, handled neighbors well.
- The mooring bouy they made us park at was way too close to the shore for our boat length and could not be properly tightened in order to hold our boat at the front.
- No water at our pier, but managed.
- Good harbor, quality services.
- Plenty of space in changing room too.
- □ Bad idea tying Moonsund opening to Fishermen's Day. Regatta dissolved into local festival.
- No WC.
- Breakfast served too late in places.
- Catering awful. Town eateries close though. Space sufficient, shops worked in Kärdla.
- See catering question.
- Toilets always an issue there, otherwise super.
- Fishermen's day was awesome!

Hindan Kuivastu sadamat skaalal 1 (halb) - 5 (suurepärane) skaalal. I rate Kuivastu marina on a scale of 1 (bad) to 5 (excellent).

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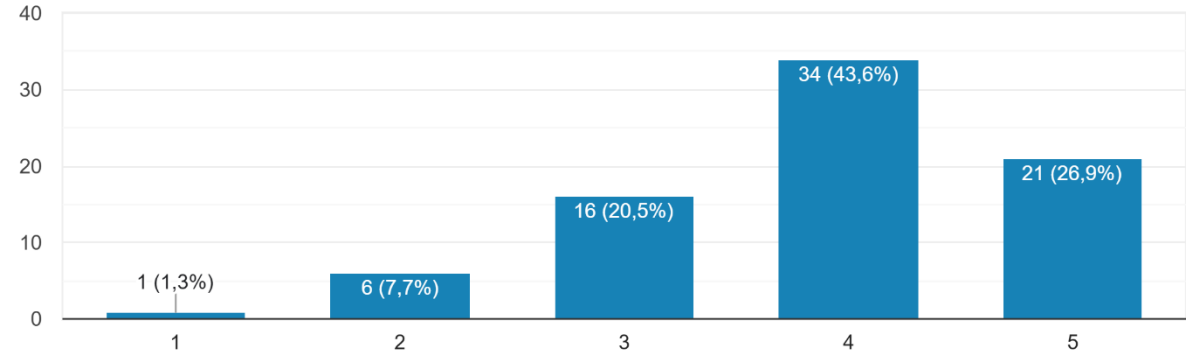


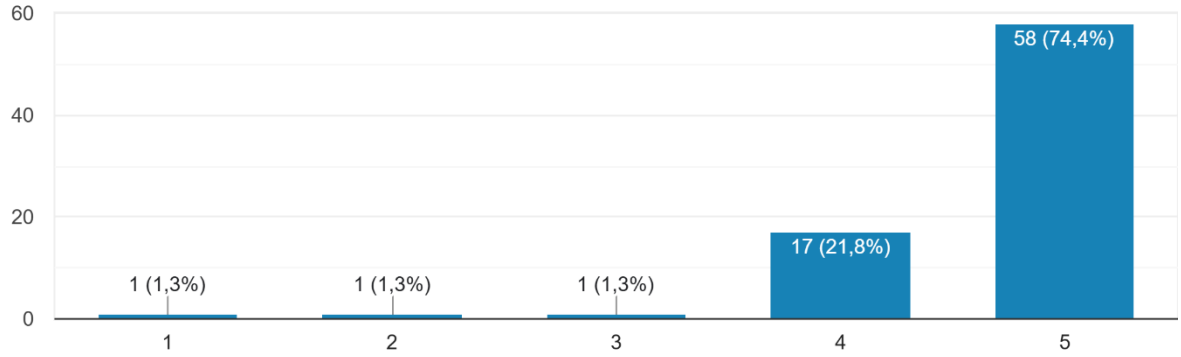
Kommentaarid/Comments

- Docking position set until Latvians took our spot day two; parked elsewhere, generally fine.
- Sauna could be bigger and better shaped.
- Small for large regatta, far from civilization without own transport. Organizers handled shore program well, no complaints.
- Small sauna.
- Docking planning a mess. Activities spread out, crowd lost.
- Small sauna.
- Harbor entry/exit and security. Consider addressing?
- Insufficient pier power.
- No WC.
- Positive surprise.
- Dislike ferry harbor.
- Expensive food, small sauna, luckily cafe 2k away.
- Food better than Kärdla, hot water ran out immediately, local shop helpful. Less space, but enough. Pity boat parking was sloppy.
- WC/shower facilities meager. Can't handle crowd size.
- Niklas is very good organizer and host.
- Very small sauna. Food trucks near pier were convenient. Entertainment weak. Parking chaotic.
- Nice compact harbor, shop available, catering well handled. Didn't make sauna.
- Could use more boat space, but location excellent.

- Being able to see the dressing room for showers and sauna all the way to the yard when the door was opened was less than ideal, also the men's sauna being so small that many of them just walked into the women's dressing room asking to go to the women's sauna was questionable
- Water was cold! Felt like random parking lot... Not cozy.
- Partial lack of hot water.
- Less crowd than past years, fitting in sauna/WC was right on edge.

Hindan Kõiguste sadamat skaalal 1 (halb) - 5 (suurepärane) skaalal. I rate Kõiguste Marina on a scale of 1 (bad) to 5 (excellent).

78 vastust

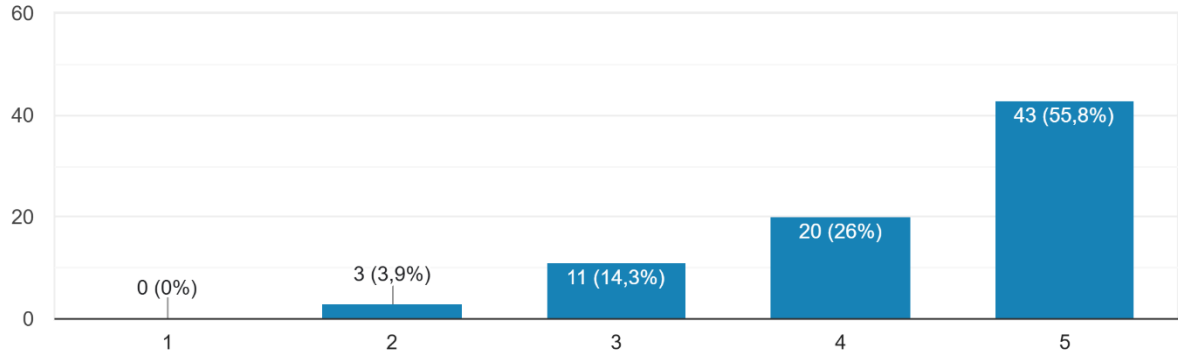


Kommentaarid/Comments

- Classic "arrive and see" chaos, no practical issues, parked with friends alongside, felt chaotic but actually good.
- Want hot water for washing though.
- 4th time there, same lack of order. Unclear which pier to approach. Requirement to circle entry for hours. Lack of toilets.
- Consistently best harbor!
- Great organization by harbor/race team, pleasant place. Next time need auto-canteen since no shop nearby, sailors would buy.
- Large sauna, Niklas lent battery charger.
- □ Tedious to sail into.
- Excellent harbor, parking assistance provided, assigned spots didn't work. Services better, hot water ran out eventually. Restaurant excellent :)
- Hot water ran out in shower room.
- Good parking management. Great large sauna. Good catering.
- Favorite harbor, high praise only.
- Expensive and small for major event, but nice place.
- Wonderful mood, football final icing on cake.
- Big sauna!!! Very lovely harbor!
- Still best, wouldn't win 2025 award otherwise.

Hindan Kuressaare sadamat skaalal 1 (halb) - 5 (suurepärane) skaalal. I rate Kuressaare Marina on a scale of 1 (bad) to 5 (excellent).

77 vastust



Kommentaarid/Comments

- All good, berth exactly as advertised, access/power present, overall good.
- Catering needs alternatives to Hafen, ordering times mega long.
- Boat didn't fit inside, but beautiful harbor, good location.
- We were in Roomassaare...
- We were in Roomassaare.
- Catering meager.
- Felt organizers were tired, less effort put in.
- □ Extra saunas were great idea.
- No breakfast.
- Most confusing harbor, didn't bother much final days.
- Catering bad, stalls closed in morning.
- See catering question.
- Parking better managed than Kuivastu; parking manager changed WhatsApp layout trying to fill sequentially, causing unnecessary confusion.
- Always fun, extra saunas pleasant surprise, plenty of boat space, good food/drink selection.
- Worst washrooms/saunas. Couldn't eat late night :(
- Tightest shore conditions given populated area — least happening.

Kas Muhu Väina Regatt on sinu jaoks... Is the Muhu Väina Regatta for you...

78 vastust

Kommentaarid/Comments

- Already 4th year planning vacations around it, looking forward since spring. Essentially a sailing song festival.
- No food available at the Start on late arrival the day before registration was a bit of zombie movie experience. Thx god we had spaghetti with us
- We take the regatta very seriously while also having fun. We really like joining it from Riga. We really hope the quality will come back up again in following years and the regatta will take itself more seriously once again.
- Choice is between top two, winning Moonsund is a major achievement regardless.
- All answers true actually.
- Increasingly athletic, shorter stages preferred.
- Pity image doesn't match reality.
- Something was very wrong this year!
- Unsure if participating next year. GoRR feels cozier, even if in Latvian.
- A mix of holidays and high quality racing
- Still Estonia's flagship regatta, participation considered yearly.
- Should be cultural event with sports elements. Seems less harbor atmosphere, more serious sports over years.
- Kärdla beat Kõiguste this time, unmatched shore program.
- Nice community event. Tough competition makes it serious offshore regatta.
- ..... wrote it, deleted it...

Kui, siis millega oleksid nõus panustama regati korraldamisse?

If so, how would you be willing to help with organizing the regatta?

- Can explain competitor perspective on recent experiences/concerns, i.e., what could be improved.
- Active in IT for 24+ years, can contribute there.
- Ain knows how I can help :)
- Maybe planning/prep work, since I want to race. Could help build better public tracking system (worked 10+ years in map/vehicle tracking app dev). Could create website leaderboard overview from manage2sail data.
- Organizing committee handles setup well; participants' job is paying. Willing to contribute if specific need arises.
- Taking it as serious competition using all energy, best contribution is being honest, understanding competitors.
- Implementing PCS and result calculations.
- Providing thorough feedback.
- Giving feedback as a sailor on improvements.
- Will sailing be free for sailors then?
- Media.
- Good advice.
- Interested in joining volunteer panel if not hindering racing, aiming to save costs/add value (marine culture, youth interest).
- Willing to promote as cool event.
- If not participating, can help crew team.
- Open to consideration, nothing specific currently.
- Social media.
- By participating.

2027. aastal toimub 70. Muhu Väina regatt. Mis marsruudi pakud juubeliregatile ja miks?

In 2027 the Moonsund Regatta will take place for the 70th time. What route do you suggest for the anniversary regatta and why?

- Haapsalu-Kõiguste-Ruhnu-Pärnu Islands always good, Pärnu might bring local boats.

- Start/end in Tallinn, include long race (Kuressaare-Pärnu, Kärdla-Tallinn style) with planned lay day next day in light wind.
- i think You know better!
- Start Tallinn, finish Kihnu.
- Pärnu, Kihnu, Ruhnu, Kõiguste, Haapsalu.
- Pärnu - Ruhnu - Sõru - Kärdla
- Finish in Tallinn. Start not further away than Pärnu
- Find new harbor instead of Kuressaare.
- Include Ruhnu island, rest your choice. No Tallinn.
- Pärnu (Ruhnu/Kihnu) Kuressaare, Kuivastu, Kärdla, Tallinn
- Haapsalu - Sõru - Kõiguste -Pärnu
- Too litteä experience to advise you.
- Include Riga or Salacgrīva for variety, but short legs like this year were great.
- Haapsalu-Virtsu-Ruhnu-Pärnu
- Starting Riga, it will attract more sailors from Latvia and Lithuania
- Riga-Ruhnu-Kõiguste-Kuivastu-Haapsalu. First regatta start/end plus Ruhnu.
- Haapsalu-Kärdla-Kuivastu-Kuressaare
- We enjoyed the travelling around. However, since we participate in GORR, we would like to have the start of the regatta relatively near the ending of GORR (I know it is hard, just our preference) because our small boat doesn't travel long distances and upwind is very harsh to us - if it is in our way to the starting point of regatta, it's bad.
- No idea.
- Pärnu-Ruhnu-Kõiguste- Kärdla Want to visit Ruhnu again :)
- Haapsalu-Kärdla-Kõiguste-Kuressaare
- Riga-Ruhnu-Kihnu-Pärnu Sounds interesting.
- Tallinn to Pärnu, go big 🤩
- Won't suggest specific harbors, but recommend long races/night races missed recently.
- Visit Saaremaa, Pärnu, small islands like Ruhnu; more short courses please.
- Haapsalu or Dirhami - Kuivastu - Kõiguste - Pärnu
- You'll figure it out. Don't want to sail to Riga again. Ruhnu suffices.
- Include Ruhnu, awesome island rarely visited.
- Dirhami - Haapsalu - Kihnu - Kõiguste
- Longer legs, more harbors for anniversary. Tallinn-Kärdla, Kärdla lap, Kärdla-Kõiguste, Kõiguste short course lap, Kõiguste-Ruhnu!!!!, Ruhnu-Pärnu.
- Include Dirhami.
- Don't know.

- If Pärnu included, drop Kärdla. This year's stage lengths were good though, lucky arriving reasonable times!
- Routes from early years.
- Pärnu-Kuressaare-Kõiguste-Kärdla-Haapsalu — covers Moonsund area/harbors nicely.
- This year's stages were very good, except Kuivastu lap/short courses. Hold those in Kõiguste/Kuressaare/Roomassaare.
- Similar to this year.
- Pirita - Kärdla - Kihnu - Pärnu: includes historic yacht clubs (KJK, Pärnu) contributing most over 70 years, includes offshore legs (Pirita - Kärdla, Kärdla - Kihnu).
- Leave to organizers. Route fine. Light winds should be factored into scoring adjustments.
- Don't want Tallinn.
- Sail Hiiumaa to Hanko. Memory says 60th went to Riga.
- Tallinn Hanko Kuivastu Pärnu
- □ Pärnu. Kihnu. Kuressaare. Kõiguste. Haapsalu.
- Pärnu-Kihnu-Kuivastu-Haapsalu
- First regatta route: Riga-Pärnu-Haapsalu, adding Kihnu/Kuivastu in between.
- Pärnu should be included :)
- Coming from Finland, I enjoy seeing the different marinas and locations.
- Cannot suggest.
- Riga-Roja-Ruhnu-Kuivastu-Heltermaa, variety/neighboring cooperation. Northern route: visit Hanko.
- Include Pärnu.
- Pärnu-Kihnu-Kõiguste-Kärdla-Haapsalu
- Include marinas in Latvia
- Start/finish in Haapsalu where first Moonsund ended.
- 1 Pärnu lap/short course, 2 Pärnu coastal, 3 Pärnu - Kihnu, 4 Kihnu coastal, 5 Kihnu - Kõiguste, 6 Kõiguste coastal / short course. Or reverse. Align with GoRR ending week prior so Estonian/Latvian/Lithuanian participation increases. Start where GoRR ends.
- Tallinn, Naissaar, Kakumäe — so KJK organizers don't travel far.
- Add new or long-forgotten harbor. Wouldn't bother with Riga again.
- Can't say.
- Don't know.
- Include Kihnu and/or Ruhnu after years.
- Start or finish in Tallinn for a change.
- Omit Tallinn; atmosphere suffers arriving in Tallinn. Visit Dirhami.

- Must traverse Moonsund. Smaller islands (Ruhnu, Kihnu) interesting.
- Tallinn-Riga :) Or Kärdla-Riga. 60th regatta spirit — anniversary effort/destinations should be extraordinary.
- Kihnu-Ruhnu-Kõiguste-Kuressaare
- Tallinn - Dirhami - Kärdla - Haapsalu - Kõiguste - Pärnu.
- Pärnu - Kihnu - Kõiguste - Haapsalu/Kuivastu
- Must include Tallinn, Pärnu, Kihnu.
- Must pass Moonsund! Haapsalu lacks good feeling, other harbors nicer. Loved Kihnu/Ruhnu. Suggest: Kuivastu-Kõiguste-Kihnu-Pärnu
- Kuressaare Ruhnu Kuivastu Haapsalu Kärdla

 I'm not familiar with Hiiumaa or Saaremaa, so I'd be glad to see anything!

 Bring back places not visited in recent years.

 Start from Haapsalu harbor.

 Exclude Kuivastu, lacks atmosphere. One stage should be longer.

 Pärnu - Kõiguste - Haapsalu - Dirhami - Tallinn

 If Ruhnu is able to accommodate the fleet, I suggest the route Riga–Ruhnu–Kuressaare–Kõiguste–Pärnu.

 Kuivastu - (Haapsalu) - Kõiguste - Ruhnu - Kihnu - Pärnu

Head ideed ja ettepanekud tulevaste regattide korraldamiseks... Millisel regatil sa sooviksid osaleda?

Good ideas and suggestions for organizing next regattas... Which regatta would you like to participate in?

 Terra Feminarum is gorgeous, underrated, beautiful day sailing; should have 5x participants.

 Line honours would be interesting.

 Offshore sailing regatta.

 A broadly similar type of regatta would be fine.

 GORR,

 Tallinn around Hiiumaa back to Tallinn exciting :) Non-stop or stages Tallinn-Dirhami-Kalana-Kärdla-Tallinn.

 Consider adopting Vakaros RaceSense; awesome for racers/spectators.

 Understand weight rules, but judges should pick humaneness over precision sometimes. Felt sorry for young girls slightly exceeding crew weight limit crying later, quitting sailing. Spare youth, foster joy.

 Similar to current format.

 More athletic short courses.

 Analyze participant drop reasons, gather past participant feedback.

 Drop egos, drop connections, use Estonian language, friendly event, ask public opinion, make it a sailors' week.

 Not like this year's Moonsund. Only weather saved it!

 Stop hyping large yachts. Future lies in small affordable boats. Why is big boat sailor better than small vessel crew? More money = bigger trophy? Clearly not working (4 boats in ORC-I group).

 Varied harbors across years + 1 night stage.

 Like recent organization. Urge flexibility/consistency in technical checks, especially small boats. Flares requirement changes annually.

 Reaching courses are more interesting, test skills/team. Hold 2025-style feedback meeting. Focus on youth growth/partnerships with youth camps/centers.

 Championship format sets rules, but new harbor daily/morning brings more joy.

 Every regatta needs at least one 10-12h stage. Reduce short courses/laps accordingly. Crucial that Moonsund traverses Moonsund :)

 Every stage can be awesome experience if factors align favorably.

 Bar set high, level hasn't dropped! Complainers should help organize. A week of sailing brings lasting positive emotions.

 Invite foreigners, link regatta to local events (like Kärdla). Simplify result calculations.

Milliseid muudatusi märkasid võrreldes eelmise aastaga?

What changes did you notice compared to last year?

- Did not participate last year.
- English skippers' meetings (good).
- Quick points — Delayed info posting; emptier shore program; new short-course approaches; fewer ORC participants; Dragon class addition; fragmented football viewing;
- this was my first time
- Didn't notice.
- Paler shore program, shorter stages.
- Voyage group didn't get trackers.
- Less no wind days, especially no veery long lap on a no wind day
- No.
- Everything better and nicer :)
- Soup missing :)
- Stages shorter, started a day earlier.
- Did not participate Last year.
- Didn't notice.
- Quick response to weakening winds.
- no soup
- No long stage.
- Nothing.
- No soup on shore :(
- This was my first time.
- Finnish chief judge, no stage sponsors, less swag.
- Clearer/better VHF communication at sea. More saunas/toilets in harbors. Need slightly more toilets to cut queues.

- ORC 1 shrank; organization good except result calculations (under control last year).
- .
- Mainly lack of stage sponsors.
- Scoring differed and changed constantly.
- Better tracking.
- Less Tormi. Great job!
- Massive cost-cutting/stinginess. Higher entry fee than Latvian GoRR, without cool atmosphere. Consult Latvians.
- Cannot comment, didn't participate.
- No regatta soup (forgot when dropped). Jüri Sõber and Agnes Lill missing too :)
- Winners' flag.
- Didn't participate last year.
- Principal Race Officer.
- Timing confusing, Latvian photographers missing.
- Fewer boats.
- Stages felt more like Moonsund :)
- Really liked shorter distances.
- Haven't attended before.
- Regatta clock. Better WhatsApp group communication.
- Organization more chaotic. Award table weaker.
- Races reasonable length. Shore program good. No shared meal this time?
- Regatta didn't visit mainland.
- Something was very wrong this year in all aspects!
- Few sponsors.
- Different scoring calculation system!

 Opaque, strange result calculations. Inexperienced Principal Race Officer. Fewer boats. Continue this way and only Folkboats remain in a few years.

 Didn't attend.

 Was my first time

 Sponsor situation seemed poor.

 Fewer sponsors and participants.

 All OK.

 Significantly fewer participants. Cost-cutting on catering/souvenirs.

 More information in English

 Did not participate last year.

 Distance lengths.

 Festive feel and nice sponsors missing. Blatant alcohol promotion.

 Nothing striking to mention.

 No soup anywhere. Used to warm up/chat after long stages. What happened? No shared dinner? Felt budget/made-on-the-fly. Borrowed good idea from GoRR making winner flags.

 Lack of sponsors, different photographer, shorter distances, no short course for Folkboats.

 Less media emphasis, not a bad thing. Schedules held. Overall nice regatta.

 No night stages (positive). New judge brought fresh blood (helpful). Judge instructions MUST be translated into Estonian immediately — not every boat has strong English skills. Previous year suggestions were heard.

 Starting procedures, less shore program, course marking felt random.

 Athletic management better, fewer strong participants, course simpler/duller, shore program repetitive. Incomprehensible scoring system.

 Free soup not distributed.

 Judges worked with more understanding. Shortened course / moved finish based on weather.

 NA

 Tracking system factoring handicap.

 Kärdla yacht club and fishermen's event scheduled simultaneously. Catering handled much better.

 Result calculation differed.

 Did not participate last year

 Ceremony souvenirs weaker. Shore program slightly too. Organization still excellent.

 Better boat stickers.

 Didn't notice anything.

 Chief judge should speak host country's language (possible even in Soviet times). Regatta funding/budget should be public.

 I haven’t participated in this regatta for a long time, so I can’t compare it with last year.

 Dinner missing, info directly in English only, fewer participants than before. Positive: shortened course chosen over canceling stage!