

Laser World



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ISAF World Cup Miami

**FITNESS THROUGH THE AGES
PART TWO**



© Meka Taulbee

**BOOK REVIEW BY
JEFF MARTIN**



**KEN HURLING IS AWARDED
ORDER OF AUSTRALIA MEDAL**



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Sailing Fit Through the Ages - Part 2

by Meka Taulbee

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Meka Taulbee
CHN, CSNC, CPT

One of my favorite ways to strength train is by using your own body weight. A TRX training system is a portable way to increase strength and help you stretch by using your own body weight. The America's cup teams even used them in San Francisco.

For further information go to www.trxtraining.com

As always, if you have any questions or comments feel free to email at meka@sailfit.com or visit www.sailfit.com. I'd love to hear from you!



Fitness Training with Meka

Meka is a Certified Personal Trainer and Sports Nutrition Consultant with a specialty in Plant Based Nutrition. She has been training Laser sailors for over 14 years. To learn more visit Meka at: www.sailfit.com

www.laserinternational.org

Fitness is just as important no matter what age you are or boat you are sailing. This is the second of a three part series on fitness and nutritional needs for the different age groups in sailing!

I'm going to break this next group down to cover the Laser Standard sailors including the Masters. The last of the series will be Grand Master and Great Grand Master. In the beginning it may seem difficult to add more to your daily schedule but, by starting small and gradually adding on it won't seem overwhelming and soon exercise and nutrition will become more of a habit than a chore. Here are some guidelines you can follow to start you on the right track.

Sleep

Most adults ranging from 18-64 years old need between 7-9 hours of sleep a night. Sleep recharges your body. During our awake hours a chemical called adenosine builds up in our blood. It breaks down while we sleep. Adenosine plays a role in energy transfer in the form of ATP and ADP. It also helps promote sleep. So if we are not getting enough sleep it builds up in our body making us more and more tired and inhibiting the energy transfer process. Your muscles aren't as strong and fast because they aren't getting the energy they need and your reactions times are much slower. Getting adequate sleep at night can help you think quicker and help your body respond faster.

Stretch

Stretching will help prevent injuries. It increases your flexibility and range of motion, improves circulation and coordination. Your muscles are like rubber bands. If you keep stretching little by little it becomes easier to stretch further. If you just tried to stretch it really fast and really far it will snap. Well, your muscles will do the same thing. With consistent stretching habits, little by little your muscles will be able to stretch further and you will become more flexible and more agile in the boat.

Exercise

Regular exercise doesn't have to mean going to the gym all of the time. Regular exercise includes things like yoga, biking, swimming and going for walks or hikes. These are activities that you can do with your family or alone. I also recommend strength training for improving sailing performance. When thinking about exercise it's good to incorporate things that you can also do on the road. Just because you are traveling to a regatta does not mean your exercise routine has to stop. One of my favorite ways to strength train is by using your own body

weight - check out the portable TRX training system. Try to incorporate some of these activities into your day a few times a week. Whatever you decide to do, pick something you enjoy. Remember these exercises will make you better in your boat and improve your sailing performance.

Hydrate

Water is one of the best things you can give your body. You need to keep your body hydrated to keep it functioning properly. Remember I said your muscles are like rubber bands? What happens to an old, dried out rubber band when you try to stretch it? It snaps, right? Well, that's the same thing that will happen to your muscles if you let yourself get dehydrated. Try to drink fluids all day long, working towards eight glasses of water a day. A general rule of thumb is, if you feel thirsty you are already dehydrated, so keep a regular flow of liquids going into your body. Sugary drinks like soda and sports drinks may perk you up but they will also make you crash. Add a small amount of raw juice to your water if you are feeling low on energy. If you drink just water it will help increase your energy and keep it that way!

Eat Smart

Developing good eating habits are sometimes hard, but very important. When you start the day with a healthy breakfast it will set your metabolism on the right track and keep you from craving sugary foods. Eating fresh fruits and vegetables with a clean source of protein on the side will provide your body with the nutrients and fuel it needs. Fried and heavy foods are hard to for your body to digest. All of your energy has to go to breaking down your food instead of providing you with the energy you need to perform on the race course. As soon as you come off of the water eat a piece of fruit or some veggies and hummus. Your body is looking to be fueled so it can repair your muscles and keep your immune system strong. This will also keep you from getting so hungry that you later make poor food choices.

Many of these guidelines are similar for youth sailors and adult sailors. They are building blocks that we can add to. Hopefully you'll be able to incorporate some or all of them into your daily routine. Most importantly remember to have fun. You're more likely to stick to it and get better if you are enjoying yourself.

Prestigious Award for ILCA Asian Pacific Chairman

© Thom Touw

ILCA congratulates Ken Hurling on receiving the 'Order of Australia' medal!

ILCA Asia Pacific Chairman Ken Hurling has never forgotten what his mother-in-law said to him many years ago.

"Make sure you give back to the community."

That piece of advice has been the fuel that has kept Ken going since moving to Grafton from Sydney in the 70s, and is the reason he was announced on Australia Day to be one of a select few to receive the Medal of the Order of Australia (OAM).

In the Australian honours system, the Medal of the Order of Australia is the highest level of recognition awarded for outstanding achievement and service.

Ken is being recognised for his tireless community service work, and particularly his contribution to sailing in Australia that spans several decades.

It was back in the early 80s when he started helping out his local club, the Grafton Rugby Club, by selling raffle tickets and raising money for the club house.

Since then he hasn't slowed down, and even now Ken can look back and be surprised at what he's accomplished.

"Until I actually sat down and read the list of reasons I was getting the award, I didn't

realise I had done so much," he said.

Ken has never believed in simply throwing money at a problem, but has always preferred giving his time because time and effort is "more valuable".

"Community service is a like a drug. Giving back makes me happy."

From his first volunteer work for the Grafton Rugby Club, Ken has spent his years serving as Queensland Multihull Yacht Club Commodore, Caringa Sheltered Workshop Vice-President, Manly Junior Association Measurer, Australian Laser Class Association Chairman, Queensland Laser Association Committee Member, Asia Pacific Laser Region Chairman, Queensland Delegate to the National Youth Development Committee, Royal Queensland Yacht Squadron Sailing Committee and a member of the International Laser Class Association World Council.

He is currently the President of Yachting Queensland, but has also held a presidency in a number of other organisations including the Grafton Rotary Club, Grafton Meals on Wheels and the Flying 11 Association.



© Suellen Hurling

Ken on the crest of a wave!



© Suellen Hurling

Ken with his proud family!

Article by Greg Peake,
Yachting Queensland



© Thom Touw

How Not To Capsize!



Jeff Martin gives a few tips on how not to capsize. They apply mainly in strong wind but some also apply in light and medium wind.

1. With a support boat nearby practise manoeuvres tacking, gybing and bearing away when not racing so that you know what you need to look out for. This will include making sure the mainsheet is always free to run out before a manoeuvre and knowing what exactly to do with the tiller extension instead of getting it caught in your clothing. Cross the boat with confidence and with speed in medium to strong wind.
2. Keep the boat flat. Heel will reduce the effect of the rudder and maybe cause it to stall then all steering will be lost.
3. In medium to strong wind always sail with the wind going from luff to leach or leach to luff. The wobbles come with the sail square to the wind and the wind rolling off one edge of the sail and then rolling off the opposite edge. Pull in the sail or change direction to stop the wobbles and the inevitable death roll.
4. Off the wind raise the centreboard at least half way so that the boat does not trip over the board in a gust.
5. Ease the boom vang offwind
6. Keep speed in gybes and tacks.



Jon Emmett is a professional sailing coach and the Vice Chairman and Training Officer for the UKLA. He has been coaching for 20 years mainly in Lasers and Laser Radials. His success in coaching led Lijia Xu from China to gold medal success in the Laser Radial at the 2012 Olympics. He wrote his first coaching book “Be your own Sailing Coach” in 2008.

This year Fernhurst Books has introduced a refined more compact version “Coach Yourself to Win” as part of their “Sail to Win” series of titles. Jon has kept the key parts of his original book upgraded with input from his coaching time with Lijia who has also contributed to the new book.

The book is based around ‘Goal Setting’ as a training development tool in each chapter. The 12 chapters start with an introduction to Targets and Goal Setting and move through boat speed and boat handling, strategy, tactics and rules, psychology and fitness in 80 pages.

Jon has a “Be Your Own Sailing Coach” web page and a “Be Your Own Sailing Coach” group on facebook which he uses to share useful information and live feeds from regattas.

CHAPTER 2

Boat Handling

The phrase ‘boat handling’ refers to any skills that are not directly related to straight line speed. These can often be practised on land where the boat is securely tied to the trolley and you can analyse very carefully what is best to do with your hands and feet with no risk of a capsise.

The important thing is to be able to perform near perfect boat handling manoeuvres under pressure as this gives you lots of tactical options. For example, if you know that you can tack under someone without being rolled, or if you can gybe quickly making it hard for someone to cover you (or easier for you to cover them). You do so many tacks and gybes over the course of a race: if you can make each one just 1/5 boat length better, accumulatively that is a huge distance by the end of the race, and many fewer points at the end of a series.

It is also worth noting that slow speed boat handling skills, like those required pre-start, are very important too. It is not all about achieving rapid acceleration: being able to slow down, hold position and turn without going over a start line are all very important.



Practice

Practice makes perfect so, if you think of all the boat handling that you do during the course of a race, it is obvious that boat handling drills are an essential part of any campaign. When sailing high performance boats for the first time, just being able to get around the race course in the upper wind range can be a real achievement (and it is perhaps worth making sure that your first couple of sails are done in light to medium breezes!).

It is advisable to get your boat handling to a reasonable level before you hitch your boat up to go to your first open meeting as you cannot race effectively if your boat handling is not up to scratch (your strategy and tactics will be compromised if you cannot tack / gybe or get around the marks efficiently).

That old cliché: ‘time on the water’ is definitely true when it comes to perfecting boat handling, but remember that the more specific and demanding you make the exercises, the greater the potential improvement. By doing a good range of exercises (rather than simply going out and tacking and gybing) it is possible to keep motivation high, and old skills can soon be remembered again with intensive practice. In fact practising boat handling can be an excellent way of developing specific fitness (like doing fast spinnaker hoists and drops).

Don't Apply the Brake

Using the rudder to correct the steering of a boat (forcing it to sail in a straight line when it wants to luff up or bear away) makes the rudder act as a brake. Therefore any boat will probably be sailing at its fastest when using minimum corrective steerage.

Even in classes like the Laser, where you do lots of downwind turns, you still want to do this with minimal rudder movement (instead using the crew weight and sheeting to get the boat to turn).

Remember that when you are sailing in a straight line the boat needs to be kept flat. You can prove this to yourself by (briefly) letting go of the tiller and seeing if the boat carries on in a straight line.

When the boat is turning corners you will, of course, need some rudder movement, but as much as possible you want the rudder to follow the boat's turn (which is caused by crew weight and sheeting) rather than aggressive pushing or pulling of the tiller! Often the more body movement the better, as this is your opportunity to put some energy into the boat. You need to be controlled but aggressive – so big movements, but remember to keep them smooth.

Tacks & Gybes

The first thing we need to do is define what a good tack is (much like before the days of sat navs we used to have to look at a road map to decide the best route to take before setting off). A good tack is simply one where you continue to make maximum progress upwind. For example, if you try to tack too quickly, then you are likely to lose speed in the tack.

There will be times when you simply need to tack as quickly as possible, perhaps because you overstood a layline, or you needed to tack to cover or break cover, but this is always for tactical reasons and normally you want to do the best tack possible (although you may go in to footing or pinching mode later – see Chapter 4: Upwind Boatspeed).

The exact actions of a tack are, of course,

For additional support there is a jonemmettsailing channel on youtube. And finally a blog and more information about Jon is available on his website: www.jonemmettsailing.co.uk.

With thanks to Fernhurst Books www.fernhurstbooks.com for allowing us to reprint the pages from "Coach Yourself to Win" modified to fit LaserWorld.



CHAPTER 2 Boat Handling

dependent upon the class. A heavy keelboat may well maintain its speed very well, whereas a catamaran may lose its speed dramatically, and this will be reflected in the speed of the turn. Different classes of boat will have different optimum pointing angles (and top speeds) in different conditions.

A good run-to-run gybe follows the same principle: you need to continue to make maximum downwind progress. So the speed, and indeed turning angle, may vary widely from class to class as well as across the wind speed range.

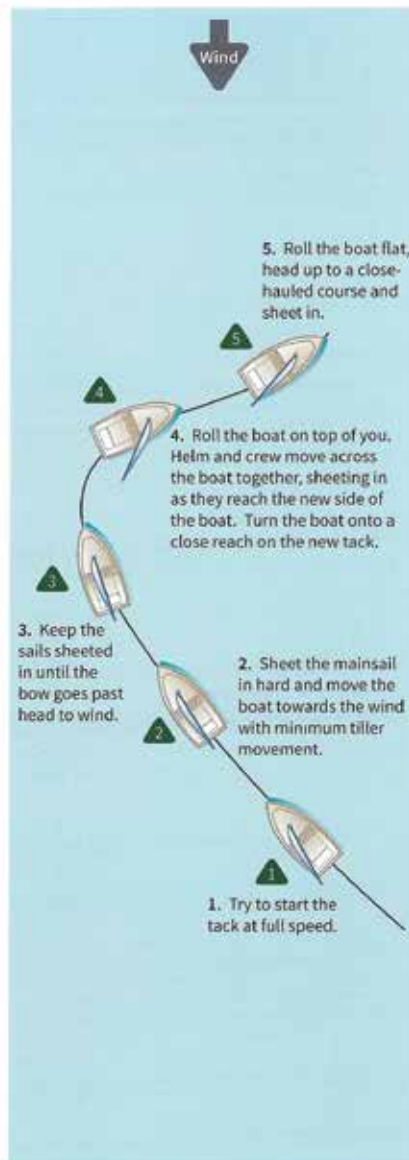
A good reach-to-reach gybe is simply about getting the boat going as fast as possible in the new direction, as quickly as possible! When rounding a mark, a wide entry will allow a narrow exit so, assuming you have room, this is the preferred method. If it is extremely windy (and you are in safety mode) you may want to do a run-to-run gybe first, then head up slowly.

In both tacks and gybes there are really three points:

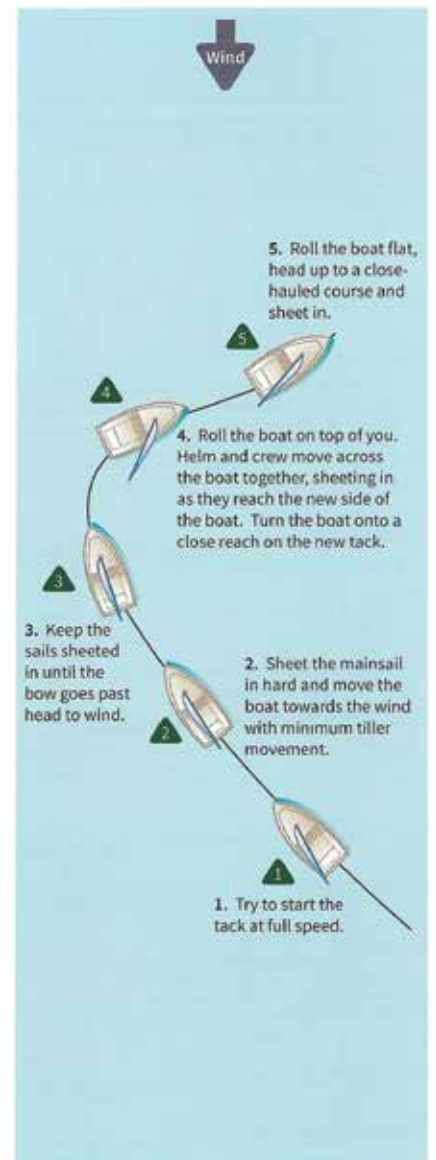
1. A slow smooth turn directly up or downwind: although the boat is slightly slowing, it is now pointing very close to the direction of the next mark (up or downwind).
2. A large roll when the boat is either head to wind or directly downwind: the amount of roll is dependent upon the class of boat and the wind strength.
3. The second half of the tack / gybe needs to be fast: rolling the boat flat, sheeting in and moving the crew weight to the normal racing position as soon as possible. Exiting the tack the rudder must be straight, so that it does not act as a brake.

Remember: the tack or gybe does not need to look pretty. It doesn't matter if you are not clipped onto the trapeze or whether you are holding the mainsheet hand right up in the air. As long as the boat trim / balance and sail setting is good, you will have good speed. You can worry about putting the tiller in the correct hand and tidying away the sheet later (as soon as you reach full speed).

COACH YOURSELF TO WIN



Best course to sail when tacking



Best course to sail when tacking



“Helming to Win” is another new title in the “Sail to Win” series published by Fernhurst Books. The author, Nick Craig, is a British sailor who has won 28 National, 8 European and 9 World championships in a variety of single and double handed dinghies. Although not Laser specific, Nick explores three key skill areas (Boatspeed, Boat Handling and Starting) in an easy to understand way. In 70 pages of text and photographs he takes a step by step approach through Learning to Win, Sailing Fast in a Straight Line, Boat Handling and finally Championship Sailing.

Like “Coach Yourself To Win” this book gives specific ‘self help’ tips on how to improve your sailing in a structured development programme for advanced club and international sailors.

With thanks to Fernhurst Books www.fernhurstbooks.com for allowing us to reprint the pages from “Helming to Win” modified to fit LaserWorld.



Where to Look when Racing

When you first start sailing, or are new to a boat, you tend to look at your feet to ensure that you aren't tripping up. The key to progressing is looking further and further up and knowing when to switch between the modes.

Broadly, there are 5 modes (places to look):



Mode 1: Your Feet

This is inevitable when you are new to the sport or a boat. It is an appropriate place to look when your boat handling is being pushed to its limit. Your boat handling limit will, of course, vary depending on how experienced you are in your chosen boat. However, you will miss a lot of windshifts and gusts if you look down too much.



You should move away from this mode as soon as possible, partly through being aware of where you are looking and by forcing yourself to look up. That can be hard as it may be outside your comfort zone and may mean that you fall over, or even out of the boat, occasionally, but it is a good thing to do at those training events.

Mode 2: Jib / Main Telltales

100% concentration on your telltales ensures that you are dead on the wind all of the time upwind and that your sails are always set optimally downwind. This is a good mode when boatspeed is critical, e.g. in a tight spot out of a start. However, you should eventually be able to keep your boat dead on the wind (or keep the sails optimally set) without spending much time staring at the telltales. Again, practice is key for this, forcing yourself to look at the water and not the jib is a good discipline.



Where to Look when Racing

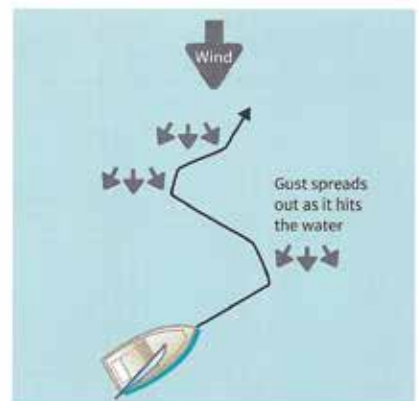
Mode 3: The Water

This is the most important step to move you from reactive to proactive sailing. By looking at the water you can spot gusts and the angle that they are moving towards you (by looking at the angle of the ripples on the water and the direction of travel of the gust).

As gusts hit the water they fan out, just as an egg dropped on the ground does. So looking upwind on starboard tack, there is a lift on starboard to the left of the gust and a header on starboard to the right. This is especially pronounced where there are obstacles around your sailing water so the wind is bouncing down from height, e.g. at Frensham Pond, where I grew up and learnt to wind spot.

The diagram may suggest that this is predictable... but gust spotting is a black art because every gust / lull is different and changing (but this makes sailing hard and interesting!).

The more time you spend gust spotting, the better you get at it. By knowing how strong and at what angle the next gust will hit, you can set your boat up and steer just before it hits to make the most of the gust so that it accelerates you rather than causes you to heel. Doing this, and consequently sailing consistently flat, is the biggest jump in speed most sailors can make. And it is free! With practice this will become reasonably automatic so that you can look further up to the next few shifts...



Gust spreading out