

# Laser World



June 2011

## 1970's



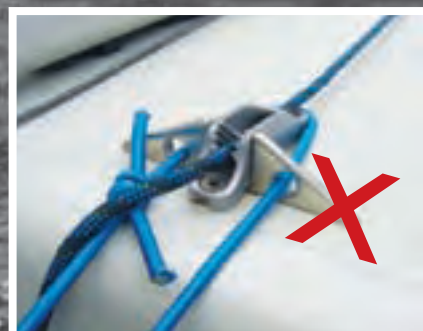
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ISAF World Cup Update /  
Kieler- Woche



© Chris Ray

Welcome to the  
St. Francis Yacht Club



How to Get Your Boat  
Through Measurement

## 2011

# San Francisco Slalom

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# The St Francis Yacht Club

## Host to the 2011 World Laser 4.7 and Masters Championships

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Golden Gate Bridge



Alcatraz

Located on San Francisco Bay, near the Golden Gate Bridge, StFYC is considered one of the finest racing destinations in the world and one of eleven platinum clubs in the United States.

### The Club:

With 2500 members hailing from ports around the world, StFYC is noted for its outstanding race management and facilities. Host to national and world championships, Olympic programs, America's Cup challenges as well as high school and collegiate racing, StFYC and San Francisco Bay together are considered one of the finest yacht racing venues in the world.

StFYC promotes excellence in racing with an extensive junior program, Olympic foundation, and one of the most active racing programs in the United States. Our members are represented throughout all levels of racing and classes, and many have gone on to represent our country in Olympic level and Grand Prix racing competition.

### Facilities for Sailors:

The boat park will be located primarily at Crissy Field which is a short walk to the West of the St Francis Yacht Club, otherwise all regatta related facilities will be available at the St Francis clubhouse - from measurement to hosting the race committee and jury. In addition, the clubhouse will also host the opening and closing ceremonies for both the Laser 4.7 and Master Worlds, as well as the midweek party the evening before the Lay Day during the Master Worlds.

### Sailing Conditions:

San Francisco is world famous for its great year round sailing conditions. Cool ocean waters off the coast couple with high temperatures in California's Central Valley to create a strong afternoon seabreeze nearly everyday from the beginning of March through the end of October. In late July and early August the breeze typically begins to develop around 10am, building through the day to peak around 6pm before beginning to back off. The direction is almost always just South of West - the only question is the peak strength. It can be windy in San Francisco, peak breezes in the mid-twenty knot range are possible, though, on average, racers can expect to sail in mid to upper teens.

Racing along the San Francisco City Front is also famous for its strong tides. To obtain a good working knowledge of these tides please go to:  
<http://www.sflaserworlds.com/article/6143-San-Francisco-Bay-Knowledge>

### Location:

The StFYC is located along the San Francisco City Front at the San Francisco Marina. The clubhouse fronts San Francisco Bay and affords commanding views of the Golden Gate Bridge just to the West, Alcatraz Island to the East and Angel Island and the Marin Headlands to the north. The racing area for the Laser 4.7 and Master Worlds will be just in front of the clubhouse offering spectators a spectacular front row seat.

**For further information on the St Francis Yacht Club go to:  
[www.sflaserworlds.com](http://www.sflaserworlds.com)**

### Activities for Families/Friends:

The StFYC provides a front row seat to watch the racing action which can be enjoyed from the main dining room (serving both lunch and dinner), the less formal "Grill Room", the "Race Deck" plus several other rooms in the clubhouse. During racing days, several activities are planned for partners of participants, ranging from yoga classes to a champagne lunch. Those arriving to the event early can partake of a true San Francisco institution - an evening at "Beach Blanket Babylon". Possible tour options are being offered for the Lay Day of the Master Worlds, including the Aquarium in Monterey, Muir Woods in Sausalito and a tour of some selected wineries in the Napa Valley.

## ISAF Sailing World Cup - Final Leg

Kieler-Woche in Germany has just seen sailors complete the final leg of the ISAF Sailing World Cup 2010/2011. This is the 7th and last regatta of the series providing sailors some final preparation before the 2011 Olympic test event in Weymouth in August.

The series will start again in November at Sail Melbourne. Melbourne will be a popular venue as the Olympic circuit prepares for the ISAF Combined Olympic Class World Championships held the following month in Perth where 75% of the Olympic country qualifying places will be decided.

Meanwhile ISAF are looking at rationalizing the ISAF World Cup Series from 2013.

Overall Winners for 2010/2011:

### LASER:

- |                           |                        |
|---------------------------|------------------------|
| 1 Tom Slingsby AUS        | 3 Nick Thompson GBR    |
| 2 Simon Grotelueschen GER | 4 Javier Hernandez ESP |

### LASER RADIAL

- |                         |                    |
|-------------------------|--------------------|
| 1 Marit Bouwmeester NED | 3 Paige Railey USA |
| 2 Evi Van acker BEL     | 4 Sara Winther NZL |

# The San Francisco Slalom is Back!

## 2011 Sees The Return of the Famous Laser Slalom

© StFYC

*Kimball Livingstone looks at the revival of the famous San Francisco Heavy Weather Slalom at the St. Francis Yacht Club*

Where the Wild West meets salt water - on San Francisco Bay - a 2011 grand gathering of Laser Class sailors affords an opportunity too good to pass up. We're going to revive a classic. The Laser Slalom is back.

Colin Dibb, now of Fremantle, Australia but originally from South Africa, tells us, "When I first started sailing Lasers I saw a movie of the very first Slalom in San Francisco, and I've wanted to do it ever since."

A typical reaction. The Laser Slalom has returned before, from time to time, sailed close under the windows of the St. Francis Yacht Club. But the heyday was the early years of the Laser class, when the fleet was building and the world was new. Unlike a rodeo, the rider didn't get extra points for a rougher ride. But the bigger the breeze and the steeper the chop and the nastier the whitecaps (both sailors down at once, now, that's a good look), the closer we came to a bronc-buster's notion of what is "classic."

The 2011 Slalom runs August 3rd - 4th, between the Laser 4.7 World Championship and the Laser Masters World Championship. In that prospect lies plenty of fresh meat for a fleet limited to 32 entries, with slots still open. Slalom courses are laid close to the beach, and the course is configured to force hurry-up maneuvers. Under pressure, good people go bad in conditions that would never otherwise trip them up. The splashier the crash, the heartier the audience appreciation. Where else

while racing do you get to hear your best friends howling in glee when you take a dose of saltwater up the nose?

The Slalom works this way: Two parallel rows of buoys are laid to windward of the starting area. Two sailors start one-on-one, each luffing nose-to a left side or right side bottom-most inflatable mark. It is the sailors' job to hold position as best they can until the race committee sees that both are nosed-up evenly (enough). Then a start is signalled. The challenge is to tack up through your row of buoys, cross sides at the top (no hunting allowed), gybe down through the buoys, beat back to weather, cross again, and hurry-up gybe to a finish at the bottom.

It's an eliminations ladder, so the survivor (oops, winner; we meant winner) advances. And while there is no absolute guarantee of wind on San Francisco Bay, there is a tremendous likelihood of a seabreeze of 18-22 at the height of the day. Thirty knots can happen, and that's perfect. Forecast currents for 2011 are heavy on flood tides, moving with the current, which should flatten the water and make maneuvers easier. But with the current pushing, those gybes will be coming up in a hurry, won't they? Past survivor-winners have included the likes of Olympic medalists John Bertrand and Jeff Madrigali. The most recent winner was Abe Torchinsky at a 2008 Slalom timed to a Laser North American Championship.



© StFYC

*Time to go swimming!*



© StFYC

*Fast and Furious!*



© StFYC

*Slalom Antics!*



## Winner of Boat Competition Announced!

We are delighted to announce that Conrad Rebolz from Germany was the winner of our competition to win a brand new Laser sailboat with the unique sail number 200,000.

The eight runners up have been offered sail numbers 200,003 to 200,010 which have been reserved for the sailors when they purchase a new Laser. The runners up were Jack Swikart from USA, Luigi Santocanale from France, Christian Demleitner from Germany, Maya Podesta from Malta, Pablo Perez de Ascanio Gallego

from Spain, Sybilla Merian from Switzerland, Rupert Phillips from Hong Kong and finally Sarah Stubbs from the UK.

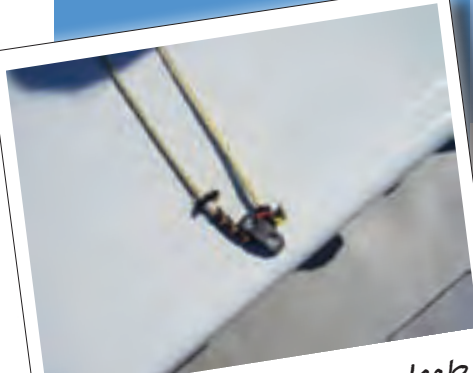
The competition was run by the ILCA to celebrate the continued growth of the Laser boat and the production of 200,000 Lasers worldwide.

Congratulations to Conrad who was picked from nearly two and a half thousand entries and over seventy countries.

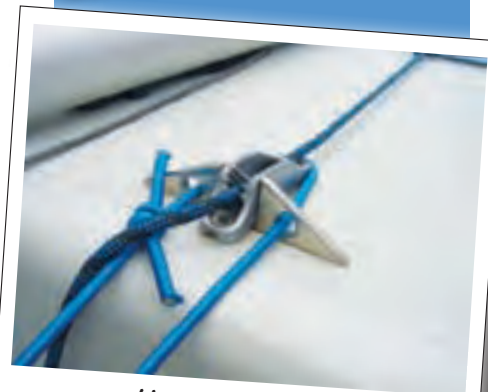
# Measurement

## How To Prepare Your Laser For A Championship

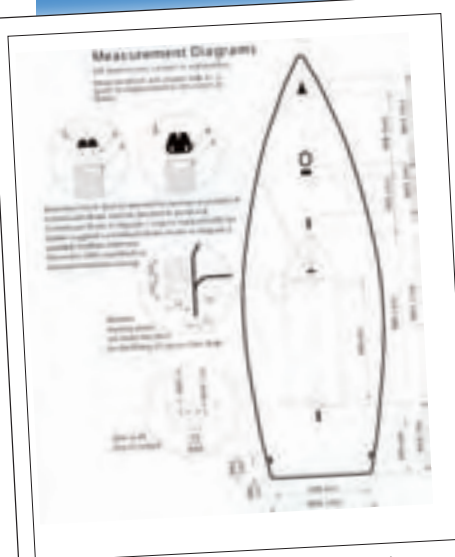
*We speak to the Laser Class Chief Measurer - Jean-Luc Michon to find out what advice he has for sailors who want to pass easily through measurement during championships!*



*Illegal traveller on deck*



*Illegal fitting on traveller cleat*



*Measurement Guide*

You are about to attend your first European or World championship. You must pass through measurement and inspection for your boat and equipment.

The Laser is a strict one-design dinghy where the true test, when raced, is between sailors and not boat and equipment.

This means that you can't race a Laser where a change or addition has been made that is not permitted by the Laser Class Rules. If your boat is checked during the regatta and is found with an illegal change or addition then the Jury has little option but to disqualify you from the race.

Jean-Luc Michon, Laser Class Chief Measurer answers the following questions:

### *How should you prepare for measurement / inspection?*

First, think about whether you have made any additions or alterations to the boat. If you have, then, look in the rules to determine if it is allowed.

Ask the measurer in your country, or if that is not possible, talk to the Laser Class Measurer before or during the measurement.

Please keep in mind that at some events there are more than 350 boats. At measurement it is your duty to inform the measurer if you have made any changes.

### *What are the Measurers looking for?*

Laser measurement is different to many other classes as the majority of the parts of the boat can be identified easily with the builders marks or stickers. So the Measurers will first look to see that you have legal equipment. At championships you are only allowed to use one bottom section, top section, boom, sail, rudder, centreboard and hull, so each of these will be stamped or signed by the measurer. Next the Measurer will look over your boat at the rigging lines, toe strap and the many other parts to make sure everything is in line with the class rules.

### *Does it take long to pass through measurement?*

Measurement should take no more than 5 minutes if everything is in order. Make sure you check the information on the notice board to know how to present your boat ready for inspection. Remove all of your bags, including any foil and sail bags. Your boat should be presented with only one sail, mast, boom and set of foils. And always check that your mast sections are straight to avoid rejection.

As you get near the front of the queue you will be asked to fill in a form with your name, nationality and sail number.

Equipment with no Laser sticker will be rejected. Your sail will also be inspected to ensure that your numbers and national letters are placed correctly on the sail. Women's sails must have a red rhombus on both sides: look in the ILCA Handbook or on the website for information about where to place sail numbers, sail letters and the red rhombus ([http://www.laserinternational.org/sites/default/files/sail\\_numbers.pdf](http://www.laserinternational.org/sites/default/files/sail_numbers.pdf)). If you borrowed or chartered a Laser for the championship your sail will have a different number than the hull, you need to indicate this on the measurement form and get permission from the race committee to use an alternative sail number (at some large events, many boats are chartered, and competitors bring their own sails.)

After your boat has been checked, you may be asked to rig it to see if everything is OK with the control lines in position, and to ensure you don't add any illegal equipment.

After that, the form must be signed by both the inspector and yourself. It is your responsibility to check that everything has been stamped and/or signed.

### *What happens if you break something or have to change a part during the regatta?*

You must inform one of the race committee, a member of the Jury or the Measurer before the racing starts or between races. Simply telling your coach is not enough. As soon as you are back onshore, you must complete a form to apply for permission to use replacement equipment, which must be approved and signed by the Measurer.

*Luis Leal de Faria, Measurer Central & South America offers the following advice on measurement.*

Sailors should question the following:

- ★ How many lines and how many turning points are in each control system?
- ★ Are the lines rigged the way the class rules say they should be?
- ★ Are the battens legal, do they have their tops and are they within the length limit?
- ★ Are the sail numbers and letters placed correctly on the sail?

In case of any doubt at all about class rules compliance, sailors should contact a Class Measurer. If a boat is OK, measurement will only take a few minutes - and all the stress will soon be gone.

Measurement only gets difficult when a boat has something that is not easy to identify as legal in the class rules.

The most common errors/problems are:

- ★ Not having a mast retention line, either at measurement or, later, on the water;
- ★ A top section which is bent;
- ★ The angle of the leading edge of the rudder in excess of 78 degrees;
- ★ Outhaul blocks at the gooseneck too far from the centre of the gooseneck bolt;
- ★ Hiking strap with two loops at the aft end, one for the supporting line and the other for the shock cord;
- ★ Illegal traveller rigging.



*Illegal hiking strap bungee attachment*

*Rudi Ratsep, Measurer for North America says:*

At events where the boats are provided most of the scrutiny is focused on the sail and how the boat is rigged, assuming that the hull, spars, foils all conform to class measurement rules. Discrepancies are sometimes discovered and the affected part either replaced or modified to adhere to measurement. Straightness of spars will be checked at all events.

At events where the competitors are allowed to provide their own equipment the entire boat will be scrutinized, looking closely for evidence of repair or modification. Foils will be checked for thickness, angle, length and width. Spars will be checked for length and fitting placement and top sections will be verified to be water tight. Any area of repair or refinishing will get extra scrutiny.

In my experience by sheer volume the number one issue is correctly placed sail number and country code letters. Within that issue most problems occur due to not spending an adequate amount on time applying them. When using angled numbers and letters it is very easy to misplace the port side digits due to measuring from the leach to the upper end instead of the lower end, thereby not adhering to the 400mm clearance. Many more misplacements occur on sails that have been done by someone other than the sailor. At least an hour should be allowed for applying numbers/letters, I allow 1.5-2hrs when doing my own.

Batten length is the next most prevalent issue and most often happens because the sailor has assumed the manufacturers measured correctly and do not check the battens themselves. It doesn't take long to check and it is far easier to trim your battens at home rather than scraping them on a rock at the regatta venue.

Some other issues do crop up under the "line" category. Most are inadvertent and eagerly remedied by the sailor, some are deliberate but ignorantly incorrect or designed for convenience and very few are blatant breaches. My advice to sailors is do not try to get clever, use the provided attachment points and replace provided lines and hardware with similar obviously accepted equipment.

Very infrequently you come across a deliberate attempt to turn a Laser or its equipment into something that is not a Laser. I urge those sailors to stay at home.

Just like the sailors, the measurers want the measurement process to be over quickly and painlessly. It is a long and tiring day scrutinizing up to 200 boats. I ask the sailors to bring their ILCA Handbook to all events and spend some time reading it. Time can be found waiting to board the plane, train or automobile. It doesn't take that long to get a grasp of the terms and intentions of the measurement rules and the better the sailors understand them the easier it will be on everyone.



*Line up for measurement*

**You may also wish to review the pictures on the ILCA website with illegal equipment:**

**<http://www.laserinternational.org/info/illegalequipment>**

**You can also refer to the Measurement Manual which can be found on the ILCA website:**

**<http://www.laserinternational.org/info/measurementmanual>**

If you are interested in becoming a measurer, please email Jean-Luc Michon at: [chiefmeasurer@laserinternational.org](mailto:chiefmeasurer@laserinternational.org)

# More Fun Racing

From The Bridge by Jeff Martin

*Jeff Martin, ILCA's Exco Sec, talks about how to convert 'Non Useful Time' to more 'Useful Time'!*

**How do you like your Laser racing? Lots of short, dynamic races (20 minute sprints) or a few long, endurance races (60 minute long distance)?**

My early Laser sailing was amongst national championship fleets of up to 175 boats all in one start! Then we used gate (rabbit) starts and 1.5 nautical miles (2780 metres) legs with races lasting between 1.5 to 2 hours racing only one race a day. They were long beats but the downwind was a chance for a rest ... not like today. Now my Laser racing is two races in an afternoon at a local club each between 30 to 50 minutes. The shorter races give more mark roundings and emphasise the importance of knowing what phase of a wind shift you are in on any part of the course at any time. Make a mistake and it hurts a lot more on a short course but at least you get a chance to correct the mistakes in the next race. Club racing may not be a good comparison to a national championship and higher level regattas but changes to more races of shorter duration are also happening at higher levels. How far can they go?

In both forms of racing the starts and first leg are critical. In a very big fleet if you are not in the top 10% at the first mark you were buried for the rest of the race and condemned to sailing in a washing machine of wind and water for the rest of the day! In a small fleet on a short course there are only one or two wind shifts up wind. Get it right and you are in control. Get it wrong and you can still get clear wind and you do not lose touch with the lead. That means you are (hopefully) better positioned to take advantage of a tactical mistake by the leaders!

A big fleet needs a big course area. The current practice for a fleet of 80 + boats is a race area of about 1.6 nautical miles. If you can find a good area of that size the centre is often 2 nautical miles from the shore. That can be 45 to 60 minutes from the shore plus delays for getting the start line correct for a big fleet with a recall, say 20 minutes, plus the sail home and you end up with at least 2.5 hours of non racing time afloat. In summary

more time afloat not racing than racing! We could call these 'Non-useful Time' (NUTS) and 'Useful Time, (UT)!

## How to convert 'Non-useful Time' to more 'Useful Time'?

My suggestions for discussion are;

1. Reduce race leg lengths to maximum 0.5 nautical miles and be flexible in course configuration and angles providing most of time is sailing true windward and square run legs.

This would allow a course area to be moved much closer to shore and more course areas to be fitted in close to the shore. Save at least 1.5 hours of NUT. As a consequence of the smaller course areas close to the shore;

2. Reduce the number of boats in a race to maximum 25

3. Have 2 or 3 course areas close to shore, each with two fleets on the course means 150 at one time racing.

4. Different course areas for different rigs (Standard/Radial/4.7) and/or age or gender.

As a consequence of a smaller fleet;

5. reduce the start signals to 2,1, GO. With a pre warning of 5 minutes for the first start.

This would mean easier to set a straight line, less recalls and faster turn around.

So we end with the same 4.5 hours time spent but we could have 3.5 hours dedicated to racing which could give 7 x 20 minute races plus a 5 minute break between each and still be back on shore with an hour saved!

Other benefits include being able to wait on shore longer until conditions are good, family and friends and waiting sailors can follow racing from the shore. More variety and therefore hopefully more fun.

I have not had the privilege to witness Collegiate sailing races. However from what I read I may be very close to one of the foundations of sailing in USA.



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Comments/ suggestions good and bad to Jeff Martin subject MORE FUN RACING email: [office@laserinternational.org](mailto:office@laserinternational.org) or try it and report back!