Appendix 15
Dinghy racing at sea

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Appendix 15
Dinghy racing at sea

Table A15.1: Summary of sample confidence levels

<table>
<thead>
<tr>
<th>Responses</th>
<th>Spatial data</th>
<th>Questionnaire data</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;30</td>
<td>Very low sample — interpret spatial data with great care</td>
<td>Very low sample — do not analyse questionnaire results</td>
</tr>
<tr>
<td>30 – 60</td>
<td>Low sample — interpret spatial data with care</td>
<td>Low sample — analyse questionnaire results with caution</td>
</tr>
<tr>
<td>60 -100</td>
<td>Medium sample — good spatial data</td>
<td>Medium sample — analyse questionnaire results with care</td>
</tr>
<tr>
<td>&gt;100</td>
<td>Robust sample</td>
<td>Robust sample</td>
</tr>
</tbody>
</table>

This table summarises the confidence that can be placed in spatial data and questionnaire data as a result of the corresponding sample sizes. This is described in more detail below.

Definition

1. This category focuses solely on dinghy racing at sea reflecting its specific patterns of activity.

Sample sizes

2. The survey collected information on participation in recreation and tourism activities in two ways. Firstly, survey respondents were asked to list all the activities they had undertaken during the previous 12 months, completing a map for each. Secondly, they were asked to identify the one or two activities that they considered most important. They were asked a series of questions relating to their participation in these activities.

3. A total of 88 people provided spatial information on dinghy racing, representing around 4% of the total sample. An additional 19 clubs provided spatial information on dinghy racing. This is a relatively good sample, meaning that confidence in the analysis of spatial information is moderate to high. This does not mean the data are fully comprehensive, particularly in parts of Scotland where the host population and visitors are relatively low.

4. 44 people identified dinghy racing as one of their most important activities, representing around 1% of the total sample. This is small sample, meaning that confidence in the analysis of responses is moderate to low.

5. Around 27% of those who provided spatial data on dinghy racing identified it as one of their most important activities.

6. Based on the sample of people who provided spatial information, around 64% of respondents lived within a mile of the Scottish coastline, 16% between one and five miles and 14% more than five miles. The remaining 6% of respondents came from outside Scotland.
Spatial data

7. People completing the survey identified 100 areas they had been dinghy racing. This information has been used to generate a heat map showing the concentration of activity around the Scottish coast (see Map A15.1). Map A15.2 shows the spatial information provided by club survey responses. The maps show concentrations of activity in the inner Firth of Clyde and the Firth of Forth. These maps are available on Marine Scotland’s National Marine Plan Interactive (NMPI) website (https://marinescotland.atkinsgeospatial.com/nmpi/).

8. Figure A15.1 shows the percentage distribution of dinghy racing activity across Marine Regions. It shows that absolute numbers were far highest in the Forth and Tay and Clyde Marine Regions.

![Activity by Marine Region](image)

**Figure A15.1**: Percentage distribution of dinghy racing activity across Marine Regions
Map A15. 1: Dinghy racing (88 individual responses)
Map A15. 2: Dinghy racing (19 club responses)
Trip planning

9. Respondents were asked about the factors influencing their decision on where to go dinghy racing, and about the sources of information they used to make that decision.

Factors influencing decisions on where to go

10. The three most important factors in influencing where people went were the suitability of their destination for dinghy racing and the presence of facilities essential for dinghy racing. The presence of attractive scenery, cafés, shops, restaurants and other attractions and factors such as proximity to home and recommendations from others were of moderate importance.

Figure A15.2: Dinghy racing - factors influencing where to go

Sources of information

11. Clubs and associations are the most important source of information, followed by people’s own knowledge of the Scottish coastline and recommendations from friends and family. Websites are of moderate importance. Guidebooks and magazines are much less important.
Characteristics of trip to the coast

Transport to start point

12. Car is by far the most common mode of transport to the start of people’s visit to the coast, with 80% of respondents indicating they always travel that way, and the remaining 20% indicating they sometimes go by car. Over half of people sometimes walk to the coast, reflecting the high proportion of respondents living in coastal locations. Buses, trains, bicycles and ferries were sometimes used by between a quarter and a third of respondents.
Figure A15.4: Dinghy racing – transport to the coast

Monthly profile of activity

13. Figure A15.5 shows the clear influence of seasonality on the number and frequency of visits to the coast for dinghy racing. The proportion of people visiting the coast frequently peaks between April and September. As would be expected, activity is lowest in the winter months between December and March.

![Seasonality - Dinghy racing](image)

Figure A15.5: Dinghy racing – seasonality and frequency of visit

Trip length

14. Dinghy racers made an average of around 6.7 day trips, just over 2 short breaks and around 1.2 longer breaks per year. Comparison with the whole survey sample indicates a larger number of day trips and similar number of short and longer breaks.
The sample of 44 respondents accounts for a minimum of 141 day trips, 45 short breaks and 25 longer breaks.

People taking short or long breaks provided information on the types of accommodation they typically use. Staying with friends and family and camping self catering were the most commonly used forms of accommodation, followed by bed and breakfast and static caravans. The sample is small so these results should be treated with caution.
Improvements to make trip more enjoyable

17. The improvements judged to be most important were parking and access and facilities such as changing rooms. Dinghy racers appeared to have fewer concerns about other issues.
**Party**

18. Respondents were asked a number of questions about the people they are normally with when undertaking their chosen recreation or tourism activity. 

*Who was with you?*

19. **Figure A15.10** suggests that, for people selecting dinghy racing as their main activity, people were most commonly with friends, followed closely by partner or family, alone or members of a club.

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**Figure A15.10: Dinghy racing – party**
**Age groups and gender composition of party**

20. Respondents were also asked about the age and gender composition of their party. Figure A15.11 shows dinghy racing parties tend to be larger than for the survey sample as a whole. Parties most commonly comprised people in the age groups between 16 and 65, slightly more men than women.

![Average party composition and size](image)

**Figure A15.11: Dinghy racing – party composition and size**

**Spending**

21. People completing the survey were asked to provide information on how much they spent during their last visit to the coast, and how much they typically spend each year.

**Spend per day during visit by category**

22. Table A15.2 shows the maximum, mean and median daily spending against a series of headings. This analysis suggests a median spend of around £25 per day during dinghy racing trips to the Scottish coast.

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*respondents were asked whether there were 1, 2, 3, 4 or 5 or more people in each age/gender category. For the purposes of analysis, returns of ‘5 or more’ have been taken to be ‘5’. As a result, the estimate of average party size is likely to be an underestimate.
### Table A15.2: Dinghy racing – max, mean and median spend per trip (£)

<table>
<thead>
<tr>
<th></th>
<th>Max(£)</th>
<th>Mean (£)</th>
<th>Median (£)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Petrol/diesel/LPG</td>
<td>80</td>
<td>15</td>
<td>8</td>
</tr>
<tr>
<td>Bus/train fares</td>
<td>5</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>Car parking</td>
<td>5</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>Overnight accommodation</td>
<td>75</td>
<td>41</td>
<td>50</td>
</tr>
<tr>
<td>Eating out</td>
<td>50</td>
<td>24</td>
<td>20</td>
</tr>
<tr>
<td>Food and groceries</td>
<td>20</td>
<td>8</td>
<td>5</td>
</tr>
<tr>
<td>Entrance to local visitor attractions</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Mooring or transit fees</td>
<td>20</td>
<td>5</td>
<td>2</td>
</tr>
<tr>
<td>Hire of equipment</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Maps/guidebooks/leaflets</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Gifts/souvenirs</td>
<td>5</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>Other</td>
<td>40</td>
<td>20</td>
<td>20</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>180</strong></td>
<td><strong>48</strong></td>
<td><strong>25</strong></td>
</tr>
</tbody>
</table>

![Mean and median spend](image)  

**Figure A15.12: Dinghy racing – mean and median daily spending**
Spend per year by category

23. Respondents were also asked to record their annual spending on dinghy racing. This suggests a median annual spend of around £550.

Table A15. 3: Dinghy racing – max, mean and median spend per year (£)

<table>
<thead>
<tr>
<th>Category</th>
<th>Max (£)</th>
<th>Mean (£)</th>
<th>Median (£)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Equipment</td>
<td>1500</td>
<td>448</td>
<td>200</td>
</tr>
<tr>
<td>Storage</td>
<td>2000</td>
<td>268</td>
<td>78</td>
</tr>
<tr>
<td>Memberships</td>
<td>300</td>
<td>169</td>
<td>150</td>
</tr>
<tr>
<td>Insurance</td>
<td>450</td>
<td>142</td>
<td>110</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>2800</strong></td>
<td><strong>831</strong></td>
<td><strong>550</strong></td>
</tr>
</tbody>
</table>

Figure A15.13: Dinghy racing – mean and median annual spending

Clubs and codes of conduct

24. Respondents were asked about their membership of clubs and their awareness of codes of conduct.

Club membership

25. Of the 24 people who answered this question, 22 belong to a national or local organisation. Examples include the Royal Yachting Association and the Aberdeen & Stonehaven Yacht Club.
Table A15. 4: Dinghy racing – membership of clubs, associations or governing bodies

| Do you belong to any clubs, associations or governing bodies relating to coastal recreation? |
|---------------------------------|---------------------------------|
| Local organisation             | 12                              |
| National organisation          | 10                              |
| None                            | 2                               |
| **Grand Total**                 | **24**                          |

**Awareness of codes of conduct**

26. Analysis suggests that people racing dinghies at the coast have relatively low awareness of codes of conduct.

![Figure A15.14: Dinghy racing – codes of conduct](image)

**Socio-economic profile**

**Age and gender**

27. Figure A15.15 shows the age and gender profile of all those who indicated that they had been dinghy racing during the past 12 months. This is as distinct from those who identified this as one of their most important activities. Comparison with the whole survey sample suggests that the age and gender composition of people...
racing dinghies was similar to that for the wider sample. The distribution is biased towards the 45 to 65 age category, particularly for men.

Figure A15.15: Age and gender profile of all dinghy racers

28. Figure A15.16 shows the age and gender profile of those who identified dinghy racing as one of their most important activities. This suggests a higher proportion of females within the 35-44 age.

Figure A15.16: Age and gender profile of respondents identifying dinghy racing as a main activity

Household income

29. Analysis of respondents’ household income suggests around 70% of dinghy racers have incomes of £26,000 or more. This is higher than for the survey sample as a whole and indicates incomes higher than the Scottish household average (2014) of around £23,000.
Figure A15.17: Dinghy racing – household income

Business survey findings

30. Just 15 of the 279 respondents in the business survey stated that their business serves dinghy racing. Figure A15.18 shows the distribution of the businesses across Marine Regions. This survey is based on a small sample and the results should, therefore, be treated with caution.

Figure A15.18: Distribution of the businesses across Marine Regions

31. Business respondents were asked to indicate the kinds of services they provide. Figure A15.19 shows the services provided by businesses serving dinghy racing.
Figure A15.19: Services provided by businesses serving dinghy racing