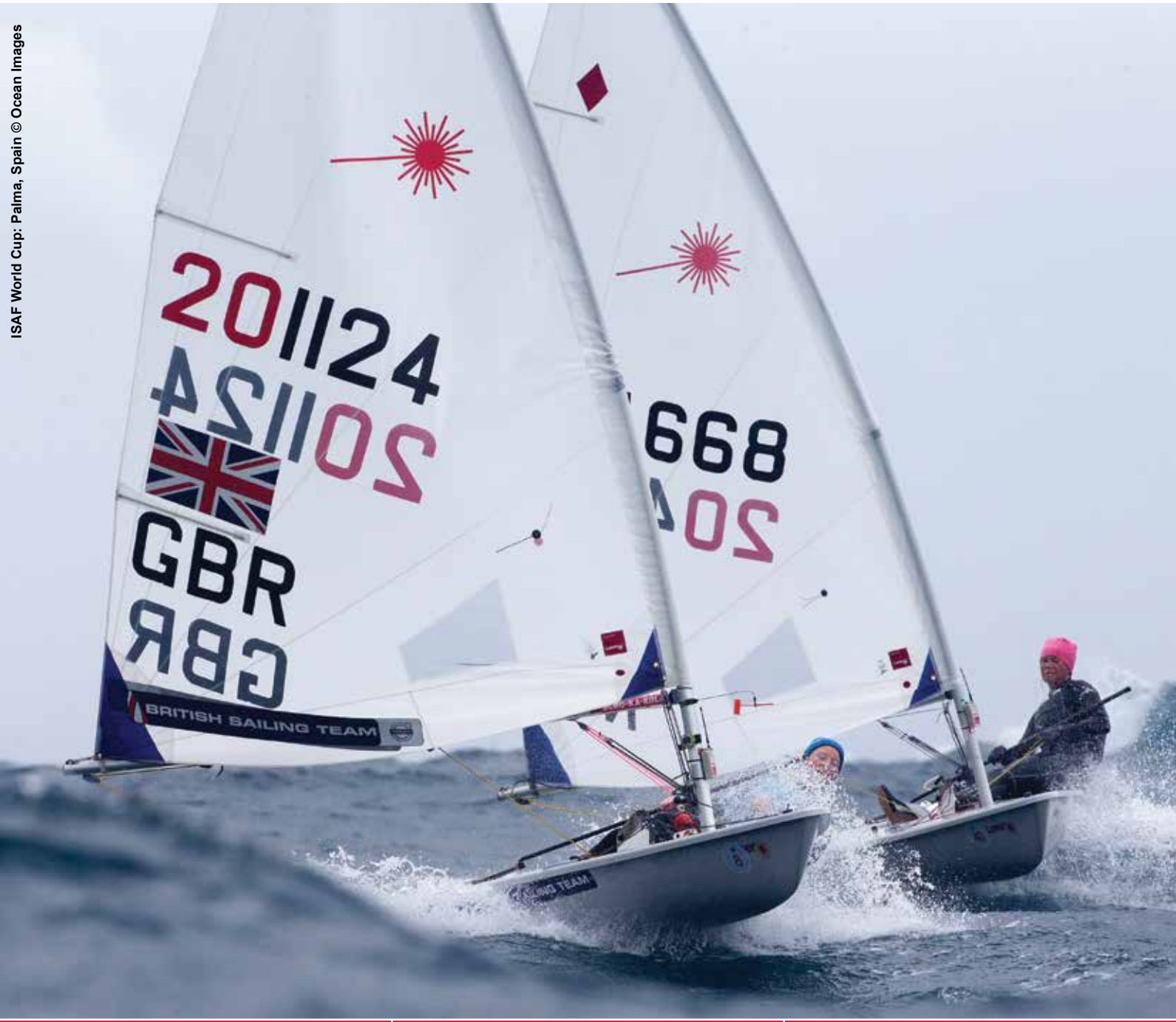
Laser World

April 2014

ISAF World Cup: Palma, Spain © Ocean Images



ISAF WORLD CUP SERIES 2013/14

© Pedro Martinez

ON LINE COACHING

HOW TO AVOID DEHYDRATION

© Jesús Renedo

Meka Taulbee looks at the perils of... Dehydration

© Jesús Renedo

Meka Taulbee
CHN, CSNC, CPT

Meka Taulbee shares her discussion with a sailor about a recent incidence that landed him in the Emergency Room after a series of regattas.

Did this happen the first day of racing?

Sailor: *We had two days of ocean racing - the last race being abandoned due to high winds. I had no symptoms of dehydration and did my normal amount of beer consumption after racing. Monday was an off day. Tuesday was a great Florida day, sunny temperature in low 80's with southerly winds in 8 -12 kt range, increasing to maybe 15 for the fourth and last race of the day.*

Meka: It often feels cooler with a strong breeze so on the water we don't realize how warm it is. Beer is a diuretic and dehydrates you. It also contains gluten which causes inflammation in the body.

What did you eat/drink that day?

Sailor: *I had a healthy breakfast, probably poached eggs on English muffin with ham and cheese plus a hash brown patty and green tea. I had an apple driving to the sailing center. Pre-race I drank at least one bottle of water. During the race day, I consumed at least 3, possibly 5 bottles of water. I also had some type of energy bar. After race two, we were served Sub sandwiches with turkey, cheese, lettuce, tomato, possibly with mayonnaise.*

Meka: These are all red flags to me. A healthy breakfast before racing is good but sometimes it's too heavy and too much for the body to break down. Eggs are hard to digest. Cheese, ham and hash browns add up to a heavy meal. The apple was a good cleansing addition. Lunch was also a heavy meal. Sandwiches often sit around for hours before being served. Cheese and mayonnaise can go bad in the heat. The bread is usually a white flour bread containing gluten. These all tax and inflame the digestive system. Your body is now focusing mainly on digestion and not able to source fuel to the muscles that need it. The muscles that are now dried out from lack of water. Hydration needs to start before race day. One bottle before racing is not enough - you need to start hydrating the whole week before. Most people are in a constant state of dehydration and don't even realize it. We need to build up our stores for times when the body is going to need more. The amount of water consumed during racing was good especially if it was closer to 5 bottles but cold water causes constriction of the digestive track and restricts blood flow - often leading to cramping. Most regattas have support boats with coolers full of water on ice.

Can you describe your symptoms? When did you start thinking something was seriously wrong?

Sailor: *I had no indication of dehydration nor did I feel overheated or weak during the races. I do remember that I didn't urinate in between races. I don't recall if I drank any water after the final race. When we came ashore I began to notice some pain in my mid-section and maybe a little light headedness. I thought I needed a head call. I came back, had another swig of beer, and decided I needed to try the head again. As I was sitting on the commode, I began to really sweat, feel lightheaded and weak. I staggered out to a chair, sat down, then laid down and tried to drink some water. Apparently, I looked pretty bad so the EMT's were called and I ended up in the emergency room - low blood pressure and weak pulse. Apparently the dehydration may have caused the stomach cramping and, combined with my efforts in the head, probably caused me to have Ischemic Colitis.*

Meka: Water after the racing finished or once ashore would have been a good idea. Not urinating during the day is also a warning. You should strive to urinate between each race. It's hard to tell on the water but your urine should be clear. If it is dark yellow or brown you are dehydrated. Cramping, constipation and light headedness are also signs of dehydration. Ischemic colitis is a sudden inflammation of the colon that occurs with temporary loss of blood flow to the colon. The restriction of blood flow makes sense with the foods you ate and the cold water/lack of water.

I have seen this sort of physical response to dehydration previously. Years ago, just before the US Olympic Trials, a top US sailor was competing at a very hot venue. He came in from racing with stomach cramps and throwing up. After a few hours of hydrating and cooling-off he started recovering. He was able to race the next day and he did a remarkable job. I can't help but point out the incredible toll that took on his energy and strength.

In hindsight what do you think you would have done differently?

Sailor: *Not eat a sub sandwich and stick to energy bars. I would also be more conscious of hydrating before racing, staying hydrated and making sure I am urinating. I've learnt that water is not enough and ice water isn't good on a hot day. I need a drink that has electrolytes, but preferably not the popular fruity drinks containing a lot of sweeteners.*

Meka: Music to my ears!

© Pedro Martinez

Strong breezes often mean we don't realize how warm it actually is!

Joe sailor and I discussed the various drinks out there and my disapproval of the sports drinks many sailors drink. My suggestions were coconut water with lemon and ginger or diluting pure apple juice in water in a 1:4 ratio. The first being my most preferred for these reasons:

1) Lemon heals in many ways but just a few are increasing production of fluids in the body, destroying bacteria in the intestines, an antimicrobial, benefiting the liver and treating thick, poorly circulating blood.

2) Ginger is an anti inflammatory. Fresh ginger root can help break down high protein foods such as beans and meat. Fresh or dried ginger benefits the colon, can ease nausea and muscle aches.

3) Coconut water is a natural electrolyte replacer. It is full of natural salts, magnesium and potassium. It is alkalizing and full of antioxidants.

www.sailfit.com

The 2013/14 ISAF World Cup Series

© Pedro Martinez

Jeff Martin reports on the results of the 2013/14 ISAF World Cup Series and what lies ahead ....

The 2013/14 ISAF Sailing World Cup Series finished in Hyères, France in April. The series consisted of 5 continental events in China, Australia, USA, Spain and France. These events provided the backbone of the 7 events that produced the ISAF Ranking list on 28 April 2014.

The results from Hyères, France did not change the top three of the Laser Rankings following the conclusion of the 2013 - 2014 ISAF Sailing World Cup series.

Tom Burton AUS won gold at ISAF Sailing World Cup in Mallorca, Spain and Hyères but Tonci Stipanovic CRO remained consistent throughout the whole ISAF Sailing World Cup series to head the ranking list at the end of April ahead of Burton with Bruno Fontes BRA remaining in third.

In the Laser Radial Marit Bouwmeester (NED) who was bronze medallist in France and winner of the Spanish event took the World #1 ranking position followed by Hyères gold recipient Evi Van Acker (BEL). Tatiana Drozdovskaya (BLR) is at World #3 after she picked up silver in France having competed in all 5 events.

End Of An Era

Hyères marked the end of a prolonged period when the ISAF Sailing World Cup struggled to establish itself as a high level competition. The original concept was to provide a high profile series of events each year that top Olympic sailors could use for increasing their profile and provide sailing with an annual competition over a series of events apart from the 4 yearly Olympic Games and the ISAF Sailing World Championships.

The Future

When ISAF President, Carlo Croce, was elected in 2012 one of his stated goals was to make the ISAF Sailing World Cup a premier event that everyone could focus on. Increasingly sailors who want to represent their country at the Olympic Games are dedicating themselves full time to that goal and are having to exist on grants from their National Authority, National Olympic Committee or friendly sponsors. For many that funding is difficult and therefore their training and preparation is also limited.

President Croce was determined to provide a platform where top sailors could be better financed to attend top competitions and attract more sponsorship. He planned to achieve this by providing a "sponsor attractive" series that could be broadcast on a regular basis so that ISAF could attract sponsors to fund the series for the sailors and the sailors could also use their participation in the series to attract their own sponsors and funding.

Last year he led a working group to move his project forward culminating in a concept paper being presented for discussion at the ISAF Annual Conference last November. A fundamental part of the proposal was the introduction of a Grand Final event that would provide a focal point at the end of each year. The Qualifier events for the Grand Final included specific competitions plus some other existing events and the class World Championships. The concept was adopted by the ISAF Council. Since then the concept has been refined and a specialist manager, John Craig, has been appointed to further refine and deliver the new ISAF Sailing World Cup.

The proposal included a 'proof of concept' trial Grand Final late in 2014 with approximately 20 entries in each Olympic class. Entries will be invited from currently unnamed events in 2014 but they are likely to include the ISAF Sailing World Championships in Santander plus other wild card entries. The programme for 2015 would also include a Grand Final and will probably involve existing World Cup events plus class championships as 'standalone' event by event qualifiers together with other wild cards. The qualifier system will be further developed and refined year by year. At the time of writing this article high level negotiations with a venue for the Grand Final were taking place and, if successful, the details for 2014 and 2015 will follow quickly.

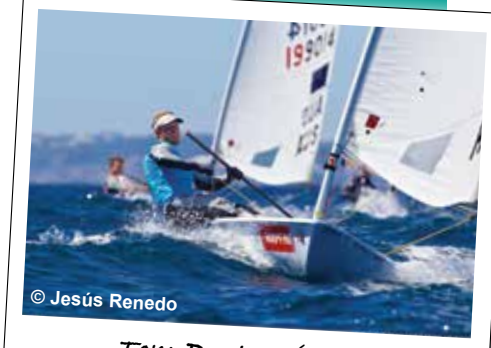
The new ISAF Sailing World Cup with a Grand Final will provide the best opportunity for the series to develop and get established. It can support lower level events by providing an opportunity for these events to be qualifiers into an ISAF World Cup Series which in turn will qualify sailors to the Grand Final. All qualifier events will be promoted and supported as part of the media programme so that increased sailor visibility can reach further down the ladder and more countries and sailors will be engaged.

© Jesús Renedo

Mallorca, ISAF World Cup

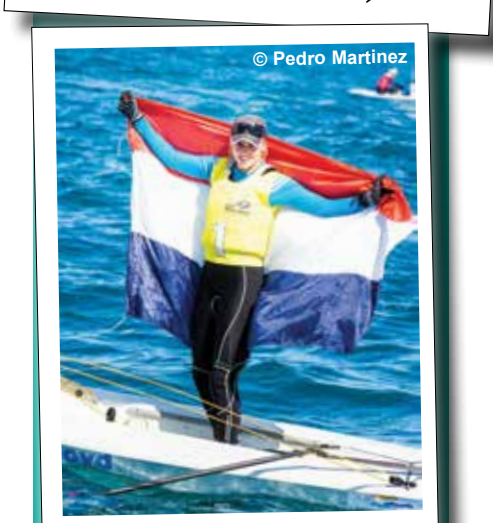
© Pedro Martinez

Tonci Stipanovic (CRO)



© Jesús Renedo

Tom Burton (AUS)



© Pedro Martinez

Marit Bouwmeester (NED)

How To Leak

by Clive Humpries,

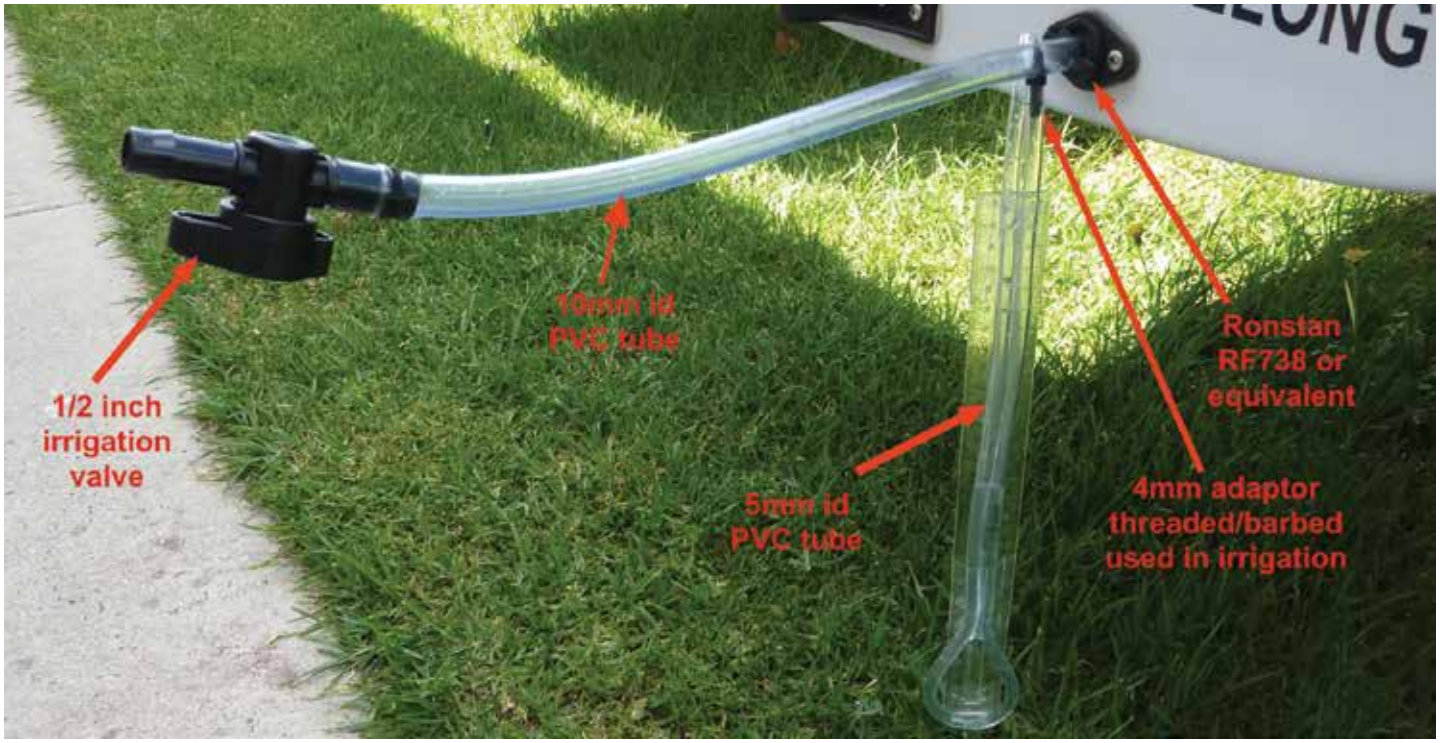
© Jesús Renedo

Clive Humphries, ILCA Technical Officer, provides step by step instructions on how to leak test your Laser !

How To Leak Test A Laser

All Laser sailors with more than a little experience will have come across the task of tracking down leaks.

This is how I do it, and it may help those who haven't had to tackle this job before. I think it is very important to be able to monitor the air pressure you apply to the inside of the hull. I have heard tales of sailors applying the pressure side of a vacuum cleaner or even a compressed air line. If you calculate the forces between the cockpit and the hull or the deck and the hull that this pressure generates you will realize that the adhesive that hold them together will probably fail with any more than a slight pressure. I would recommend no more than 4inches or 100mm of water column air pressure (approx. 1 KPa).



To make the kit above you will need: -

1. A ½ inch plastic valve commonly used in garden irrigation.

2. 300mm of 10mm internal diameter PVC tube. Use hot water to stretch it over the ½ inch valve and insert the other end in the drilled out transom plug. The overall diameter of the pipe is 13mm so it is a good force fit in the 1/2 (12.54mm) inch drilled hole in the transom plug.

3. A screw bung for the transom drilled ½ inch. I like the Ronstan RF738 as it comes with an ½ inch counter bore - it just needs through drilling after trimming off the retention barb.

Test A Laser

ILCA Technical Officer

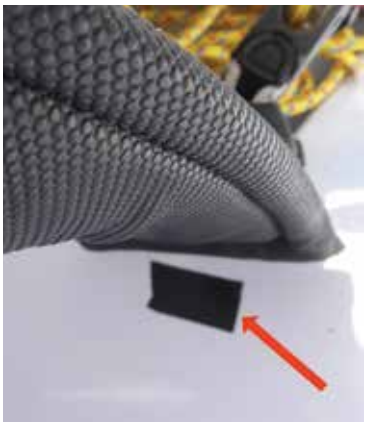
4. One 4mm barbed/threaded fitting used in garden irrigation – just punch a small diameter hole in the 10mm tube and screw the fitting in.

5. 5 or 4mm clear PVC tube about 1m in length. I used clear packaging tape to attach it to a school ruler to make a U tube manometer half filled with water (air bubbles removed!).

Most of this material you should be able to source from your local hardware store if you haven't already got the parts in your shed.

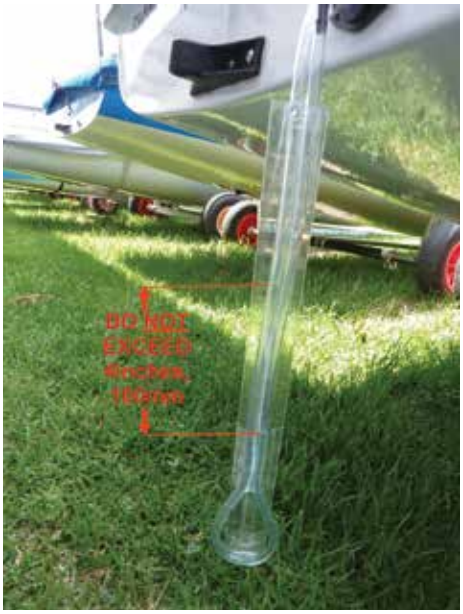
Procedure:

a. Tape up the ventilation hole drilled just below the front of the hiking strap -



b. Apply several lung fulls (approx. 10) of air to the open ½ inch valve while monitoring the difference in the height of the water columns in the U tube - DO NOT EXCEED 4 inches OR 100mm of water column or you may damage the boat. Close the valve.

c. Monitor the pressure change with time. If you can see the water column moving you have a significant leak somewhere. If the boat is watertight it should hold pressure for several minutes without any discernable movement of the water column.



d. If you find you have a leak get some soapy water and apply to all the suspect areas with a brush or sponge while a second persons maintains no more than 4" pressure by blowing in additional air. The leaks will blow bubbles! Repeat with the boat deck down. Favorite suspect areas are the centre board case joints, the deck to hull joint particularly in damaged areas, the top and bottom of the mast tube, the bailer brass fitting, the self bailer screw fixing, grab rail fixings, all hull fitting attachment points.

e. Once you have located the leaks the problem is almost solved - you just need to apply your glass laminate repair skills or, if you are lucky, for fixing points, apply some new sealant.

f. Don't forget to remove the tape on the vent hole or you may end up damaging the boat with excess internal pressure as the temperature of the internal air varies.

Laser Webinars

© Pedro Martinez

Online Laser coaching and training!

The more skillful you get the harder it is to improve! Sailing is no different from other sports in that there are often no instant answers. There are a number of good books on Laser sailing and racing but not many of them go into the detail that you can get from a personal coach or expert. Many sailors do not have this opportunity.

Modern communications and technology have made the world a much smaller place and new ways are being developed to deliver services that 15 years ago would only have been possible working face to face with specialists. Over the same period coaching techniques in all sports have developed at similar speeds.

The opportunity now exists for Laser coaching to be available on line.

Javier "Rulo" Borojovich is one of the world's most sought after coaches in the Laser and Optimist classes. He is the Head Coach at the Laser Training Center in Cabarete, Dominican Republic, since 2003 where he has been running clinics for sailors from all over the world. He is one of the first coaches to bring Laser coaching and training to the internet as a marketable service available to everyone.

Rulo has coached a number of Olympic competitors and champions, including US gold medalist Anna Tunnicliffe, Lisa Ross (CAN), Andrew Campbell (USA), Bernard Luttmer (CAN), Tania Calles (MEX), Rasmus Myrgren (SWE), Raul Aguayo (DOM), Diego Romero(ITA), Philipine Van Aanholt (AHO).

Previously, Rulo was a sailing coach for national teams and yacht clubs in Argentina, Peru, Italy, Spain, Dominican Republic, Canada, USA, Thailand, and Malaysia for the Optimist, Laser and 470 classes. In his sailing career, he was a member of the Argentinean national team from 1990-2000 in the Optimist, Europe and 470 classes. He was South American Europe class youth champion in 1995 and South American youth 470 champion in 1998 before studying to become a doctor and then turning to full time coaching.

Rulo's trademark is attention to detail. He uses on water video to film sailors to discuss the finer points of sail trim and boat handling in different conditions. His many years of experience using this technique has given him the opportunity to accumulate a vast library of video that he uses as good and bad examples of every aspect of Laser sailing.

Webinars

Last year he introduced a Webinar (online seminar) programme where he invites specific guest speakers to talk on a specialist subject at the video seminar with him providing hosting, asking questions and offering his own ideas. In the Webinars he uses videos he has taken during his coaching and he also prepares graphics to illustrate the Webinars. The Webinars are conducted in English. Participants register in advance and are given joining instructions and a time a time for the Webinar.

The cost of each Webinar varies according to the subject and speaker but averages between 30 to 40 US dollars. Each Webinar is between 40 to 60 minutes and participants can ask questions by typing live into a text box for Rulo to edit and summarise for the speaker. The fee includes a password to review the Webinar on line after the live session which is helpful for sailors and coaches who do not have English as their first language or were not able to absorb the large amount of information at the first viewing. They are also good for revision.

You can also purchase access to past Webinars online at Rulo's web site where you can see the full list of Webinar titles.

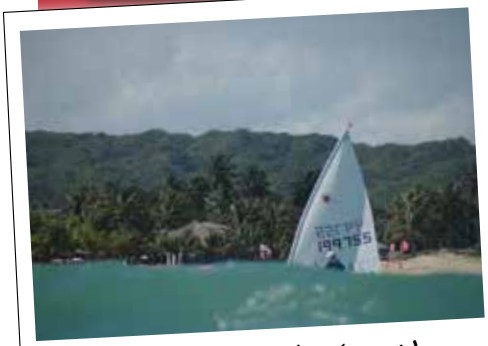
Other Training & Coaching Options

On request he can prepare specific online training and coaching aids and programmes using the Webinar concept with live discussions for sailors and coaches for individuals or groups. This can include analysing specific video that has been sent to him by coaches or sailors.

Apart from his work on line he is available for specialist coaching in different countries or at major regattas as a specialist coach or supporting national coaches. He is also happy to work in programmes to train national coaches in conjunction with sailor training and to develop ongoing 'arm's length' support programmes for national sailing teams and individual sailors who cannot attend training sessions outside of their country.

For more information and contact details Dr Rulo: ***http://www.rulosailing.com***

Javier "Rulo" Borojovich



Lindsay Hewitt (USA)

Specialist coaching

Training in idyllic conditions