

To the monotype XV board, technical supervisors and monotype XV sailors.

This is a follow up from the last letter on safety issues I sent you, earlier this year:

-We have had many discussions within the technical supervisors since that letter , the conclusions:

-The sideways (90 degrees collision) field of vision is improved with the lower sitting position.

-The forward collision (8 course risk) field of vision is made even worse with the lower sitting position.

-We need to concentrate on avoiding collisions; sideways impact protection is far too expensive and rigorous a solution for the class.....

-We have gone through it extensively, the O course is always safer than the 8 course. Sometimes the difference in safety is small (huge course), sometimes enormous (small course), but the O course is always safer .

-Sometimes the decisive safety issue is the placing of dolly marks(one side of the course far better)

In the placing of the leeward dolly mark there is one class specific thing that needs to be taken into account:

Because of the spin out risk and the long sheet, some sailors turn straight into the wind after the mark (to make taking the sheet in easier for the crew) and tack right after the dolly mark (for ease

Of the crew and to save the energy and speed lost in a later tack) This takes them right into where all the boats behind them are getting ready for the mark rounding.

- The dolly mark must be placed high enough into the wind to make sure tacking without having pulled the sheet on fully is impossible. This distance is dependent on conditions so cannot be put into meters.
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- Most advantages in safety and tactics of the 8 course over the O course seem true on paper but don't exist in practice.
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- The only real tactical advantage a leading boat has (in stable conditions) is that he has the choice of taking the course with the least tacks and nobody behind him can pass without making two more tacks.

I want to thank the technical supervisors that helped in this discussion.

But I also want to ask the board members that did not have input: Do you think safety is not important? Or that the safety in our class is adequate?

This brings me back to F1, and a quote from FIA I showed you in the first letter:

Motor sport by its nature involves risk but it is the mission of the FIA, as the sport's governing body, to continually strive to minimise that risk through the constant pursuit of greater safety on the track .

Is this not one of the most important reasons why we elect a board and a commodore?

So why have I only heard from the Dutch, German Estonian and Finnish board members?

Last winter proved we need action !

We need safer races.

Best regards,

Daan Schutte