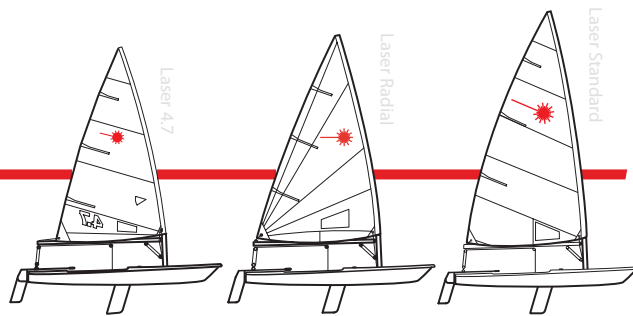


# Laser World



December 2006



## TYPHOON DOMINATES WORLDS

**Senior World Championships 12 - 20 Sep, Jeju, Korea**

The first morning of Jeju Laser World Championships started slowly for the 130 sailors representing 40 nations as they were held ashore waiting for suitable sailing conditions. They did not have to wait long for the influence of typhoon Shanshan, 800 miles south of Korea, to overcome the shoreline calm.

In the first of two fleets to start the pack chose to sail left and get out of a strong current. At the first mark Tom Slingsby (AUS) led by 20 seconds. On the downwind leg Slingsby extended his lead over Mate Arapov (CRO) who consolidated second place. For the next lap the breeze continued to increase to a consistent 25 knots. Slingsby increased his lead to win comfortably from the Croatian pair of Arapov and Milan Vujasinovic (CRO).

The blue fleet race was closer with another strong Australian performance from Michael Blackburn (AUS). He said "most of the competitors had misjudged the strength of the current on the starting line" as a result he was able to round the first mark second narrowly behind Adonis Bougiouris (GRE). Adonis held his lead until the second upwind beat when he hit a few large waves badly to allow Blackburn through. Blackburn held the lead to the end with Bougiouris finishing second and Michael Leigh (CAN) taking

third.

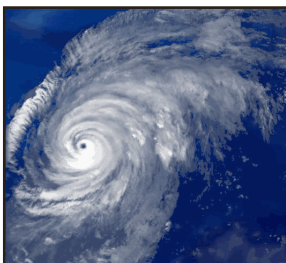
Conditions had continued to strengthen during the racing causing the second race to be abandoned with the wind gusting to 29 knots and a forecast of increasing wind.

Sailors were held ashore at the scheduled start of racing on day two. It was due to the extreme conditions that existed on the racing area with winds in excess of 25 knots and steep mountainous seas. After a course inspection the race committee postponed racing until the next day.

With strong winds expected and typhoon Shanshan changing track towards Jeju the race committee introduced the possibility of a new course format of double windward/leeward in case a sheltered course option near the shore was needed. An early start to racing on the third day allowed a catch up of one lost race in the programme and two further races before heavy rain killed the 23 knot easterly wind.

Giles Scott (GBR) and Tom Slingsby both won all three races in their respective fleets in testing conditions.

In yellow fleet Slingsby said "Downwind it is pretty much survival conditions then try and attack on the beat. I love the conditions



"All of my hard work and sacrifices are paying off".

Paige Railey (USA) winner of the ISAF Rolex Sailor of the Year 2006

See page 6 for details

## DOUBLE VICTORY FOR SINGAPORE

**Laser 4.7 Worlds, 30 June - 7 July, Hourtin, France.**

325 sailors representing 34 countries competed in the 2006 Laser 4.7 World Championships in Hourtin, France.

The first two days of racing saw light winds of between 6 - 8 knots which allowed Victoria Chang (SIN) to easily win the first race on the second day. Sadly Victoria Chang was only able to manage 39th place in the next race. Renata Petani (CRO) took the top place and lead the female fleet overall. Dutch sailors Yuri Hummel (NED) and Rolph Oudshoorn (NED) lead the male fleet overall with an impressive first and second for both of them.

The next day the wind built to between 8 and 11 knots and saw Agnieszka Skrzypulec (POL) and Julie Chehab (FRA) take both first places with Renata Petani slipping back to third place. Rolph Oudshoorn (NED) and Yuri Hummel (NED) continued to dominate the male fleet closely followed by Dimos Anagnostopoulou (GRE). The day was concluded by a raid to which, unfortunately, only 162 runners took to the start.

continued page 2...



so I can't complain". The blue fleet was dominated by Giles Scott who said "I am over the moon. I never expected to win the races."

Another early start for racing on the fourth day looked as if it might give a good days racing. Unfortunately with variable conditions the first fleet was finally started

continued page 2...



### 4.7 Worlds 2006 (cont'd from page 1)

Day Five completed the qualifying series (a maximum of 8 races). The male fleet was then divided in to 3 groups – Gold, Silver and Bronze, for the final. Rolph Oudshoorn (NED) took both first places, followed by Colin Cheng (SIN) and Dimos Anagnostopoulo (GRE). Agnieszka Skrzypulec (POL) and Julie Chehab took a first place each with Victoria Chang coming in next.

All the fleets on Day Six battled against winds of 18 –25 knots for the two races with many retiring.

After the final race, Colin Cheng emerged tops of the male fleet of 237 sailors, after

sailing a consistent regatta and achieving a score of 39 points. His closest rival, Victor Serezhkin (RUS) scored 59 points and came in second with Marko Peresa (CRO) coming in third place having scored 60 points.

Victoria Chang's sixth position in the final race was enough to overtake Agnieszka Skrzypulec's (POL) lead to claim first place on the 88 strong female fleet. Julie Chehab won the last race to finish third overall.

Men – Final Leaders Gold Fleet 79 entries:

- |    |                  |     |        |
|----|------------------|-----|--------|
| 1) | Colin Cheng      | SIN | 39 pts |
| 2) | Victor Serezhkin | RUS | 59 pts |
| 3) | Marko Peresa     | CRO | 60 pts |
| 4) | Fran Perucic     | CRO | 62 pts |
| 5) | Giuseppe Linares | ITA | 63 pts |



### Senior Worlds 2006 (cont'd from page 1)

only to have the race abandoned as the wind dropped to 3 knots halfway down the first downwind leg.

With the second fleet unable to start a further two hour wait saw no improvement in conditions so the fleet was sent ashore to help move 130 boats from the beach as a precaution against a storm surge from the predicated close passing of typhoon ShanShan.

For the Race Committee, Jury and volunteer coaches the 6th day began at 0615 to return all the evacuated boats back to the beach. At the same time all race committee boats were re-launched. This was completed by 1030 the scheduled start was postponed for 1 hour to allow the sailors time to prepare their boats. Racing finally got underway at 1230 in a 15 knot offshore wind and the fleets split into gold and silver groups.

In the first gold fleet race the boats at the committee boat end tacked soon after the

start. This included Deniss Karpak (EST) and Michael Leigh (CAN). Leigh held on until he was headed and then just worked the lifts to round the first mark second behind Karpak. Most of the other race leaders had worked the left of the course and got caught by a right hand shift towards the end of the first leg. Slingsby and Blackburn both had bad starts but Blackburn admitted surprise that he was able to recover to fourth. Karpak was passed by Leigh on the first downwind leg and then by Milan Vujanovic (CRO) on the second upwind leg. Leigh extended his lead to finish first with no further change in 2nd and 3rd.

In the second race of the day Thomas Le Breton (FRA) and Paul Goodison (GBR) both had good starts and sailed to the left initially when most of the fleet went right. They then went up the middle and got the last shift right to a comfortable first and second at the first mark. Goodison said "after rounding Thomas and I had a very good race but were lucky to stay ahead of the fast finishing Australians (Slingsby and Blackburn)".



In view of the previously challenging weather conditions the race committee scheduled three races for Tuesday, the penultimate day of the championship.

35 year old Michael Blackburn won his first Laser World Championship title after an exciting pre-start dual with the young, fellow Australian Tom Slingsby in the only race completed on the final day.

- |    |                   |     |        |
|----|-------------------|-----|--------|
| 1) | Michael Blackburn | AUS | 16 pts |
| 2) | Tom Slingsby      | AUS | 24 pts |
| 3) | Rasmus Myrgen     | SWE | 33 pts |
| 4) | Michael Leigh     | CAN | 39 pts |
| 5) | Gustavo Lima      | POR | 41pts  |

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A full list of World Council officers appears in the Laser Class Handbook and at:

[www.laserinternational.org](http://www.laserinternational.org)



## SIGNING OFF

Another successful summer for the Laser Class! What a vast array of beautiful locations for our World Championships. First, the 4.7's

with a huge fleet in Bordeaux, France. The championship was won by Alessandro Marega from Italy. Exciting sailing in a wonderful venue!

Next, our Radial Worlds at the Los Angeles Yacht Club in Marina Del Rey, California. The championship was a hit with some new names at the top such as former Optimist star Lijia Xu from China who schooled the women's fleet. Fabio Pillar from Brazil showed great speed while winning the Men's division. The next Robert Scheidt? The Youth fleet was won by USA sailor Kyle Rogachenko, who I have coached in the past. Kyle is moving to a full rig and I expect he will be a force to be reckoned with in the future.

Last but not least, our Senior Worlds were held in a very glamorous location – on the resort island of Jeju in South Korea. Our class is committed to the growth of sailing in Asia and one way to accomplish this is to host our championships in strategic areas we feel can make a difference. The plan is to leave a legacy that endures and creates a foundation on which to build new fleets of Lasers out of this area of the world.

Results! Results! The esteemed Dr. Michael Blackburn of Australia won his first Senior World Championships on Jeju

Island. Michael kept his cool under difficult conditions and proved that you don't have to be under 35 years old to win. He is every Master sailors new hero! Michael has also won a Radial Worlds, and I wonder, is a 4.7 Worlds next? Special thanks to the Korean Laser Class Association for an event that felt like the Olympics!

Finally, on a personal note, I am stepping down as President of the ILCA. I want to thank the members for the trust and confidence that they placed in me while I served on the World Council starting in 1994 and during my Presidency which began in 2001. During my twelve year tenure I am proud to have been a part of so many exciting accomplishments. To name a few – the new rigging which

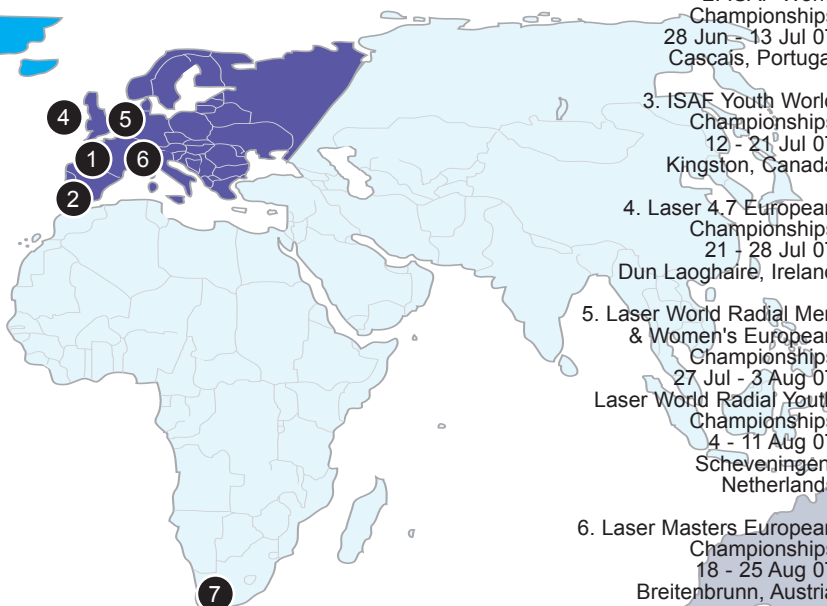
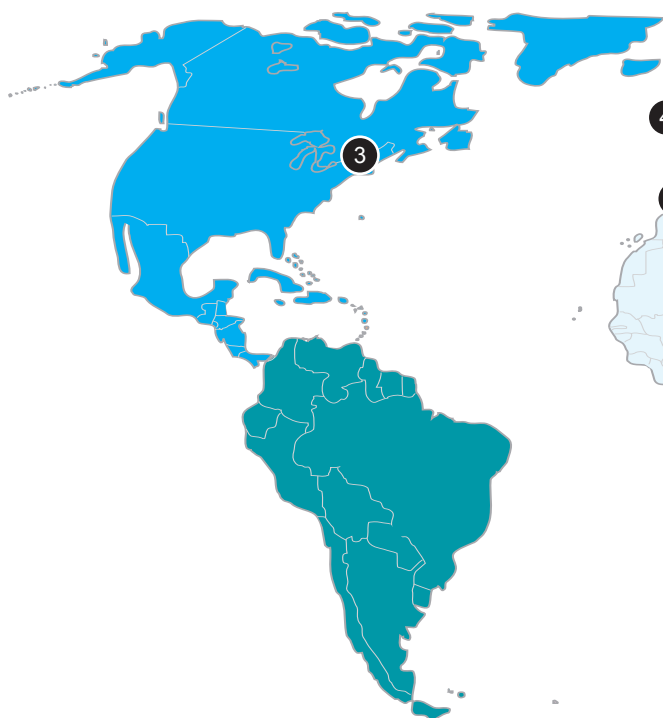
makes the boat so much easier to sail, the addition of the Women's Laser Radial as an Olympic Class, and a long sought after unified Builder's Agreement. Our Class is in excellent financial shape and continues to grow, especially in the 4.7, Radial, and Master fleets.

It has been a pleasure serving with the other members of the World Council and the Builders. I have made many good friends and have many fond memories of my tenure in office. Our new President, Heini Wellman, has my utmost confidence. At the end of the day I remain, as always, a Laser sailor.

# Ian Lineberger



## MAJOR EVENT LOCATIONS 2007



1. Laser Standard & Youth European Championships  
2 - 8 Jun 07  
Hyerres, France

2. ISAF World Championships  
28 Jun - 13 Jul 07  
Cascais, Portugal

3. ISAF Youth World Championships  
12 - 21 Jul 07  
Kingston, Canada

4. Laser 4.7 European Championships  
21 - 28 Jul 07  
Dun Laoghaire, Ireland

5. Laser World Radial Men & Women's European Championships  
27 Jul - 3 Aug 07  
Laser World Radial Youth Championships  
4 - 11 Aug 07  
Scheveningen, Netherlands

6. Laser Masters European Championships  
18 - 25 Aug 07  
Breitenbrunn, Austria

7. Laser World 4.7 Championships  
27 Dec 07 - 4 Jan 08  
Hermanus, South Africa



## Introduction

For me it is an honour to be elected as your new President.

My introduction to Laser sailing was when my two sons started racing Lasers. After waiting on the shore at a few events I decided to join them and purchased my own boat and like everyone else I was hooked into the Laser life style.

I am an active master sailor, now retired from a large international corporation. Recently I have also acted as a volunteer campaigner manager and supporter for several younger sailors from Switzerland, my home country. As a former chairman of the Swiss Laser Association and the European Region of the Laser Class I have first hand experience of the hard work that is necessary to keep everything running smoothly behind the scenes in the most active youth and adult racing class in the world.

I hope that my availability and previous business experience will help the class face the challenges ahead as it continues to grow at all levels and that I will be worthy of the support the World Council has given me.

Thank you Ian

I have served on the World Council for the duration of Ian Lineberger's presidency. During that time he has led the class with flair and style, never being afraid to speak his mind on controversial issues. As an active standard rig sailor and then a master sailor he has always been confident in representing the sailors. Apart from his own sailing his coaching of Laser Radial rig sailors gave him the unique opportunity to see another aspect of Laser Sailing. Always prepared to help and get involved he has also tried his hand at judging Laser races.

When an active sailor is also prepared to put in time to help with administration we should always be grateful. Combining this with a full time job and a young family is a greater sacrifice.

It is a pleasure for me to publicly thank Ian for his work for the Laser class. I am pleased that Ian will remain a World Council member as the immediate Past President as I am sure that there will be times when his counsel will be needed and appreciated.

**Heini Wellmann, President**

*Heini was Chairman of ILCA Technical and Measurement Committee, a position he vacated on his election. Prior to this he was chairman of ILCA European Region and also Chairman of the Swiss Laser Association.*

*He first got involved in Laser sailing when his sons were sailing Lasers. He got bored watching them race - so purchased a boat for himself. He is a keen master sailor travelling to European and world events.*

## RULES UPDATE

The following ILCA Class Rules have been approved by the International Sailing Federation (ISAF) and come into force on 1st December 2006.

### Rule 3 (g) – Boom Tie Downs

The current rule is modified as follows:

- "i) The clew of the sail shall be attached to the boom by either a tie line or a soft webbing strap with or without a fastening device wrapped around the boom and through the sail cringle, a quick release system attached to a tie line or soft strap wrapped around the boom, or a "Builder Supplied" stainless steel boom slide with quick release system.
- ii) If the clew tie down is a tie line, it may be passed through simple solid balls with holes and/or tubes to reduce friction."



### Rule 13 – Self Bailers

The following sentence is added to the end of the existing rule:

"The drain bung may be removed from the self bailer, and the self bailer opening pin may be secured to the cockpit floor with self adhesive plastic tape."

### Rule 14 (g) – Centreboard

The following sentence is added to the end of the existing rule:

"The components of the "Builder Supplied" centreboard stopper may be secured together by glue, screws, bolts, nuts and washers, provided the original shape and dimensions are not reduced."

### Rule 14 – Centreboard

Current class rule 7(e)ii is moved to be part of Rule 14 and the wording is modified as follows:

"A tie line or shock cord shall be attached to the small hole in the upper forward corner of the centreboard, and any of the bow eye, the cunningham fairlead, the "Builder Supplied" deck block fitting and the mast to prevent loss of the centreboard in event of a capsized. The tie line or shock cord may be looped around the bow, but shall not be attached to the gunwale. Attachment can be by knots or loops in the shock cord, and/or tie lines, shackles, clips, hooks or eyes."

## SNIPPETS

### Check out Laser Videos on YouTube at [www.youtube.com](http://www.youtube.com).

There are some brilliant short clips submitted by Laser sailors including a seal capsizing a Laser!

There's also footage of a Laser slalom race from the 70's (apparently in 40 knots).

### Coach Required for Korea -

The Korea Sailing Federation would like

to invite a top level laser coach for their national sailing team. Details are as follows;

They would like sailors who are currently racing in the competitions and have finished within 10th place in either World or European Championships which were held in the recent 10 years and who are fluent in English.

Period: from April 1 to July 13, 2007.

Further details at [www.laserinternational.org/Laser\\_Coach\\_Korea](http://www.laserinternational.org/Laser_Coach_Korea)

### Channel Challenge

Nick Church and Florence Barrow declined

the usual luxuries of a conventional Channel crossing this summer. Nick and Florence sailed to France in their Lasers in August, aiming to be the youngest Laser sailors to do so, and to raise over £10,000 for Sailability, for the Alice Martineau Trust and the Community of St. John's.

They successfully completed their channel crossing in 3 hours and 20 minutes starting in Dover, as planned, and finishing in Calais. They were blessed with brilliant weather conditions which made for a really exciting sail.

Waves up to ten foot, and a force 4/5 wind meant that they planed all the way



## RADIAL EUROPEANS A SAILING SUCCESS

**09 - 16 June, Riccione, Italy**

350 white sails invaded the Adriatic Sea as Riccione, Italy threw open

its doors to host the 2006 Laser Radial European Championships. Sailors from France, Germany, Poland and Great Britain amongst others arrived with the hope to win.

The first day of the championship began with a hopeful breeze of about 10 knots. However, the wind died away resulting in only 2 races for the senior fleet and only 1 race for the youth fleets. Both fleets sailed on different courses.

Another 2 races were planned for the second day but unfortunately soon after the fleets were launched, the wind dropped to about 3 knots. The wind built slightly allowing the senior fleet to race and the women's yellow fleet was able to start and sail a race with minimum wind conditions. The start of the blue fleet was abandoned. The wind on the youth course never came above the needed 5 knots.

After several trials and a long time on the water the fleets were sent back to the beach.

Day 3 started with almost no wind. The fleets were sent to sea after a postponement of 1.5 hours. The catch up races for the women's blue fleet and the men were started in light winds that increased to 7-8 knots. The second races of the day (race 4) were sailed under the same conditions. The race committee decided to do another race and this race was started with a 7 knot breeze that soon decreased. After a long day on the water the senior fleets sailed home with 5 races completed.

The youth fleets were only able to sail 2 races under the same conditions resulting in only 3 youth races completed.

The fleets had to wait for a thermal wind to build up before they could sail their

races on day 4. The women's fleets sailed complete races whilst the men's fleet was shortened at the second leeward mark of the second race.

The women's senior and the men's youth fleets were then split into Gold and Silver fleets to sail their final races.

Delayed starts on day 5 resulted in all fleets on both courses sailing 2 races shortly after each other. A second and seventh place saw Evi Van Acker (BEL) squeeze ahead of Gintare Volungeviciute (LTU) into the lead, whilst Penny Clark's (GBR) title hopes evaporated with a 33rd in the day's third race.

Steven Le Fevre (NED) of the men's fleet achieved a second and third place to all but wrap up the title. With just 13 points from nine races he had a massive 23 point lead with Timofey Zhsbnkov (RUS) and Rodie Van Mackelenbergh (NED) remaining second and third respectively.

The final Medal Race was set to be an exciting affair but despite a tense build up the wind failed to appear and no races took place.

For Evi Van Acker this result marks her second Grade 1 victory in 2006.

Senior Women:

1) Evi Van Acker	BEL	33 pts
2) Gintare Volungeviciute	LTU	35 pts
3) Penny Clark's	GBR	51 pts
4) Katarzyna Szotynska	POL	61 pts
5) Andrea Brewster	GBR	66 pts

Youth Women:

1) Ausra Mileviciute	LTU	15 pts
2) Marit Bouwmeester	NED	30 pts
3) Susana Romero	ESP	36 pts
4) Renata Petani	CRO	44 pts
5) Theohadi Kolida	GRE	45 pts

Senior Men:

1) Steven Le Fevre	NED	13 pts
2) Timofey Zhsbnkov	RUS	36 pts
3) Rodie Van Mackelenbergh	NED	38 pts
4) Steven Krol	NED	49 pts
5) Gianluca Marino	ITA	62 pts

Youth Men:

1) Igor Lisovenko	RUS	11 pts
2) Can Kaptan Guney		12 pts
3) Joaquin Blanco		14 pts
4) Gijs Pelt		18 pts
5) Marko Sestan		47 pts



## SNIPPETS

across. The ships and ferries proved not to be too much of a problem thanks to the excellence of the pilot support boat.

(cont) The cheque was presented to Sailability on the Laser stand at the Southampton Boat Show. All in all it was a very successful expedition and thank you to all those who have supported them.

### Euro Masters Series

Dates and venues have now been confirmed for the 2007;

26 - 28 Jan	FRA	Antibes
20 - 22 Apr	ESP	Calella de Palafrugell
11 - 13 May	ITA	Laigueglia
17 - 20 May	NED	Monikendam
8 - 10 Jun	SUI	Neuchâtel
22 - 24 Jun	BEL	Nieuwpoort
6 - 8 Jul	GER	Überlingen
6 - 8 Jul	GBR	Sidmouth
21 - 22 Jul	FIN	Nauvo
11 - 12 Aug	SWE	Nörrköping
5 - 7 Oct	POR	Porto

### Your Points of View

Here in the ILCA office we are constantly on the look out for exciting new events,

articles and news.

If you would like to make any suggestions or contributions towards the next issue of LaserWorld, email us at [office@laserinternational.org](mailto:office@laserinternational.org)

or write to us at

International Laser Class Association,  
51B Church Street, Falmouth, Cornwall,  
TR11 3DS

### ILCA Website

The ILCA Website will soon be having a major overhaul. Let us know what you would like to see by emailing [office@laserinternational.org](mailto:office@laserinternational.org)



# SAILING THE LASER RADIAL

## Interview with Paige Railey

### ISAF Rolex World Sailor of the Year

Ever since the Laser Radial was selected as the women's one person dinghy equipment for the 2008 Olympic Sailing Competition, Paige Railey has shown the world that she means business. At her first event in the nomination period she claimed the 2005 Laser Radial

World Championship title in Brazil and went on to claim five more top spots at ISAF Graded events in 2006.

Silver at the ISAF Grade 1 Rolex Miami OCR was swiftly followed by the North American title and victory at the Midwinters East. Railey then turned her attention to the European circuit and after a slow start in Palma de Mallorca, she won the gold medal in Hyères before travelling to Austria for the ISAF World Sailing Games where she picked up another gold medal.

After disappointing performances at the European and World Championships, Railey was undeterred and emphasised that the gold medal at the 2008 Olympic Sailing Competition is her ultimate goal. The Qingdao International Regatta in China, the first test event for the next Olympic Games, was sewn up by Railey before the Medal Race. She continues to sit on top of the ISAF World Sailing Rankings, a position she has held throughout the nomination period.

**Interview taken from 'The Complete Book of Laser Sailing', Dick Tillman.**

**With kind permission of Adlard Coles Nautical.**

**How do you trim the Radial sail?**

When trimming the sail, I always put as much power in the sail as possible, to the point where I can't hike the boat down anymore, and then the trim becomes different. I always strive to be in a full hike. For example, I keep the Cunningham and vang looser than I think I can handle when I am in a breeze, meaning that I am fully hiked out without a problem. I pretty much keep the outhaul the same in all types of breeze, except when it is really windy, or in flat water. Then I tighten it just a tad more than where I usually have it (which is the length of my middle finger to the palm of my hand). In other words, in a breeze up to where it is not windy, trim your sail according to your body weight, just to the point where you are not overpowered.

In heavy air (breeze that I am overpowered in), I always crank the Cunningham grommet all the way down to the boom. Then I go block to block with my mainsheet and pull my vang as hard as possible. The way to know when you have your vang tight enough is that when you let your mainsheet out the boom goes sideways and not up. I keep the outhaul at the same length, unless I am still overpowered; then I start to tighten it. But only a little bit, since you still need power to go over the waves.

**Where is the ideal weight placement when sailing the Radial upwind and downwind in light air?**

In light air, when going upwind and downwind, I like to sit as far forward and near the centreline of the boat as I can. This prevents the boat from heeling to leeward when going upwind, and when going downwind it keeps you from dragging your butt in the water when you heel it to weather. Also, sitting farther forward helps get the stern out of the water, which reduces drag.

**How do you pull off a winning start?**

I think one of the most important things about starting is to be confident and believe in yourself. You should not be intimidated by the sailors who start on either side of you. Even if they are better than you, you can't let them trample all over you. You have to believe in yourself; by that I mean. You have to know where the line is and not look at everyone else. If there is a huge line sag, or bulge, you must trust yourself that you know where to start, and not follow the others. Also, for timing the start, it is good to have a large watch that shows the time easily, and it helps a lot to have good start line sights.

**Can you describe how you handle a jibe in heavy air, in both smooth water and waves?**

Smooth water: In smooth water, before the jibe, I make sure that I

have good balance in the boat and that I am steady. At that point, I steer down to sail by the lee. When I see the battens start to flick, I pull the mainsheet in (about two arm lengths) and jump to the other side as fast as I head down at the same time so I am not reaching when my sail comes over and fills with air. If you don't get the boat flat enough quickly enough, the boom can hit the waves and you will flip to leeward.

Waves: Going into the jibe I make sure that I am surfing a wave, since this will take some of the pressure off of the sail. When surfing the wave, I head down a bit until I see and feel my sail lose pressure, then I pull the mainsheet in about two arms lengths and jump over as the boom crosses. I head down when jumping across so that I can continue surfing the wave.

**What is the best way to train?**

The biggest mistake people make is training too much. The quality and intensity of their practices are not that high if they train too hard. Cut the practices down so you know that when you do train you will give it 100 percent and not just 50 percent. I try to have fun when I am sailing or in the gym. When I am in a bad mood or not wanting to train, then it hurts me more than it helps. Some ways to improve your training are to make goals. You may want to go to the Olympics or just show your parents a good tack or jibe. In either case, these ambitions can propel you to train harder.

**What mental attitudes are important in doing well?**

Having a positive attitude is the most important, because the amount of training needed to be good can be stressful. Also, you have to be determined. If you want something badly enough, you have to be willing to work hard for it.

**What type of clothing do you wear when racing?**

I like to have my sailing gear fit as tightly as possible. When it is not cold, I wear as little clothing as possible. If it is cold, then I will put on some gear, but not so much that it is difficult to move. I have a dry top, but have worn it only once and that was in Minnesota when it was 30-40 degrees. If it is cold, I wear a foul-weather



© Gilles MARTIN-RAGET

jacket over my sailing gear heading out to the race-course and in between races. Before the race, I'll take it off. You can also take out pants, a hat, and gloves. I always wear gloves and boots. They are important to me. There is no reason to tear up your feet and hands. Besides that, it downgrades your sailing performance. I also wear sunscreen and lip cream. I was stupid when I was younger and did not protect my skin, and I now have precancer on my lips. I have had stuff removed, and let me tell you, it hurts! So be careful with your skin; it's all you have. Also, a hat blocks the sun and the water from your face. A pair of sunglasses is important to protect your eyes from the sun.

**The Laser Class allows two different cuts of sail for the Radial. One is flatter than the other. Which one do you prefer?**

It doesn't make any difference to me. My coach and I went out sailing with the old and new cuts of sailing and compared them to each other. Another coach in a boat was analysing the sails too.



We could not find any difference in speed or height, so I really don't have a preference. I have sailed with both, but right now I am sailing with the flatter cut.

**Some sailors rig their Cunningham controls on the port side; others, on the starboard side. Why do you have yours on the starboard side?**

I put my Cunningham on the starboard side because, when starting, if I have to adjust my lines, my Cunningham is more important than the outhaul. I adjust the Cunningham more than the outhaul, since I adjust the outhaul last, and then only if I have to.

**How about mainsheet tension? How often do you sail block-to-block?**

It depends on the wind. In light air, I can sail with my sheet block-to-block or maybe 2 to 3 inches apart. In medium air, I will sail with it block-to-block, but when I can't keep the boat flat, I'll let it out maybe a foot. In breezy air, I can have it block-to-block and then let it out up to 3 feet, depending on the puff.

Also, if I want to point, I will usually have it block-to-block, and if I foot then I crack it an inch or so. But truthfully, the block-to-block thing ranges from sailor to sailor; it is all about what they think is fastest. For example a 155-pound sailor will use the mainsheet differently than a 125-pound sailor.

**Let's talk about your sail adjustments upwind in various wind strengths.**

#### 1-10 knots

**Cunningham:** Loose. I pull my Cunningham until the creases are out of the sail.

**Vang:** Loose. I pull my vang so there is no more slack in it and then I don't tighten any more than that. I use the mainsheet to create bend in the mast, and I don't tighten the vang to bend the mast anymore. In other words, it is just tight enough so that it doesn't hang loose.

**Outhaul:** I let it out enough so my fingertip and the end of my palm measure the distance between the boom and the foot (bottom part

of the sail).

**Mainsheet:** ranges from block-to-block to 2 to 3 inches apart. If you hit a very light spot on the course and you are block-to-block, then let it out a bit.

#### 11-14 knots

**Cunningham:** I pull it so the wrinkles are out of the sail and a bit tighter, so I can depower the sail a bit.

**Vang:** I pull it just a bit more than taking out the slack.

**Outhaul:** same as 1-10 knots

**Mainsheet:** same as 1-10 knots

#### 15-20 knots

**Cunningham:** the Cunningham grommet is completely pulled down to the boom. It is cranked!

**Vang:** I put my mainsheet block-to-block and pull as hard as possible, so that when I let my sheet out the boom goes sideways and not up.

**Outhaul:** the same as 1-10 knots

**Mainsheet:** ranges from block-to-block to 1 to 2 feet out.

#### 20+ knots

**Cunningham:** same as 15-20 knots

**Vang:** same as 15-20 knots

**Outhaul:** now I start to pull it tighter so that the distance from the boom is about half of the distance than before. If it is wavy, be careful not to pull too hard or there will not be enough power to get over the waves. If it is so windy that you have trouble going upwind, then crank the outhaul completely so the sail is flat.

**Mainsheet:** block-to-block and 1 foot or more apart, depending on the breeze. If a big puff hits, then I can sometimes let it out more than 3 feet.

*Featured in 'The Complete Book of Laser Sailing', Dick Tillman.*

*With kind permission of Adlard Coles Nautical.*

## 2006 LASER EUROPEAN CHAMPIONSHIPS

### Goodison Takes The Title

Paul Goodison (GBR) reclaimed his European title at the ISAF Grade C1 Laser European Championship, although the Brit needed almost every point of the major lead he had built on a tricky final day in Gdynia, Poland.

The World number one led from start to finish in Poland, with victory the highlight of an already impressive season.

After scoring two bullets on the previous day, home favourite Maciej Grabowski (POL) was Goodison's closest rival going into the final day of races, 16 points behind the defending European Champion. However both of the top two struggled in the day's opening race. Goodison started out conservatively, determined to protect the lead he had established over the rest of the field, but it was a strategy not without its risks.

'I changed my style of sailing to become much more defensive,' the 28 year old explained. 'But I became too safe, started slowly, and got punished for that.'

Goodison's penultimate race saw him cross in 21st place, but Grabowski had an equally disappointing result, finishing in 32nd, to allow the Brit to keep his nose in front heading into the tenth and final race. With a second discard at the end of race ten, Goodison was still looking good. However, the pressure was on Grabowski to lay down a serious challenge and defend his silver medal spot after third place overall Gustavo Lima (POR) had recorded a fourth in the day's opening race.

Another England-Portugal sporting battle ensued in race ten - Goodison and the third placed Lima became embroiled in a tacking duel which allowed Grabowski to disappear away from the Skandia Team GBR sailor up the fleet. Goodison needed to finish within twelve places of the home star to reclaim his European title, and saw good speed to work his way back through the fleet, maintain sufficient distance between himself and Grabowski to cross in 16th to the local hero's sixth.

It was enough for Goodison to clinch victory and his second consecutive European title, with the delighted Brit enthusing, 'They gave me the biggest trophy I've ever had in my life! It was waist height!'

Olympic silver medallist Andreas Geritzer (AUT) finished the regatta strongly to take fourth place just ahead of Milan Vujasinović (CRO) in an all European top ten.

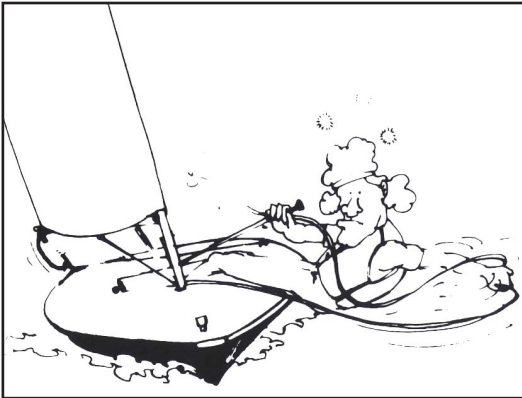
- |    |                   |     |        |
|----|-------------------|-----|--------|
| 1) | Paul Goodison     | GBR | 40pts  |
| 2) | Maciej Grabowski  | POL | 43 pts |
| 3) | Gustavo Lima      | POR | 48 pts |
| 4) | Andreas Geritzer  | AUT | 62pts  |
| 5) | Milan Vujasinović | CRO | 64pts  |



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## Water, water everywhere but not a drop to drink..

The problems facing a novice by Stephen McQualter AUS.

I sail to start line in plenty of time (I thought). As I'm trying to get to the line, the

wind completely stops. 1 minute to the start and I'm sitting here in no wind trying to get to the start line. There is a silver lining. Most of the other boats – all too experienced and cool to leave land with more than 10 minutes to go – are also becalmed.

The start hooter goes. And three boats cross the line. I'm still trying to get there – as are the rest of the field. Finally, I cross the start line and I'm away, and due to great skill (and the minor fact all the other boats are becalmed trying to reach the line), I'm in fourth place!!

And then something amazing happens. I would like to say it was pure skill, and the ability to read the shifting conditions - but in reality I was just sitting in my boat steering toward the leading pack of three – I start to catch them. Good God! I am now within 6 boat lengths of the lead, and catching! Now I am within 3 lengths. If this keeps up I'll get to the first mark and then...and then I won't have anyone else to follow, I will be the leader!!

I get within one boat length of the lead, and thankfully whatever I was doing stops and I stay just behind the leaders. How good is this!

There is now a leading pack of four – which naturally includes me – as we round the first buoy. As we head to buoy number two, I notice a catamaran – faster than me – making up ground. But I'm loving this, I'm sitting in fourth place, challenging for the

lead surely this is going to be the perfect day. Maybe I'll win!

Heading to the next buoy I again see the catamaran continuing to make ground. Looks like we are going to get to the buoy together. Great, this means the Racing Rules of Sailing will come into play. I know you're thinking that I have studied the Racing Rules of Sailing and therefore will be aware of the specific conditions relating to rounding the leeward mark. It is my sad duty to inform you that in fact I have not.

I was comfortable in fourth place but wary of the catamaran. We edge toward the leeward mark, and the catamaran seems to go inside me, and yells "Buoy Room!" Of course, if I had read the Racing Rules of Sailing I would have known that having established an overlap within two boat lengths of the leeward mark the inside boat can call Buoy Room. Basically I just move over and round we go. Due to a beautiful move I edge in front of the catamaran. They then yell "Water!!" Water? Is this boat just making stuff up every time I get close?

I'm about to offer the Mr. Catamaran a drink when I think maybe Water has something more to do with that bank ahead, I realise that if I don't turn (Okay Tack), I might end up running the Mr Catamaran into the bank. So that's what water means – if you don't move you are going to run me into the bank and ruin my boat, so get out of the way. I turn. Seemingly now the Mr. Catamaran is cross and gets on my inside and forces me wide off the course. I see the other boats getting away, but I am hemmed in by Mr Catamaran, unable to turn, stuck. Seeing the other boats are getting away, I politely inquire of Mr Catamaran, "are you going to tack?" Confirmation that not giving "water" is a bad thing, he replies "You're dreaming".

Finally, I get free (or more accurately the Mr Catamaran moves off) but now I am back midfield. This is where I finish. An enjoyable day apart from the Water incident.

Footnote: After the race I discover Mr Catamaran is someone they call the Commodore. I think that means he is important. Whoopsies!



## CAPTAIN'S LOG

### New Staff Member

The work of international office of the Laser class has grown significantly year on year as the Laser 4.7 and Laser Radial classes continue to grow and the Laser Radial is now selected equipment for the women's single-handed class at the 2008 Olympics. The introduction of an on-line system for entries and boat charters several years ago helped reduce the pressure

on championship organisation but that system now needs a complete overhaul.

A year ago the World Council of the class made the decision to find an additional senior staff member to help re-structure the office administration and systems to enable the office to adequately cope with the growth. At the beginning of October 2006 Zac Hillier joined the ILCA staff as Operations Manager with responsibility for all office procedures. Zac has been involved in sailing as an instructor and a manager of a sailing centre. He is a qualified RYA coach. For the past six years he has been running a web site development company.

One of the first major jobs for Zac will be to develop and implement a new on-line entry and charter system in time for the 2007 season and thereafter undertake a full review and re-build of ILCA's web site. Zac's arrival will give me more time to concentrate on long term planning.

### Early Entries

Our entries numbers for major events our now reaching the point where we are struggling to find venues big enough to host 'open' entry events. There is a limit to how many boats can be reasonably raced on one course area even with multiple fleets and even when venues

can offer two areas entry numbers have to be limited because of lack of parking and/or launching space. It is unreasonable to expect organisers to provide extra facilities at short notice so inevitably we have to limit entry numbers.

Over the past 2 years we have had to close entries early at the Laser Radial World Championships and the Laser 4.7 Championships. This has caused disappointment for people entering late. For 2007 we are working on opening on-line entries for major championships in the middle of February and we will continue our policy of discounts for early entry and penalties for late entry.

### Charter Boats

One of the great things about the Laser class is the possibility to travel halfway round the world and charter a Laser that is the same as you sail in your own country. To make large quantities of Lasers available for charter at major events is a big undertaking for the Laser builders with considerable financial investment and planning necessary to have a fleet of ready to sail boats available at a regatta site and then re-ship them to different dealers. In 2007 there will be over 600 different charters in different countries around the world. To provide this sort of service the manufacturers and dealers need to know charter requirements a long time in advance especially if long shipping times are involved. If you are planning to travel to an event in 2007 where charter boats are offered please book early and pay attention that sometimes the last day for booking charter boats is before the entry closing date.

### Laser Mail

We operate a mailing system that you can register for at the following address <http://www.laserinternational.org/postoffice/subfm.htm>

We use this mass emailing service to advise everyone who has registered when entry and charter boat booking is open for major championships. We also use this service to announce updates to information on our website.

We do not sell or give out the email addresses we hold and you can de-register any time you want to.

Have a great 2007.





Michael Blackburn's World Champion's title in Korea at the age of 36 is an example of dedication, persistence, training – it has also got a number of master sailors hoping that Michael remains competitive at Olympic level and stays out of Masters sailing for a few more years!

Having started sailing at the age of eight, Michael got his first Laser in 1988. At 1.80cm and 68kg his first steps into international competition was in 1993 when he finished fourth at the Laser Radial Worlds. His studies of Sports Science

at PhD degree level helped him develop his body to Olympic level. Gaining his country's selection for the 1996 Olympics in the Laser he just missed out on a medal by two points.

Missing a medal in Atlanta just made him more determined to try harder for the 2000 Olympics on his home waters in Sydney. After a fourth in the 1999 World titles he demonstrated that his campaign was moving forward by finishing runner up to Robert Scheidt in the 2000 Laser Worlds beating Ben Ainslie into third place in the process. The scene was set for an exciting 3-way battle for the medals in Sydney. Michael's bronze medal in Sydney proved that he could mix it with the best at the highest level.

Looking for a new challenge after Sydney he teamed up with top 49er sailor, Chris Nicholson to try out for the Athen's Olympics. He was back in a Laser two years later and rapidly gained a top ranking finishing third in both the 2003 and 2004 Laser Worlds and gaining his country's nomination for a third Olympic Games in 2004.

After being ranked number one in the world Laser rankings in the run up to the 2004 his ninth place at Athens was probably his biggest disappointment.



In 2005 he took on a new challenge to sail across the 105 nautical miles in Laser across the Bass Strait between mainland Australia and Tasmania. Once again his sports science background, detailed preparation and training resulted in a successful first attempt crossing in 13 hours non-stop at an average speed of 9 knots. Read the full story and order a DVD of the trip at [www.sailfitter.com](http://www.sailfitter.com)

His success at the 2006 Laser worlds was achieved in a

variety of conditions and against the persistent challenge of the hungry, young opposition of fellow Australian, Tom Slingsby. Like many Australians they both love strong winds but Blackburn seemed more comfortable in the lighter unstable winds.

Talking after the prizegiving his delight was clear :

"I can't quite believe it. I kind of got used to finishing big regattas anywhere other than 1st. But now, after some 16 years sailing a Laser and 12 years competing internationally, I've finally won the Worlds. Wow!"

As part of his sports science studies Michael has written a number of articles on fitness and sports sailing which he has combined into a book "Sail Fitter – sailing fitness and training" available from his web site. Containing information about eating, gaining and losing weight, nutrition and it is a must read for any potential Olympic sailors. However it is just not about training for the Olympics as the detailed work contains good advice for all sailors with special sections for youth and master sailors.

Although good at writing books Michael is not quite so extravert about his personal likes and dislikes but he was kind enough to

## Michael Blackburn 2006 World Champion



gives us a small insight into his personal life:

**How did you start sailing?**

My parents got me into it at the age of eight.

**Favourite food?**

mangoes

**Favourite non-health food?**

Chocky

**Favourite drink?**

Ice coffee

**Favourite music?**

U2

**Favourite TV programme?**

ER

**Who is your sporting hero?**

I have many, horses for courses, if you like.

**What do you do to relax?**

I'm pretty relaxed most of the time anyway.

**Do you have a special diet before and during a regatta?**

Of course, see my book, Sail Fitter: Sailing Fitness and Training at [www.sailfitter.com](http://www.sailfitter.com)

**What would your advice be for any young sailors hoping to be in the Olympics in 2012?**

Find a good training partner to push you along.

**What's the single most important thing you can concentrate on when you are sailing - to make an improvement?**

Looking around.

**Favourite sailing conditions?**

Big winds and big waves.

**How many hours a week do you train afloat when not at regattas?**

Fifteen

**What are your thoughts on the medal race?**

The concept is good; maybe there should be more than one 'medal race'

**Short term goals?**

Win selection for the 2008 Olympics

**Long term goals?**

Win 2008 Olympics

**As the first master sailor to win a Laser world championship what advantages and disadvantages are there when trying to get ahead or stay ahead of the younger competition?**

I'm just excited to still be able to compete with the hot young sailors coming along these days.

**Is there anything else you want to tell us?**

For downwind video and tips try my DVD - Bass Strait Laser. - [www.sailfitter.com](http://www.sailfitter.com)



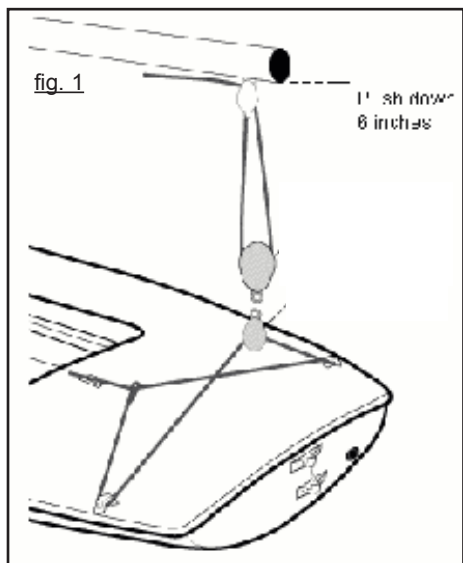
For any sailor that has sailed a Laser downwind in a blow they would have experienced this sudden roll in to windward. It seems that with a Laser, the closer to disaster, the faster it is! This is one of the things that makes the Laser such an exciting boat to sail and race.

A Death Roll doesn't just happen though – if you can understand why, and react correctly then you can actually keep it upright and have a ball!

Before we look at how to handle the boat to avoid the Death Roll there are some items of sail trim that if not attended to will just about guarantee a spill!

Before rounding the weather mark :-

1. Release all Cunningham tension.
2. Let off the Vang to the downwind setting – see fig. 1. – when it is really blowing - then a little tighter!



With the end of boom pulled down 6" the vang should be just snug – mark your Vang control line at that point.

If the vang is too loose the boat will be really "tippy" and difficult to control.

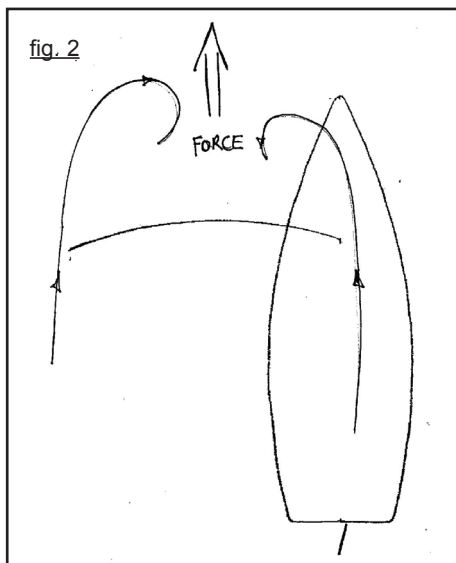
As you round the mark ease out the main sheet fast to keep the boat flat but not beyond about 90deg to the centreline of the boat (in a blow) or you really will go for a swim!

After rounding raise the plate – but not too far or the boat will be too twitchy.

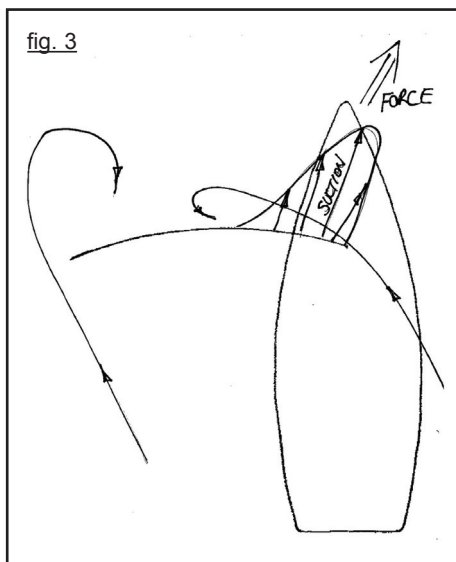
So now you are up on the plane and roaring down the run. What next?

With the wind directly astern the flow and forces are roughly per fig 2.

# Avoiding a Death Roll in a Laser

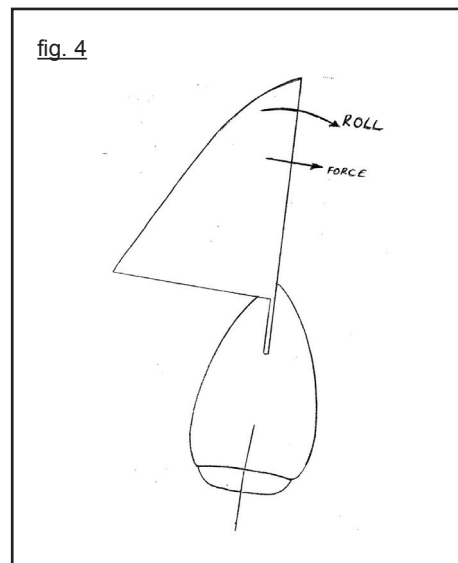


The common running problem is the violent roll to windward that causes the boat to start to bear away radically. This is caused by the wind angle to the boat changing to come from over the starboard rear quarter. Note the sudden flow attachment at the luff, the consequent suction pressure and force to the right. See fig 3.

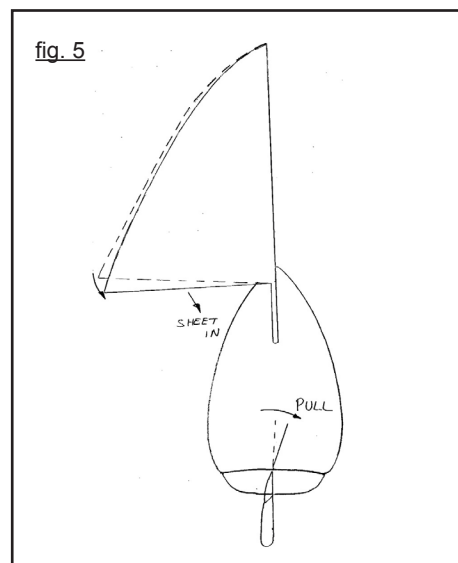


This leads to a roll to starboard – see fig 4.

What do you do? Perhaps you pull the sheet in and move your weight in to correct trim, but let us concentrate on the rudder. Do you push the rudder away from you (head up) or pull it toward you (bear away)? For most of us it is at first inconceivable to pull it toward you but that is actually the right answer! You see the alternative is to push it away from you. Then the rudder will act as a lifting plane and lifts the transom out of the water, accentuating the roll. If you pull it towards you, the rudder becomes a lowering plane and drives the boat deeper "by the lee" and forces the boat



upright and counteracts the rolling force from the sail. At the same time the rig becomes more stable as the attached flow at the luff detaches (sheeting in slightly helps this), and the sideways rolling force is removed. See fig 5.



The wind is once again coming directly from behind the boat and you are back the normal condition of fig 3. It is a bit like balancing a broom pole on the tip of your finger. The wrong move and the pole falls over. Get used to it and it is almost second nature.

You can of course continue to read about how to handle a boat in books, magazines or newsletters but what really counts is getting out there and doing it! Get out there in a good wind and have a blast!

Good sailing.

With thanks to Steve Cockerill of Rooster Sailing, C.A.Marchaj's Aero-hydraulics of Sailing and Clive Humphris for use of this article.



## WORLD RADIAL MEN'S CHAMPIONSHIPS

**An insight into the world of a competitive Laser sailor, by Ryan Palk.**

### **First Class Sir?**

Well, we have finally made it to a hot and steamy LA. The flight trip was extremely long, with all senses of personal space blurring as you jostle with your neighbour for the most comfortable position. It was also quite tiring, more so than I expected anyway. We had a one second glimmer of delight when the air hostess came up

to us and asked us if we would like to follow her to first class, that was shortlived however as we soon realised she was talking to the gentleman next to us. We spent the day looking around Malibu, went swimming and slept a bit. The Open Regatta officially starts on Saturday and I can only pray that the effects of jet lag will be minimal by then.

### **The Invitation Race**

Today, the invitation race was held in 10-15 knots of breeze. Kelsey and I went off with Brendan in the coach boat following us for a while and got back to the start line with 2 minutes to go. The result was a real bad start, however I climbed back really well and had what seemed like good boatspeed.

### **Day one down, four to go...**

The race started in 10-12 knots on a smoggy, overcast LA day. The race committee have decided not to split the fleet which means there is a lot of boats on the line, the biggest I have ever started in. I had a pretty good start and came around the top mark in the top 20. Unfortunately on the upwind, the cunningham cleet spring broke making it useless for the rest of the race. The race took just over an hour and I came 9th with the frontrunner only seconds away in an extremely compact fleet.

During the break I attempted to fix the cunningham cleet with a Make Poverty History bangel. This worked for the start of the second race, however I could only change it on starboard which was a real bummer. I started the second race okay slightly struggling upwind as the breeze strengthened with my cunningham giving way soon after the start. I made ground back up through the rest of the race to finish a respectable 20th. Currently I am coming 13th overall but it is only first day, still 4 days of racing to go.

### **Day two of worlds**

Today racing was held in lighter breezes on a Sunny LA day. The smog burned back by race time with a sea breeze slowly building from the left and clocking right slowly. I forgot my start watch and

had not so good starts today. In the first race I worked back

to 21, which was okay.

The second race start was no better and I was forced to take the game plan to the extreme and hope the wind would swing right earlier than expected, so I banged the corner and came out about 20th at the top mark. I worked my butt off downwind and the next upwind to catch up to the front of the fleet, I then had a good battle on the last upwind leg to get 5th. Overall today was good fun, got sunburnt though so I am a bit sore, I'm now coming 7th overall and looking forward to tomorrow!

### **Day three down**

Today was the sunniest day we have had so far. The smog cleared by 10.00am and a sea breeze started to fill in. The first race was interesting with a steady start and working my way up to 11th. Then we had a massive gap in between races as the girls starts had some recalls and so did the boys. We finally got racing by about 4pm and after an alright start I managed to race to 13th. I am now coming 5th overall. I am having heaps of fun!

### **Stoked**

Well yesterday's racing stayed consistent with an 18th in the first race. My starts were average with the second race start as bad as they come, as the wind changed too much on the start and I could not make the pin boat. After a lot of yelling and crashing I got away and had an alright placing of 16th.

Today, racing was held in a 5-10knot WSW. With yesterday the right side paying off it seemed the best choice for the conditions. I started really well and got out in front, and along with the other leaders headed right as we learned from the day before. Unfortunately, the wind swung left with the back of the fleet reaping the benefits. This race turned out to be my worst with a 41st, not happy. The second race got away at 3.57pm with a black flag start. I came away with an alright start and sprinted my way into the top 20. On the last downwind leg I was about 19th however I needed to finish in the top 15 to keep my spot. Fortunately, I caught more on the reach and on the last short upwind I caught another 3 boats, giving me 13th spot, and retaining my position.

Presentations were awesome with a sunset ceremony with the marina as a backdrop. I came 8th overall, due to countback tie with 7th. They only give out 8 world title cubes so I got one! My goal was top ten so to achieve it is really exciting! After presentation the cubeholders had a special photo session where we were treated like red carpet celebrities with hundreds of cameras snapping away. Brazil's Fabio sailed an awesome regatta and won by 5 points, he was a joy to sail with and taught me a lot. All the competitors in this event have been awesome to race against and have so many strengths that I have learnt from.

- |    |                 |     |         |
|----|-----------------|-----|---------|
| 1) | Fabio Pillar    | BRA | 56 pts  |
| 2) | Steven Le Fevre | NED | 61 pts  |
| 3) | Steven Krol     | NED | 78 pts  |
| 4) | Jon Emmett      | GBR | 78 pts  |
| 5) | Ryan Seaton     | IRL | 118 pts |



## China's XU Cruises To Victory

**World Radial Women's Championships, 28 Jul - 4 Aug, Los Angeles, USA**

Lijia Xu (CHN) won the gold medal at the ISAF Grade W Laser Radial World Championships, taking the World title with a race to spare in Marina del Rey, USA. Petra Niemann (GER) and Tania Elias Calles (MEX) completed the podium, with Fabio Pillar (BRA) winning the men's World title.

Earlier in her career Xu had finished top girl at the Optimist Worlds in Qingdao, China in 2001 and Houston, Texas, USA in 2002. Then last year she took the silver medal behind Paige Railey (USA) at the Volvo Youth Sailing ISAF World Championship in Busan, Korea.

She explained, 'Maybe it's the first [Chinese win] in an Olympic class,' which the Radial will be when Xu's career comes full circle to her native country for the 2008 Olympics.

This may not make her another Yao Ming back home - 'Oh, he's the most famous athlete in China,' she said of the NBA Houston Rockets' centre - but her English is much better than his.

'I just learned it myself,' she said, 'Watching American movies [and TV] like Prison Break and Desperate Housewives. It's a good way to learn English.'

Xu was hardly desperate as she sailed into the last two of

*continued page 12...*



## Women's Radial Worlds 2006

(cont'd from page 11)



Lijia Xu, CHN takes the title

twelve races with a twelve point lead over Niemann and 25 on European Champion Evi Van Acker. Mexico's Elias Calles won the first race in nine knots of fairly steady wind. Xu finished fourth for a mathematical wrap up and called it a regatta.

Niemann won the second race to finish second overall. It was her third victory of the week to match the performance by sixth place Sarah Steyaert (FRA). Elias Calles came in eighth to secure third place overall.

World number two Anna Tunnicliffe (USA), 23, led the event at mid week until she nosedived to sixth on Thursday. She said before Friday's racing, 'There are still two races to go and I'm already concentrating on turning on a better performance.'

Sure enough, she bounced back with two third places to finish in fourth place as the top American.

Xu, a former Europe dinghy sailor, has been sailing Radials for only eight months. At 1.75 metres (5 foot 9) and 68 kilos (150 pounds) she does not measure up to Yao but is about optimum size for a Radial in a range of conditions.

'But for the Olympics I may want to be lighter,' she said, because she expects light wind at Qingdao.

Her plan for the week was not primarily to win but to improve her ability. 'I was just trying to tell myself to have more stability to the boat, and trying to tell myself the only opponent is just myself,' she said.

- |    |                    |     |        |
|----|--------------------|-----|--------|
| 1) | Lijia Xu           | CHN | 42 pts |
| 2) | Petra Niemann      | GER | 44 pts |
| 3) | Tania Elias Calles | MEX | 61 pts |
| 4) | Anna Tunnicliffe   | USA | 63 pts |
| 5) | Evi Van Acker      | BEL | 72 pts |



Too close for comfort?

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## LASER MASTERS WIND DOWN WORLD CHAMPIONSHIPS



### Masters World Championships 22 - 30 Sep, Jeju, KOR

The first two races of the Jeju Laser Masters Worlds were completed as scheduled but only just. A 7 to 10 knot south easterly breeze was a relief for the masters fleet after being prevented from practicing the previous day by coast guard concerns about strong winds.

After a good first race the second race was started mid afternoon but was shortened at the downwind mark when the wind started to die.

In spite of the difficult second race 15% of the sailors scored single digit figures in both races.

Australian Brett Beyer scored two bullets in the Standard rig fleet, each time followed home by Greg Giles (NZL). In the Radial fleet it was not so clear cut. Greg Adams

(AUS) led home Steve Cockerill (GBR) and David Early (AUS) in the first race. In the second race Early had a 60 yard lead over Cockerill and grand master (over 55 years) Alden Shattuck (USA) in the second race. Cockerill just squeezed second from Shattuck at the line to share the overall lead with Early.

Only one race was completed the following day after the fleet were held ashore waiting for the wind to settle. The wait was worthwhile when finally a 12 knot south easterly filled in after the wind had previously visited

75% of the compass!

Andre Martinie from the Dominican Republic led the standard fleet at the first mark but was rolled by Brett Beyer on the downwind. Beyer was not challenged again in spite of a good second downwind leg from leading master, Mark Bear (USA), who climbed from sixth to second only to fade to fourth behind Orlando Gledhill (GBR) and Giles Grigg.

Steve Cockerill moved into the overall lead in the Radial fleet after scoring his third consecutive second place this time behind Mark Page (NZL). Cockerill had to work hard for his second place with a strong first downwind that pulled him up to fourth leaving him to take the remaining two places on the next two laps.

After a scheduled rest day on the fourth

day, the high pressure continued over China with a ridge extending over Jeju keeping the fleet ashore on the 5th day while the race committee searched in vain for wind on the course area.

An early start on the last day rewarded both race committee and competitors with a sparkling last day's sailing in 16 to 18 knot winds and great surfing waves. On arrival at the beach at 0800 the prospect for racing looked grim. However race committee wind spotter boats were sent afloat and within an hour a building easterly wind was seen 2.5 miles offshore.

Apprentice Brett Beyer continued his impressive run of results with a first and a second place to take the overall Standard rig prize with a race to spare from Orlando Gledhill.

In the Radial rig fleet Steve Cockerill, Mark Page and Steve Adams had close racing in the first two races. In both races Cockerill had to fight his way through to take the winning gun and the overall prize before taking his foot of the accelerator to finish second to Page in the last race. Top lady master, Christine Bridge (AUS) gave the men a run for their money with a solid 5,4,4 score to finish fifth overall one place ahead of great grand master Peter Seidenberg.

With a mixture of all ages in the top 7 places the Laser Radial was easily the most interesting fleet to watch and sail in and was also the most popular.

#### Laser Standard

- |    |                  |     |        |
|----|------------------|-----|--------|
| 1) | Brett Beyer      | AUS | 6 pts  |
| 2) | Orlando Gledhill | GBR | 10 pts |
| 3) | Giles Grigg      | NZL | 13 pts |
| 4) | Brodie Cobb      | USA | 19 pts |
| 5) | Tracy Usher      | USA | 26 pts |

#### Laser Radial

- |    |                   |     |        |
|----|-------------------|-----|--------|
| 1) | Stephen Cockerill | GBR | 8 pts  |
| 2) | Mark Page         | NZL | 12 pts |
| 3) | Greg Adams        | AUS | 13 pts |
| 4) | David Early       | AUS | 20 pts |
| 5) | Christine Bridge  | AUS | 23 pts |