

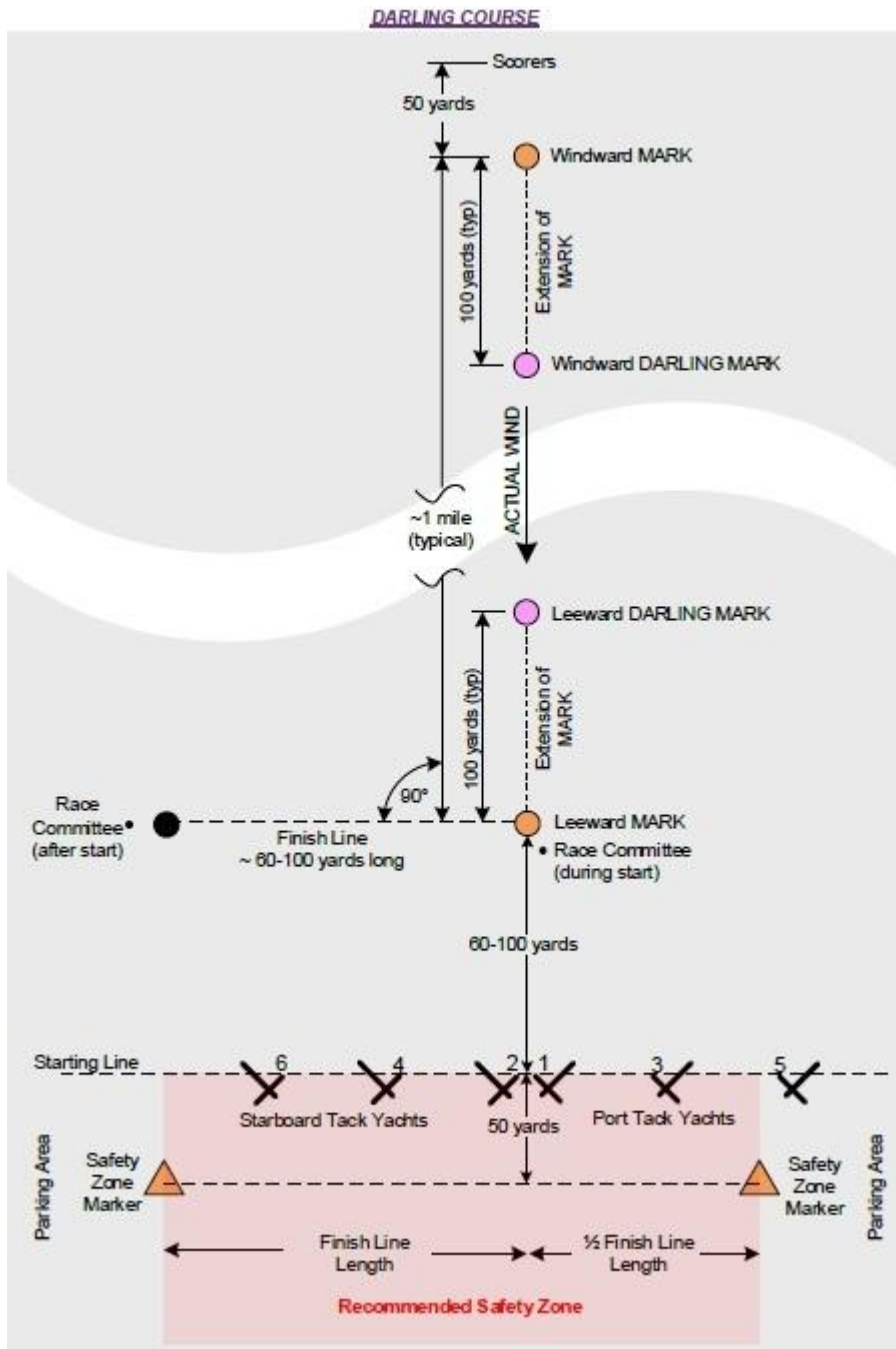
Monotype XV safety proposals part 3

The O course

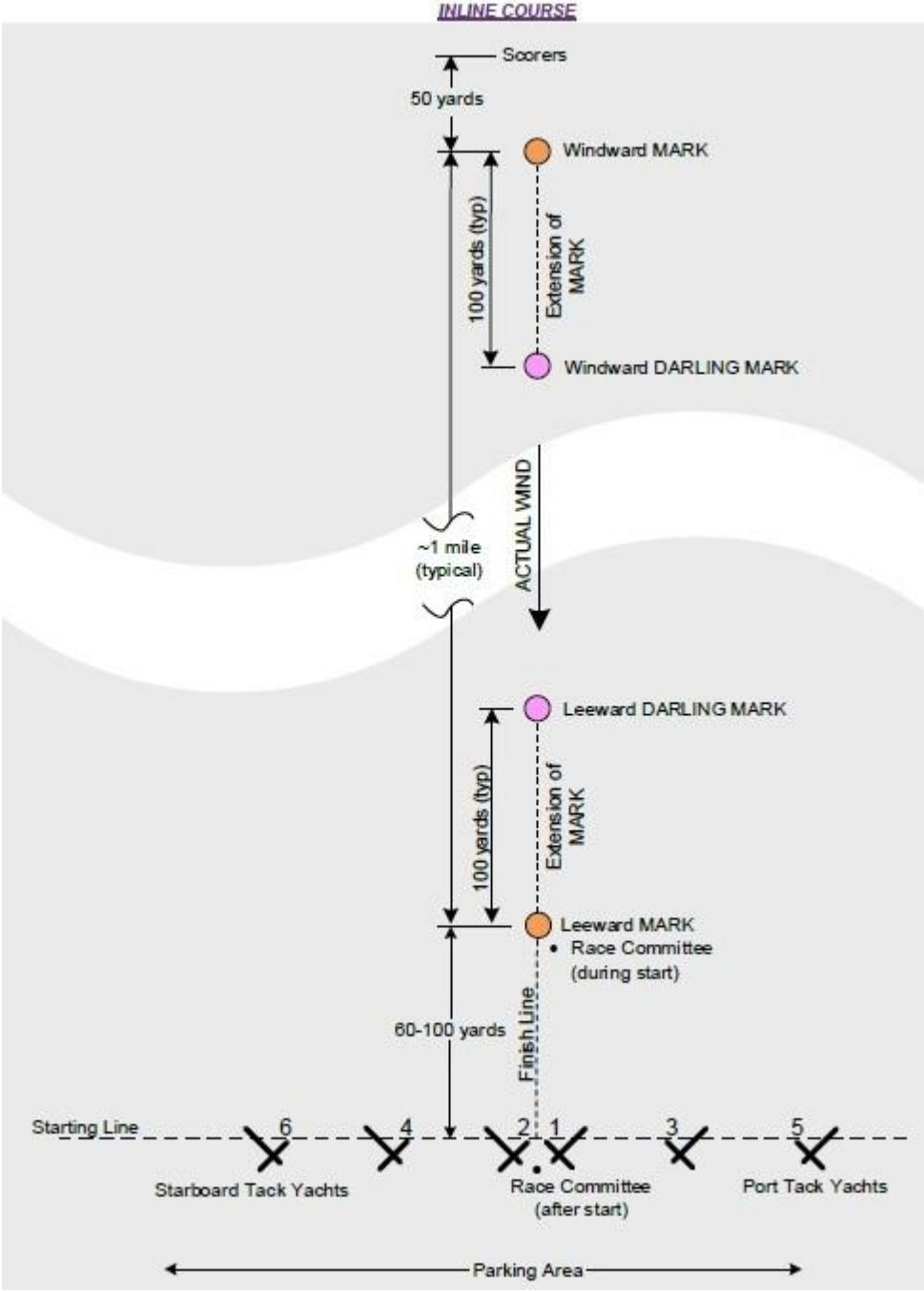
All marks to be rounded to port, to the left.

Start-top-leeward-top- leeward-top-finish

This configuration is now standard in all iceboating:



But after a scorer was hit in a race in Poland in 2015, (and also because it is easier for the organisers) the following course is now also approved in the DN and used in the USA and in small events:



And shortly about dividing the starting fleet in two groups; the port tack yachts and the starboard tack yachts, as is used in all iceboating (except monotypes so far):

The safety advantage is that the yachts are spread apart much sooner than when all starting on one tack, more room to avoid collisions.

There is no safety disadvantage.

The tactical advantage to a good starting team with a good starting position goes to the yachts all starting on one tack; that team controls the whole fleet. With the yachts starting on both tacks that team only controls half the fleet.

But this collection is about safety, not about making things easier for the top teams.....

One more thing, experience shows that there is no tactical advantage, even with a course that is seemingly advantageous to one side of the course, because the advantage swings all ways with enough races.

One last safety issue: in the USA , when the leeward mark is close to the starting line, the organisers will take the first few starting blocks away on the left part of the starting line after the start, to provide an escape lane through the line for the finishers that need it.....