

# Laser World



December 2012



## ISAF ROLEX SAILORS 2012 Ben Ainslie and Lijia Xu

RACING TIPS

PRESIDENT'S REPORT

SAILING FITNESS:  
THE HOLISTIC APPROACH



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# President's Report



*Tracy Usher*

*Tracy Usher looks back on 2012 and looks at ILCA's plans and aims for the future.*

As 2012 draws to an end the Laser Class finds itself living in interesting times. This year's events, including the Olympics, have again demonstrated the Laser's position as the premier sailing class in the world; one where the world's best sailors rise to the top while at the same time remaining the boat of choice for amateur club level racing. Notably, Radial gold medalist, Lijia Xu of China, was recently named ISAF Rolex World Sailor of the Year. The rise of top Laser sailors in Asia highlights the fact that the Laser is well positioned to take advantage of the potential for growth, particularly in the emerging economies of the world where it can be perceived as providing an accessible path towards the Olympics. No doubt this is a major reason for ISAF having granted "core equipment" status to the Laser, guaranteeing both the Standard and Radial as Olympic equipment through 2020. These are great achievements for the Laser!

Yet, at the same time, there remain several significant challenges before us. The conflict between the Laser designer and our largest builder remains unresolved, a situation that could ultimately threaten the Laser's Olympic status. The good news is that, in contrast to the past few years, action is occurring with all parties cognizant of the risk of not coming to a proper solution - and soon. As reported in the World Council Meeting summary, both Bruce Kirby and Farzad Rastegar made presentations to the World Council at its recent meeting in London - this is clearly a sign that both parties are working hard to come to a resolution. It's worth recognizing that this is a complex problem involving many cross-connected business relationships with agreements spread across decades that, in some cases, have become in conflict with one another. And it's worth cautioning against simply jumping on one of several "simple solution" bandwagons out there. The easy solution may not always be the best solution, and I am committed to finding the path forward that will be to the best benefit of all Laser sailors.

current financial situation. As reported in the World Council Meeting summary, the ILCA ended its 2012 fiscal year with a loss, the budget for the 2013 fiscal year projects a much larger loss, followed by a smaller projected loss in the 2014 fiscal year budget. While there are definitely unusual expenses that have contributed to this (charter boats for the 4.7/Under 21 Worlds, legal expenses, etc.) there is an apparent structural element as well. It is the intention of the World Council that the structural element of the budget be dealt with as soon as possible, with a goal towards a balanced budget as soon as reasonably achievable (certainly no later than fiscal year 2015).

On the equipment front, there are two big items still working their way through the process towards final approval: the new Standard Mark II sail and the new composite top section. At the time of this writing, the new sail is awaiting final approval from ISAF, which should come relatively soon. However, it is worth remembering that once final approval is attained there will still be approximately six months before the sail is available through dealers. The goal is to use the new Standard sail at the European Championship and World Championship, both next fall, with availability of the sail in the summer. In the meantime, since the Standard Mark II sail has been shown repeatedly (by Olympic level sailors) to match that of the current sail, there is no reason to wait for it if you need to buy a sail for the upcoming sailing season. Similarly for the new top section, which is following a somewhat slower path to ISAF approval than the sail. While some may be frustrated that the approval processes take so long, one should remember that this is Olympic equipment and it is critical to ensure that both the sail and mast reproduce, to the extent possible, the current performance of the boat.

In the meantime, the 2013 events are set with applications for entry to the World Championships now open (or opening soon). I hope everyone is hard at work planning their upcoming season and charting their path toward one of the World Championships next year!



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*Tom Slingsby: Gold Medalist*



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*2012 Olympics*

# From the Bridge ...



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*Jeff Martin updates us on the 2012 ISAF Annual Conference held in November in Dublin, Ireland.*

This year the President for the last 8 years retired along with 4 of the 7 Vice Presidents. Speculation about the outcome of the election with 3 new candidates for President competed with speculation about whether Kite Boarding would remain an Olympic class.

Carlo Croce from Italy was elected as the new President and was joined by 6 new Vice Presidents, George Andreadis (GRE), Chris Atkins (GBR), Adrienne Greenwood (NZL), Gary Jobson (USA), Quanghai Li (CHN), Scott Perry (URU) and one re-elected Vice President, Nazli Imre (TUR).

Most of the other work of ISAF was concentrated on planning for the next Olympic quadrennium.

New Laser President, Tracy Usher and General Manager, Eric Faust attended the conference in the middle of the week. Chief Measurer, Jean-Luc Michon attended a Measurement Workshop and the Olympic Classes Sub Committee at the beginning of the week and Executive Secretary, Jeff Martin attended all the meetings.

#### Laser and Laser Radial selected as Olympic Core Equipment

Up to 50% of the Olympic equipment and events can be elected 8 years in advance. This regulation was introduced to provide longer term continuity in events and equipment to allow countries to invest in building and developing their sailing teams in some of the Olympic events over a longer period. The good news for Laser and Laser Radial was the decision for Laser, Laser Radial, 49er and 49erFX to be Core Equipment for the 2020 Games.

#### Future ISAF Youth World Championships

The 4 year programme is;  
2013 Cyprus            2014 Portugal  
2015 Malaysia        2016 Oman

#### 2014 ISAF Sailing World Championship (50% of the country places for the 2016 Olympic Games will be qualified for at the 2014 ISAF Worlds)

The ISAF allocation details are available on our website at;

<http://events.laserinternational.org/en/events/overview/100z91>

The number of places for Laser (150) and Laser Radial (120) remain the same as for the 2011 ISAF Worlds in Perth. The allocation system is very similar to Perth being based firstly on the 2013 World Championship and then on the ISAF Ranking list at 10 February 2014 (up to 4 places per country). After 30 April 2014 extra places may be awarded if applications have previously been sent to ISAF.

There will be a Test Event in Santander 9 to 15 September 2013. There will also be opportunities for teams to use the Santander facilities for training at other times before July 2013. Further information from ISAF will be available during December.

#### Olympic Games Qualification 2015

The remaining 50% of places will be qualified in continental events. The numbers for each continent and in each event are still to be decided. The priority qualifier will be a Sailing World Cup event in the continent. If there is no Sailing World Cup other events in the continent will be considered on a class basis.

#### Olympic Games 2016

ISAF are looking at shortening the length of the overall Olympic sailing programme and having shorter length races on smaller courses with possibly some changes to the medal race format. Trials on different formats for each class will be conducted at some Sailing World Cup events and at some multi Olympic class Eurosaf events during 2013.

Provisional entry numbers for 2016 are Laser 48 and Laser Radial 40.

#### National Flags on the Sails at Sailing World Cup Events and the 2014 ISAF Sailing World Championship

Following the use of country flags at the Olympics and the 2011 ISAF Sailing World Championship in Perth, ISAF have confirmed that country flags on sails will be required at the 2014 ISAF Sailing World Championships and at Sailing World Cup events now confirmed to start at the 2013 World Cup in Spain. The class Technical and Measurement Committee will be working with ISAF to propose a position



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*Tracy Usher, ILCA President with Lijia Xu - winner of the Women's ISAF Rolex Sailor of the Year Award 2012*

and size for the flag on the standard and radial sail.

#### ISAF ROLEX WORLD SAILOR OF THE YEAR

Highlight of the week for the Laser team was seeing Lijia Xu win the Women's World Sailor of the Year prize. Even better was listening to her acceptance speech. One of the best speeches I have heard and an inspiration to sailors everywhere.

See the whole speech by clicking the link on the ILCA homepage:

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

Jeff Martin

# Sailing Fitness: The Holistic Approach

by Meka Taulbee

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*Meka Taulbee from SailFit looks at the holistic approach to sailing fitness and explains how you can help keep your body running like a well oiled machine!*

The sport of sailing doesn't come without its toll on the body. As with any activity if you want a long lasting career you need a fine tuned machine. Everyone puts a lot of preparation work into their boats but often forget to do the same for their body. We have all read about how stretching and strength training can prevent injuries but I'd like to take a more holistic approach by showing how nutrition affects performance and may increase/decrease injury.

Our muscles should be soft and pliable. When they don't get proper hydration and nutrition they become brittle and are more apt to pull, tear and strain. This is not only true for our muscles but for all of our organs. If our organs and muscles are not working properly, it will cause the rest of our body to try to compensate. This can show up in the form of back pain, knee injury and muscle soreness leading to poor race performance and a lack of mental clarity. Preventing this is as simple as watching what we put into our bodies. There are many aspects to this line of thought but I am going to focus on just a few for now.

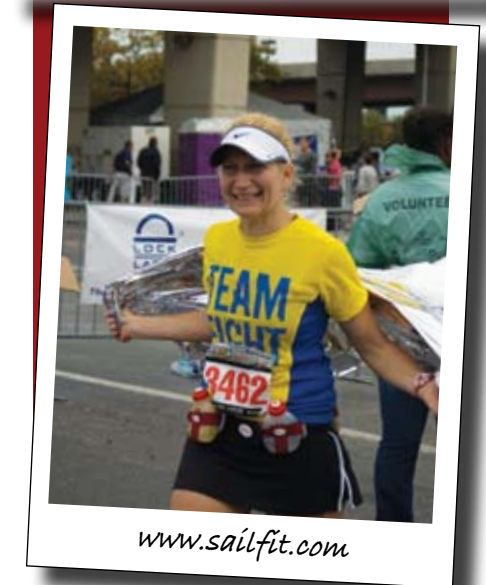
The first is what you drink. The body is made up of between 65-75% water. If you are dehydrated you need to replenish the liquids in your body. If you are losing water and salt through perspiration why would you replace it with sugar and food dye? By drinking most of the sport drinks that are on the market that's what you are doing. I know that the body has to put out a tremendous amount of energy while sailing, especially in windy conditions. If we are fueling our bodies with manufactured ingredients it is hard for the body to break them down and this takes away from our usable energy for our performance. Instead, try using plain water or coconut water. Coconut water is a natural electrolyte replacer. If you add lemon or ginger it will be an inflammatory reducing, antibacterial energy drink.

Did you know that one of the largest contributors to injury and lack of mental focus is refined sugar? Refined sugar moves quickly through the bloodstream jolting the pancreas and stressing the adrenal glands. This causes the

formation of acid which eats up the bodies minerals and pulls calcium from the bones. This can lead to such conditions as arthritis and increased fatigue. These are two things that are not cohesive with sailing. Many energy/protein bars are laden with more sugar than substance. This also includes our daily foods while we are not racing. Watch the sugar content and you will greatly reduce those all too common back aches.

I feel that the consumption of gluten is doing athletes a big disservice. Gluten is an elastic, sticky protein found in foods such as wheat, rye and barley. It can also be found in pasta, beer and medications. Gluten causes inflammation in the digestive system as well as the body as a whole. It causes damage in the small intestine which in turn hinders the absorption of nutrients from the foods we eat. Gluten can cause such symptoms as fatigue, numbness in the hands and feet and muscle and joint pain. In sailing these symptoms can be detrimental to our performance.

Lastly, some foods that we commonly eat are hard for the body to breakdown and/or have some negative effects for someone that is working toward being in top athletic condition. One of the biggest offenders I see on the race course is bananas. Bananas are usually eaten to help replace potassium and prevent cramping. However bananas increase moisture in the body and can increase phlegm. If you are fighting or have a cold your body is weak and you don't want to make it weaker. Instead try an avocado. They have 35% more potassium than a banana. They are also higher in fiber. The second largest offender I see is meat. All too often I hear sailors say "it's going to be windy, I'm going to eat a big steak" Per 100 calories broccoli has 11.1 grams of protein as opposed to steak which has 6.5 grams of protein. Broccoli is also high in Vitamin C, Iron and B vitamins and is much easier for the body to digest than steak. Eating foods that are hard for the body to digest force it to focus on only breaking down the food and leaves the other parts of the body weak and



more prone to injury. Maybe a big salad with a side of steamed broccoli on those windy days is a better way to fuel up and stay strong.

In order to best prevent injury you need to keep your body running like a well oiled machine. Stretching, proper hydration, reducing sugar, eating gluten free and plant based foods will greatly reduce your risk of injury and boost your performance.

# Laser Layline Tips

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*Andrew Kerr gives advice on how to better manage laylines around the racecourse.*

Very often, back on shore after a day's racing, some very familiar post race stories are told by competitors – "I ended up barging at the start and got shut out" or, "I was doing really well until I over stood the weather mark." Sound familiar? It has happened to all of us and each relates to laylines. Let's look at some layline scenarios around the racecourse.

**Scenario 1:** Trying to start at the boat end of the line in order to be the first to tack onto port, a sailor gets caught barging into too small of a space and is forced to "bail out" and re-approach the starting line well behind the fleet. How do you win this coveted (but dangerous) position on the line?

**Action:** The solution is to better identify the time and place to make your final turn upwind to the starting line. You don't want to leave too much space between you and the RC boat for someone to barge into or too little space to operate in, thus becoming a barging boat to the next boat down the line. Key to making this approach is to identify a "safe" layline to the starboard end of the starting line and to make your final approach slightly below this line. The "safe" layline is the close-hauled course that will put you about one boat length to leeward of the RC boat - leaving room to head up if a leeward boat luffs you or to defend against a boat trying to barge between you and the RC boat.

To find this layline, reach below the RC boat, on starboard tack, to the point where you think you can fetch the RC boat when sailing close hauled. Go about half a boat length further and then head up to close-hauled. You are now on the "safe" layline to the RC boat. Make a mental note of this spot and also take note of the compass heading for future reference.

The next step is to pick a "turning point" along this layline from where you will make your final approach to the starting line. In a shifting breeze this "turning point" will move significantly. You need to stay aware that if the wind

shifts the layline also shifts. Stay aware, and if you detect a late wind shift make a note to adjust your "turning point" to compensate. The diagram to the right shows how the turning point moves in location due to 15 degree shifts (left and right.)

**Scenario 2:** The sailor has a tendency to over stand the layline to the weather mark and lets boats get inside room for the rounding.

**Action:** To avoid this problem, go to a later (closer to the mark) layline. Don't try to judge your approach from 35 boatlengths out – a mistake is bound to be made. Make it a rule of thumb to judge the layline no further than 8 to 10 boat lengths away and you will be a lot more accurate. Always bear in mind that once you find yourself on the layline, your chance of gaining in a subsequent wind shift is practically zero. This should be encouragement to stay off the layline and play the shifts to keep your options open.

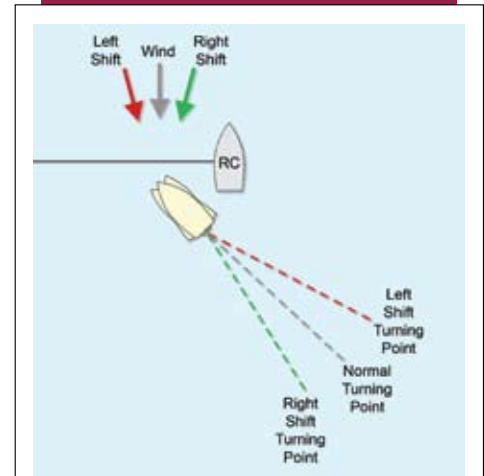
To improve your chances of judging the layline accurately, sail upwind before the race and note your tacking angles by watching the compass carefully or getting good land references. Your tacking angles will be different in every wind and sea condition. Practice calling laylines to a mark or anchored boat and see how you do.

As you approach the layline during the race try to assess what phase the wind is in. If you are lifted on port tack then you will know that you have to go further to be able to make the mark because you will be headed once you tack onto starboard. If you're in a right phase and you are on port, then you know that you can tack well before a conventional layline and then get lifted up to the mark on starboard. Again, being closer to the mark when you judge the final tack will vastly increase the chances of making a good call.

In summary, measure your environment (wind direction and sea state) make your approaches to laylines closer to the mark to be fetched, and practice, practice, practice.



*Andrew Kerr is a full time sailing coach and a seminar speaker for North U*



**Scenario 1**

*A 15-degree shift in either direction will significantly affect your approach to the start*

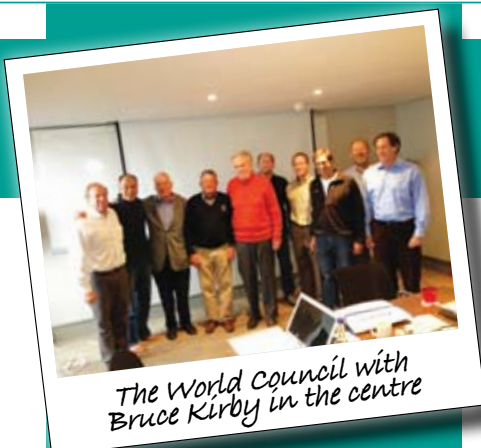


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*Judging the layline from 8 to 10 boatlengths out will help improve your accuracy.*

# World Council Summary

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The World Council with Bruce Kirby in the centre

Due to the length of the agenda, the meeting took place over two days on November 17 - 18th.

The ILCA World Council recently held its mid-year meeting in London, England on November 17-18th

In attendance were: Tracy Usher - President, Heini Wellmann - Past President, Carlos Palombo - Chairman South America, Jean-Luc Michon - Chairman Europe, Ken Hurling - Chairman Asia-Pacific, Allan Clark - representing North America, Jeff Martin - Executive Secretary, Bill Crane - Builders' Advisory Council, LaserPerformance, Peter Hedge - Builders' Advisory Council, Performance Sailcraft Australia, Takao Otani - Observer, Eric Faust - General Manager.

**Elections:** Nominations were taken for the position of Vice President. The result of the subsequent vote was an unbroken tie; therefore Hugh Leicester retains his position as the appointed Vice President of the ILCA.

**Membership and Accounts:** ILCA membership remains strong with over 15,000 paid members worldwide. The audited accounts from 2009-10 and 2010-11 were approved unanimously. In addition the 2011-12 unaudited accounts were reviewed along with a proposed 2013 budget and 2014 forecast. (See the accounts summary on this page.) The ILCA again experienced a significant loss for the most recent fiscal year; the result of continued legal expenses and an apparent structural deficit. The World Council remains dedicated to managing costs while providing service to all ILCA members and it was decided that budget approval would be deferred until December pending further revisions. Factors for review include the previously approved inflationary increase in membership dues and sail buttons as well as the plan for liquidating the charter boats purchased for the 2012 World Championships in Argentina.

**2013 World Championships:** The 2013 schedule is now set with contracts in place with each of the event organizers. Oman will host three

championships including the Masters' and Standard in November and the Radial Youth Worlds over the Christmas holidays in December. The inclusion of a GGM Standard division at the 2013 Masters' Worlds was provisionally approved pending final approval before the end of the year. The Women's Radial Worlds are scheduled for Rizhao City, China in September. They will immediately precede the ISAF World Cup event in that country. A large turnout is anticipated in July for the 4.7 and Under-21 Standard Worlds in Hungary.

**2014-15 World Championships:** In September, 2014 ISAF will hold the Sailing World Championships in Santander, Spain, which will serve as the Senior and Women's Worlds for that year. The Masters' Worlds will be in Hyeres, France on September 20-30, 2014. Poland will host the Radial Men and Youth Worlds in July, while the 4.7 Worlds will be held on August 9-15, 2014 in Japan. The bidding deadline for the 2015 Laser World Championships was extended until December 31, 2012, after which the final venues will be selected.

**Review of Reports and Submissions:** The ILCA World Council received reports from two invited guests. Bruce Kirby, designer of the Laser, and Farzad Rastegar, of LaserPerformance. Each separately gave an oral presentation to the council regarding their ideas about the future of the Laser Class. A report was also received following the meeting of the Technical and Measurement Committee (TMC). Currently there are no recommended changes to the Class Rules, but several items are being studied for future rule change proposals. The new developments planned to improve the sails and spars are being pushed forward as possible and the ILCA continues to work with the ISAF and the builders to establish a plan for future implementation. Reports were also received from each of the regional representatives in attendance and several submissions relating to specific regions were discussed by the council including the nomination of Regional Measurers.

The next World Council Meeting is planned for the summer of 2013, possibly to be held after the 4.7 World Championships in July.

ILCA FINANCIAL SUMMARY	2012	2011
<b>INCOME</b>	<b>£</b>	<b>£</b>
Plaque fees	71,946	88,073
Sail buttons fees	45,895	63,148
Memberships	84,416	85,500
Sale of goods	38,749	10,323
Contribution to ILCA for Entry*	73,318	78,222
Contribution to ILCA for Charter*	14,843	21,363
Miscellaneous Income	1,702	1,555
Interest receivable	6,172	12,383
European region service fee**	42,604	40,728
<b>Total Income</b>	<b>379,646</b>	<b>401,294</b>
<b>EXPENSES</b>		
Publications	18,434	19,096
Technical Development	7,220	74,259
Salaries/Pension	248,413	247,204
Office & Overheads	63,566	53,613
Travel	51,001	46,175
Auditors / Bank charges	7,092	4,440
Depreciation	1,669	4,581
Cost of Goods Sold	40,161	15,461
World Council Expenses	7,318	1,659
Legal Fees	22,558	61,601
<b>Total Expenses</b>	<b>467,432</b>	<b>528,089</b>
<b>Accumulated Funds b/f</b>	<b>635,482</b>	<b>762,277</b>
<b>Surplus (Loss) for year</b>	<b>-87,786</b>	<b>-126,795</b>
<b>Accumulated Funds c/f</b>	<b>547,696</b>	<b>635,482</b>

\* Championship expenditure is shown within the Contribution to ILCA figures.

\*\* Reimbursement expenses incurred by the ILCA on behalf of the European Region.