

Laser World



September 2014

Congratulations to all our 2014 World Champions

Nick Heiner (NED)
Marit Bouwmeester (NED)

LASER MEN & LASER RADIAL
WOMEN'S WORLD CHAMPIONSHIP



Joel Rodriguez (ESP)
Monika Mikkola (FIN)

LASER RADIAL YOUTH
WORLD CHAMPIONSHIP

Alexandre Boite (FRA)
Asya Luvisetto (SUI)

LASER 4.7 YOUTH
WORLD CHAMPIONSHIP

Lorenzo Chivarini (GBR)
Agata Barwinska (POL)

LASER UNDER 21
WORLD CHAMPIONSHIP



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2014 ISAF WC © Thom Touw

Meka Taulbee
talks about...

Food for the Road

© Jesús Renedo



Meka Taulbee
CHN, CSNC, CPT

This is only a brief summary of some of your options, but hopefully it will help get you headed in the right direction. There are lots of different alternatives so you just need to pick the one that works best for you.

Why not try looking at apps like "Food Tripping", "Happy Cow", "Fooducate" and "TrueFood" !



© Meka Taulbee

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

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

Meka explains how we should think ahead and avoid making poor or hasty food choices which lack nutrition and can slow us down!

At some point during the year most of you will travel to a regatta that is not close to home. Traveling be it by plane, train or automobile is not a license to eat fast food. Good nutrition, just like your fitness, needs to start way before you leave for the regatta and continue right up until the end. If you are going to put effort into a nutrition program preparing for a regatta you will only squash your efforts by poor eating en route. This time before the regatta is really when your nutrition needs to be spot on.

It may not seem like a couple of quick meals could do that much damage, but whenever you travel you are usually sitting down for a long period of time. Your metabolism slows down and cannot digest food as well or as quickly as when you are able to get up and move around. When you eat fast food or food that is mass produced, like airplane meals, it is made with ingredients that will help preserve its shelf life such as salt. All of these added ingredients can tend to make you feel stiff, and slow. They cause you to retain water and all the sitting makes your blood pool in different areas instead of flowing freely. This is why I always suggest that you get up and stretch on long plane rides or make sure you stop and get out to stretch and walk around if you are driving. I like to do sprints in the parking lots or rest areas. This gets your blood moving, increases the O2 intake that your muscles need and helps your body rid itself of the unwanted additives, preservatives and toxins that can accumulate

It may feel that your food choices are limited when traveling. Most times you just want to get something quickly so you can keep going. With a little creativity and planning you can still eat well and stay on the move. The best strategy is to plan ahead. If you are flying you may want to pack some snacks to hold you over until you get to your destination. Some suggestions would be fruit, trail mix, granola bars, carrots. It's always good to bring along an extra bottle of water. It will keep your system flushed so your blood keeps circulating and you won't feel so slow and thick.

If you are driving you have more options, but I would still pack some healthy snacks. Driving tends to get a little monotonous and this is when we tend to graze more. Healthy snacks, like seeds, nuts, fruit, veggies and hummus, dried fruit and trail mix will fill you up so you don't eat so much

and will be much kinder on your body than a bag of chips or a candy bar. You can pack a cooler with food to make sandwiches or wraps (or prepare ahead of time). Items like melon and celery have a high water content and will help keep you hydrated and keep your blood flowing much like drinking water would. Most signs on the highway will advertise supermarkets at the upcoming exits as well as restaurants. Find a supermarket and put together your own meal. Many stores now have salad bars in them. Remember to shop only the perimeter of the store. The fresh food is on the perimeter and the processed food is in the isles in between. Read labels and look for the sodium content and any ingredients you can't pronounce or are man-made. Look at what type of fats it contains and how much fiber. If you are up to it you can also find health food supermarkets that will offer more in the line of salads and healthy meals to go. Stopping this way often provides more of a variety of choices. Many times I find that what I packed already is definitely not what I am craving at that moment. Murphy's Law I suppose! This way you can get something different each time you stop and you are also giving yourself a great way to get out of your seat and stretch out.

Restaurants are also an option. A rule of thumb is if it is a restaurant with a drive through you should not be going! Salads and plain vegetables along with a source of clean protein are the best choices. Be aware that most restaurants use ingredients with lots of preservatives as well. You want to steer clear of anything that is marinated, fried or sautéed. Choose options that are broiled or steamed.

In all of these scenarios you want to be sure to include a healthy carbohydrate and protein source. Protein will make you feel full and digest more slowly so will complex carbs like oatmeal or potatoes. This will keep you from incessantly snacking or making choices that are full of empty calories. As always water is a must and staying hydrated will only benefit you.

Today there are apps for every smartphone that can help you find vegan, vegetarian, paleo, raw or any combination of stores or restaurants. You can also find the nutrition content of most menu items from chain restaurants online. Think ahead and check out your options at the next stop so you don't get caught making hasty or poor food choices.

Catching up with "Rulo"

(Head Coach at The Laser Training Center in Cabarete)

We talk to Javier "Rulo" Borojovich, and find out how he became one of the world's most sought after coaches in the Laser and Optimist classes.

I understand that you trained as a doctor?

That's right, a medical doctor.

What made you change to coaching?

That is a good question. Sailing was always my first preference. I started working with sailors as a coach when I was finishing my medical degree and I really liked it, I had good coaching opportunities. It is very nice working with people who love what they do and are happy in what they do and I prefer that to working with people who are sad when you first see them because they are sick!

How did that sit that with your parents?

They were fine. They are both doctors but always supported me in my sailing as they are also sailors. Probably they would prefer me to be a doctor than a coach but they understand.

Your are currently in Croatia at the European Championship. What are you doing there?

I am coaching a sailor from PUR who won the ISAF Youths last year and also a sailor from Japan. They are both young and working for the Olympics in Tokyo.

So in coaching take me through a typical racing day - how do you plan for a day in Croatia?

We wake and have a morning briefing. If I am living with the sailors we have a yoga warm up session then go to the club, rig the boats, go out sailing and then do some drills before the race. After racing we have a cool down session, debrief and then a nice dinner.

What were you trying to achieve with your young sailors at the Europeans?

I try to give them some training and preparation for the ISAF Worlds in Santander. Here in Croatia it is not a big event for them rather an introduction and training.

When first taking a new sailor into your training programme, one who wants to improve their sailing at international level, what is the most important thing you address?

Fitness. It comes from having a medical background but also my experience with Laser. It is physically demanding. It is a big problem for many sailors that can sail fast but do not have the physical fitness to keep up the work through a race and sometimes push themselves too hard without proper

training and then increase the risk of injury.

What is the most important thing you would tell a weekend club sailor?

I would suggest taking up some physical training. They will enjoy their sailing more if they improve their fitness and have fun every time they are out sailing.

What is your proudest moment or achievement in your life?

The first thing that comes to mind is as a coach - when last year Juanky Perdomo won the ISAF Youth Worlds in a Laser Radial. I started coaching him from the Laser 4.7. It was nice watching him and helping go from nothing to winning the Youth Worlds.

So the development side of coaching, seeing sailors go from nothing to achieving a goal is the most rewarding?

Yes

If I could grant you one wish, what would that be?

To see my two daughters do well in sailing one day. They are not sailing anything at present because they are only three!

What is your favourite food?

Pasta!

And your ideal day?

Wake with family and have breakfast at Cabarete. Then go out coaching then after that have a good kite surfing session for myself.

If you were going to be dropped on a Desert Island by yourself what 3 things would you take with you (not your daughters)?

My phone, water and probably my computer. I carry these with me all the time!

Javier "Rulo" Borojovich has been 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 has coached a number of Olympic competitors and champions, including US gold medalist Anna Tunnicliffe.

For further information go to:

<http://www.rulosailing.com>



Javier "Rulo" Borojovich



Laser sailing in Cabarete



Rulo at work!



Training in idyllic conditions

Racing Lasers -

Andy Roy, ILCA North American Region Chairman, talks about his 40 years of Laser sailing and the changes that have evolved!

I started racing Lasers around 1974, not long after the boat was first created (1971). And I'm still banging around in the boat today, 40 years later. Here's looking back on what Lasers looked like in the 1970s and the equipment improvements we all enjoy today.

A Little History

Ironically, the Laser was not designed to be a racing boat. Ian Bruce asked friend Bruce Kirby to design a small sailboat that could be used for recreational purposes and transported easily on the roof of a car. Ian had a potential client interested in adding a sailboat to his product line. That deal fell through, but ultimately led Ian, Bruce, and sail designer Hans Fogh to fully develop, build and market the boat. Their formula was perfectly timed and executed, as the Baby Boom generation was ripe for an affordable one-design boat that could be raced or sailed just for fun.

They first called the boat the "Weekender" with a "TGIF" logo on the sail. However, during development someone suggested the boat needed a more scientific sounding name. Ian replied, "you mean something like Laser?" Bruce liked it; the rest is history.

The first Laser regatta of any size I entered was the 1975 Quebec Open at Royal St. Lawrence Yacht Club. Ontario and Quebec were hotbeds of Laser racing in the early days, and even an event like the Quebec Open would attract a fleet of 100 boats.

Hull and Deck

Lasers today are better built. This isn't a knock on the original builders, but due to improved processes and materials over the years. Early Lasers were prone to water ingress at the hull/deck joint, centreboard trunk and mast step. It was more common back then to see sailors emptying their boats on shore after sailing, whereas I think that nowadays Lasers are generally pretty watertight.

Of course, we had our choice of about six different hull colours, which is a little more interesting than the ubiquitous white boats of today.

Sail

The first Laser sails were made under the brand of legendary Danish sailor Paul Elvstrom, with the distinctive Elvstrom crown logo at the tack. The sails were built at Hans Fogh's loft in Toronto, and they were well made. In the very early years, the sails didn't come with a window, which must have made crossing tacks pretty interesting.

Elvstrom stopped supplying the sails somewhere in the first decade, making an Elvstrom sail in good condition a collector's item. I believe the only other notable change to the sail over the years was an increase in cloth weight. The new standard rig sail we've been hearing about is going to come out soon, so this long overdue change will certainly be welcome to improve sail longevity.

Blade and Tiller

The first blades supplied with Lasers were made of wood. It was not unusual for these boards to warp. In the mid-70's the white blades were introduced and they were supplied with Lasers until only recently.

The tiller supplied with boats was also wood, and it was too long. Conversely, the extension was too short to fully hike out and affixed to the tiller with a non-universal fitting, which could cause it to lock on one side during a manoeuvre.

As a result a must-do for racers was to custom build a tiller and extension using a piece of aluminum channel (tiller) and PVC pipe (extension), connected by a rubber universal joint. In the late 70's you could finally buy a decent tiller designed to fit snugly into the rudder head. The PVC tiller extensions worked fine, and everyone took pride in their hand-crafted tiller. One thing is for sure: the homemade tillers we used back then were a lot less expensive than today's carbon versions.

Parts & Rigging

When you bought a Laser in the 70's the standard kit supplied with the boat was a far cry from today's choice of low stretch lines and efficient purchase systems. The



© Thom Thouw

ISAF Sailing World Championship 2014, Santander, Spain



The Mardi Gras multi-coloured sail



The Original "Weekender" with "TGIF" logo

Note the lack of window in the sail making cross tacks interesting!

then and now!

Coloured hulls were previously an option on Lasers!

diameter of the lines supplied was too large, and the ropes were stretchy. The very first Lasers were supplied with yellow polypropylene line.

With the lines clearly needing an upgrade, the standard swap-out was to buy Marlow pre-stretch lines, and these worked just fine until the zero stretch Spectra and Dyneema ropes came on the scene.

The supplied mainsheet block with a new boat was a tiny little thing and it was non-ratcheting. There was only one decent ratchet block available, so pretty well everyone who raced went out and got a white Elvstrom ratchet. Some sailors used an integral swivelling block with cleat, but these could lead to an inadvertent cleating of your main precisely at an inopportune moment.

The traveller, cunningham and outhaul cleats supplied on the boats were the black plastic style that just didn't hold the line under load, so racers replaced them with metal versions.

Many of the thru-deck installed parts didn't have proper backing, so were prone to pulling out. This meant that many sailors would install an inspection port near the centerboard, solely to be able to thru-bolt the hiking strap. Another change some keeners did for peace of mind to avoid a breakdown was to thru-bolt the traveller, aft sheet and boom blocks.

The hiking strap supplied with the boat was pretty basic and not very comfortable on the feet. These would also wear out after a while at the screw location. A popular add-on for improved hiking comfort was to buy a piece of refrigeration insulation tubing and insert the strap through it. Although more comfortable, it had a tendency to cause the sailor to roll out of the boat.

Spar Sections

The early top sections had two rivets in the plastic collar and were more prone to breakage compared to today's upper. The early booms did not have an internal strengthening sleeve near the vang fitting, which meant that bending or breaking a boom was common for hard core racers. An early boom would not be able to withstand the loads we put on our booms now using the high purchase vang system.

Rigging System

It wasn't until the late '70's that a few sailors figured out how to create innovative loops to increase purchase systems in both the cunningham and outhaul lines. Before the loops it was quite challenging to tighten the outhaul. It required the sailor to head up to take the load off the sail and then deftly pull on the outhaul line aft of the boom cleat, and then a quickly take out the slack by pulling on the line where it exited the cleat. This was not easy to do, particularly in stronger breeze and it was a technique that needed to be practised.

Ah yes, which brings us to the boom vang. If you could only select one change to the Laser over the years it would have to be the ability to easily adjust the vang and to really crank it on to depower. The ability to easily fine tune adjustments to the vang has made a huge performance difference to the Laser.

For the first year or two of Laser racing nobody had yet figured out the need for using a tight clew tie-down. Also, class rules for many decades did not allow using a shockcord in-haul for the clew, which is a smart add-on today.

Dollies & Covers

I wish Peter Seidenberg had developed his Seitech dolly design a few years earlier than he did. Very few people had their own dolly in the 1970s or 80s. Standard procedure when you arrived at a regatta site was to look for a couple of old tires to put your boat on, and if you couldn't find any you'd just put it on the grass. Hopefully the host sailing club would have a few dollies that would be shared by the entire fleet, but when a large pack of boats arrived back to the shore at the same time it forced you to get accustomed to carrying boats.

Deck and hull covers were also quite rare. We just didn't seem to worry about covering our decks overnight. You'd just roll your sail on the mast and leave everything in the cockpit.



The modern Laser of today!



Laser Radial at The London Olympics 2012



1970s San Francisco Slalom

Winners of World U21

by Jeff Martin

© Marc Sauvageot



Laser Standard Men Under 21s



Lorenzo Chiavarini GBR



Lorenzo Chiavarini (GBR) and Agata Barwinska (POL) at the Laser Under 21 World Championships 2014 in Douarnenez, France



Laser Radial Women Under 21s

A minute with Lornezono Chiavarini GBR

Congratulations Lorenzo. How are you feeling now you've won the championship?

Fantastic. This year has been quite hard for me because I broke my wrist a week before Palma so I had a tough time getting back into the boat. Winning the European and World Championships is something I didn't expect a few months ago. But I worked hard with the team in Weymouth - it's amazing how I've done.

How did you break your wrist?

Falling on a dodgy pavement in Plymouth!

What's next for you?

I'm going to enjoy some senior fleets again which I think is going to be quite challenging for me as I've only done the Europeans this year in a senior event.

Do you have your sights on Rio or are you going to see how it goes?

Well Nick is doing a very good job up there at the top so it's going to be hard to move his name from that spot. If Scotland go independent then it will be interesting if they have a team going.

What helped you win this event?

Just being happy and everything running smoothly throughout the event - making

all these new friends with the competitors and increasing the family really.

You had a close run with Hermann Tomasgaard from Norway in the event. Have you competed before?

Yes he's a really great sailor and has so many talents and tricks up his sleeves. It was a very close event between him and me but unfortunately for him he had to discard his last race which meant that I pipped him on discards really.

You must have been anxious in that last race against him?

Yes it was my most emotional race so far.

So now I have a few fun questions. What's your favourite food?

Bucatini All'Amatriciana. It's roman cuisine with pancetta and onions and tomato sauce - quite simple but very tasty.

What's your favourite music/band?

Cold Play!

What's your favourite film?

Forrest Gump is a good one.

How will you celebrate tonight?

I am heading to Garda in the van (as a passenger) to join my family on holiday.

A minute with Agata Barwinska POL

Congratulations Agata. How are you feeling? Very Happy!

What were your expectations coming into the championship?

I was 6th at the European Under 21 Women's Championship which was a little disappointing but I was more intense and stressed. I decided I needed to be more positive in my sailing and reduce my stress but that is easier to say than do. I was hoping for better and as the week progressed I became more confident. But I am still surprised and happy that I was able to change my mental approach.

So you say you were a little bit stressed in Garda and here you have tried to relax more. What helps you relax?

I think definitely my family and my coach.

What's your favourite music - what do you relax to?

Everything - every kind of music. Every time I hear anything I download it to my play list!

And what's your favourite food?

Pasta - carbonara or bolognese.

Are you studying still?

I have just finished school and had my final exams. In one month I start university.

How does that fit in with sailing?

Sailing will be always first on my list. I think I will manage to do both - I am good at this so will try my best to also do well with studies!

What are you studying at University?

Physiotherapy.

Anything else you want to say?

Just thank you to everyone.

So tonight what are your plans to celebrate?

I'm going home because on Monday I catch a flight to start my real holiday.

Where are you going on holiday?

Fuerteventura (in the Canary Islands) with my sister to try kite surfing and windsurfing. I think it's going to be fun.