

COURSES

There was an extremely good starting line which was used in the 1966 Star-boat World Championships in Kiel. This line was formed by the mast on the committee boat at one end and a mark buoy which was also the leeward mark of the course.

Half way between the committee boat and the leeward mark there was another small plastic buoy which was kept exactly on the line by moving the committee boat slightly ahead or astern when necessary. The committee boat was moored to anchors bow and stern in the normal Olympic method so that she could be winched a foot at a time.

I also have a suggestion for laying a course in which we try not to favour the leading boats as usually happens with the normal method. In this way we keep the whole fleet well bunched and boats which have made bad starts have a better chance of gaining places. I also feel that this course could make racing more interesting.

The starting line is formed between a mark, which is usually a buoy, and a staff placed on the stem of a committee boat. The com-

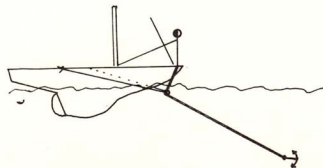
mittee boat is preferably low so that it will disturb the wind as little as possible. In big fleets there must also be a guide mark as indicated above in the discussion on the Star World Championship. This mark must be small enough so that you can run over it without damaging anything but it must be easily visible from each end.

The centre mark was not a mark of the course and therefore boats could touch it if they needed to. It was simply a guide to help helmsmen estimate their distance from the line when making their starts.

With this type of line where one can position oneself so accurately it can be laid almost exactly at right angles to the wind instead of giving port bias as is usual.

The result was fantastically successful and all the 83 boats were spread evenly along the line and during the series there was not one single general recall.

The anchor cable of the committee boat must be pulled back under the stem as shown in the sketch.



The windward mark and the leeward mark consist of twin markbuoys placed a short distance apart but exactly level with each other with respect to the wind direction. About 10 boats' lengths will be about right.

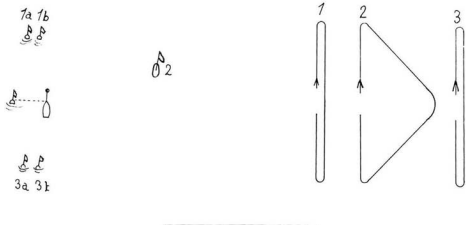
The first round is a windward/leeward circuit and boats can round either 1a or 1b at their option and then they can round 3a or 3b also at their option.

The second round is a triangle and they will round 1b and 3b since they are nearer to the beam mark.

The last round is a beat and a run again and they can again round either mark of each pair.

Normally the marks are always to starboard for the reasons given under the discussions on Racing Rule 3:2 (page 151), except where local conditions need the opposite direction.

Mark 2 should be a dinghy or rubber boat with a motor so that it can be exactly placed immediately after the start according to the wind conditions. For example, in light weather it can be placed very close to the committee boat, in medium weather further away and in strong winds it can be well out abeam to give the best course for planing.



Excerpt from Paul Elvstrom's book "Expert Dinghy and Keelboat Racing" published in 1967.