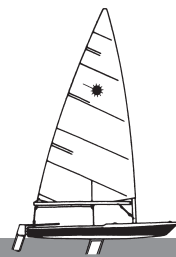


# LaserWorld



## THE INTERNATIONAL LASER CLASS



Anna Tunnicliffe USA

## ROLEX MIAMI OCR

23 - 27 January, Biscayne Bay, USA

US SAILING's ISAF Grade 1 Rolex Miami OCR was regarded as the biggest in a decade. 610 sailors representing 40 nations competed aboard 406 boats. Only twice in the event's 17 year history has it been bigger and that was in the year of and prior to the 'home-court' 1996 Olympic Games in Savannah. Included in the ranks of Olympic medallists and class veterans were no less than seven reigning World Champions. Opening ceremonies launched the regatta and hosted five subsequent days of racing. Gold, silver and bronze medals were awarded after a final medal race.

USA's Anna Tunnicliffe gave an outstanding performance in the Laser Radial class to take the gold medal and the US SAILING's Golden Torch Award. Laser Radial World Champion Paige Railey took the silver medal ahead of Jennifer Spalding's bronze.



Paul Goodison GBR

Paul Goodison secured the gold in the Medal Race for the Lasers by holding off Felix Pruvot, who took silver. He had hoped to have a point spread great enough to secure his victory before the finals but found the regatta's light shifty winds on day three to be an obstacle.

The Laser fleet was the largest at the regatta and split into gold and silver fleets after a two day qualifying series.

**Results: Laser Standard 90 competitors** 1 Paul Goodison GBR 23 pts, 2 Felix Pruvot FRA 42 pts, 3 Maciej Grabowski POL 49 pts, 4 Mike Leigh CAN 56 pts, 5 Andrew Campbell USA 72 pts **Laser Radial 47 competitors** 1 Anna Tunnicliffe USA 54 pts, 2 Paige Railey USA 67 pts, 3 Jennifer Spalding CAN 72 pts, 4 Laura Baldwin GBR 79 pts, 5 Andrea Brewster GBR 79 pts

Photos: Walter Cooper/US SAILING

## NORTH AMERICAN WOMEN'S RADIAL CHAMPIONSHIPS

2 - 5 February, Lauderdale Yacht Club, USA

Following a tough Miami Olympic Classes Regatta the US Sailing Winter Circuit for the women's Laser Radial moved to Fort Lauderdale for the 2006 North American Championship, held February 1 - 5. 28 Competitors from five separate countries competed in the regatta which, as an ISAF Grade 1 event, impacted the world rankings of many Olympic hopefuls. The sailing was in conjunction with the 2006 Finn Dinghy Midwinters, with an open-ocean venue in the Atlantic off the beaches of Fort Lauderdale.

The first and second days' racing were held in breezes from 14 to 20 knots from the S-SE combined large wind waves and leftover swells. Three races were held Thursday and Friday in glorious, full hiking conditions on long, trapezoid courses. Upwind boatspeed, conservative starts, flawless gear-shifting, and phenomenal downwind ability allowed Paige Railey (USA) to dominate the first 2 days with six bullets. Following Paige was Laura Baldwin (GBR), Anna Tunnicliffe (USA), and Jennifer Spalding (CAN). The fully-fielded International Jury policed the fleet around the race course with several displays of the yellow flag on downwind, surfing legs.

The third day of the regatta dawned with a changing weather pattern and the expected passage of a cold front. Knowingly, the Race Committee got the fleet started on-time and the race was again won by Paige as 40knot squalls descended on the area. The R/C insured that all competitors were under tow and brought back to the Yacht Club for a hot meal, cold beverages and warm showers. Signaling an early Harbor Start for the final day of racing, the fleet finished a full hot breakfast served in the boatpark and headed offshore in a moderate, shifty, dying northerly. The first race of the day was won by Jennifer Spalding in an oscillating breeze followed by Emily Billing (USA). Before the land heated up, and shut off the remains of a 10 knot breeze, 2 more races were run and both were won by Paige Railey. With the series locked-up by Paige (9 points total), *continued on page 2....*



Kim Witkowski USA



Paige Railey USA

## NORTH AMERICAN WOMEN'S RADIAL CHAMPIONSHIPS

*continued from page 1*

the battle for second and third developed. Winning the countback tie was Anna Tunnicliffe edging Laura Baldwin who also finished the series with 42 points.

Results: 28 competitors, 6 countires 1 Paige Railey USA 9 pts, 2 Anna Tunnicliffe USA 42 pts, 3 Laura Baldwin GBR 42 pts, 4 Keamia Rasa CAN 48 pts, 5 Jeninifer Spalding CAN 56 pts Report: Tom Lihan Photos: © Jan Walker 2006 [www.regattaactiveimages.com](http://www.regattaactiveimages.com)

## SAIL AUCKLAND

**3 - 6 February, Kohimarama Yacht Club, NZL**

Over 60 sailors in the Laser Standard and Laser Radial fleets represented eight countries at Sail Auckland 2006. Within the fleets were two sailors from the Yachting New Zealand Olympic Squad, Andrew Murdoch and Jo Aleh in the Laser and Laser Radial respectively.

The Championship got underway with light and shifty winds delaying the actual start of the racing and hampering race one for some fleets. However, by mid afternoon conditions were ideal. Murdoch and Aleh both dominate in their fleets, Murdoch having a ten point margin and Aleh taking two bullets in races four and five.

A lack of breeze delayed the start of racing again on day two, but each fleet had at least five races under the belt in the twelve race regatta. The blustery conditions added to the intense competitiveness on the Laser Standard and Laser Radial courses. Aleh continues to dominate in the Laser Radial having established a 13 point lead on second place. Tom Slingsby is hot on the tail of Murdoch in the Laser.

Waitangi Day was warm, sunny and calm and only the Laser Radial fleet managed one final race on the last day of the regatta. The other fleets spent most of the day ashore and the final results remained as they stood at the end of the previous day's racing.

Murdoch and Aleh went on to take their respective fleets. Murdoch was pleased to come out on top of the 27 strong Laser Standard fleet.

"Really happy with my performance," said Murdoch. "Particularly with my consistency over this regatta, as it is something I've been looking to improve on."

Aleh concluded Sail Auckland 20 points clear of second place in the Laser Radial fleet, recording eight top three finishes over the ten race regatta.

Results: Laser Standard 35 competitors, 6 countires 1 Andrew Murdoch NZL 15 pts, 2 Tom Slingsby AUS 18 pts, 3 Michael Bullot NZL 39 pts, 4 Matt Blakey NZL 48 pts, 5 Mark Howard GBR 49 pts Laser Radial 27 competitors 4 countires 1 Jo Aleh NZL 22 pts, 2 Malo Leseigneur FRA 42 pts, 3 Sara Winther NZL 50 pts, 4 James Sandall NZL 53 pts, 5 Miranda Powrie NZL 70 pts



Andrew Murdoch NZL

Federico Tonietti ARG



WWW.CAPIZZANO.COM

## SEMANA DE MAR DEL PLATA

**3 - 6 February, Yacht Club Argentino, Mar del Plata, ARG**

Results: Laser Standard 17 competitors 1 Diego Romero 16 pts, 2 Julio Alsogaray 17 pts, 3 Nicolas Schargorodsky 36 pts, 4 Leandro Altolaquirre 46 pts, 5 Andres Heredia 46 pts Laser Radial 21 competitors 1 Cecilia Carranza 16 pts, 2 Florencia Cerutti 26 pts, 3 Paula Canuto 29 pts, 4 Paula Salerno 40 pts, 5 Juan P Bisio 40 pts Laser 4.7 6 competitors 1 Josefina Gojenola 13 pts, 2 Marina Wagmaister 20 pts, 3 Florencia Buchholz 29 pts, 4 Sebastian Acevedo 33 pts, 5 Natalia Benozzi 42 pts

**INTERNATIONAL OFFICE**

PO Box 26, Falmouth, Cornwall,  
TR11 3TN, UK  
Tel: +44 1326 315064  
Fax: +44 1326 318968  
E-Mail: [office@laserinternational.org](mailto:office@laserinternational.org)  
[www.laserinternational.org](http://www.laserinternational.org)

**REGIONAL OFFICES****Asia Pacific**

65 Tarawera Terrace, St Heliers,  
Auckland 5, NEW ZEALAND  
Tel: +64 (0)9 575 8444  
Fax: +64 (0)9 575 2383  
E-mail: [sueblakey@ihug.co.nz](mailto:sueblakey@ihug.co.nz)

**Central & South America**

Rua Comendador Elias Zazur 1455,  
Alto da Boa Vista, Sao Paulo - SP  
CEP 04736-002 BRAZIL  
Tel (H): +55 11 5548 0898  
Tel (O): +55 11 3074 5242  
Fax: +55 11 5548 8423  
E-Mail: [cefanucchi@hotmail.com](mailto:cefanucchi@hotmail.com)

**Europe**

PO Box 26, Falmouth, Cornwall,  
TR11 3TN, UK  
Tel: +44 (0)1326 315064  
Fax: +44 (0)1326 318968  
E-Mail: [office@laserinternational.org](mailto:office@laserinternational.org)  
[www.laserinternational.org](http://www.laserinternational.org)

**North America**

One Design Management, 2812  
Canon Street, San Diego, CA 92106,  
USA  
Tel: +1 619 222 0252  
Fax +1 619 222 0528  
E-Mail: [admin@laser.org](mailto:admin@laser.org)  
[www.laser.org](http://www.laser.org)

A full list of World Council officers  
appears in the Laser Class  
Handbook and at:  
[www.laserinternational.org](http://www.laserinternational.org)



## From our President

Women's Sailing continues to grow

The ISAF World Sailing Games hosted by Austria in May sees possibly the biggest ever country entry from women in a single class. ISAF's decision to pick a class for the Olympics that already has a strong world wide penetration is starting to pay dividends with women from 41 countries signed up. This is without entries from Denmark, Germany, Holland, Slovenia and Venezuela who sailed at our World Championships.

Our predictions of 50 countries on a start line at a future Women's World Championship looking like it will come true before the next Olympics. How do you top that?

### Asian Laser Sailing Growing

Looking through recent regatta reports I came across the Asian Sailing Championships held recently in Qatar in the Middle East. This is a warm up regatta for the main sailing event in Asia, the Asian Games that will be held in Qatar in November of this year. We all know that Asian economies are booming but so is sailing. Most Asian countries do not have a long tradition in small boat sailing so it was a very pleasant surprise for me to see entries from Bahrain, China, Hong Kong, India, Indonesia, Kazakhstan, Korea, Kuwait, Malaysia, Pakistan, Singapore, Sri Lanka and United Arab Emirates take part in Laser 4.7, Laser Radial and Laser Standard races.

Congratulations to gold medallists: Jun Hao Lo (Singapore) Laser 4.7, Sangkyu Kim (Korea) Laser Radial and Chi Qiang (China) Laser Standard

### Robert Scheidt

After a year of will he "move or not" current Laser world champion, Robert Scheidt, finally made up his mind to put together a serious Star campaign for 2006. After his, never to be repeated, eighth world title on his home territory last September he delayed a decision on his future until the end of the year. His new campaign has started well with a win in South American Star Championship and a respectable ninth in the Bacardi Cup after lying third before the last race.

Good sailing

# Ian Lineberger

## SAIL MELBOURNE INTERNATIONAL

**9 - 14 January, Sandringham Yacht Club, AUS**

The Sail Melbourne 2006 Olympic and Invited Classes Regatta saw mixed conditions including many lighter air races. The Olympic aspirants in the fleet seized the opportunity to experience the conditions as the same are expected at the 2008 Olympic sailing competition in Qing Dao, Beijing. Although a prevalent sea breeze arrived on the courses most afternoons, the huge amounts of heavy winds and lumpy seas that Port Philip is renowned for did not occur.

Victorious Krystal Weir dominated the Laser Radial Class to win gold, despite a fifth in the Medal Race. Xu Lijia and Shen Xiaoying from China took the silver and bronze medals. The Chinese team had only switched from the Europe to a Laser Radial two weeks before competing at Sail Melbourne, the light weather specialists proving they will be a threat come the 2008 Games.

Tom Slingsby, who missed the Laser Worlds suffering with shin problems, came back with little match practice to win gold even though he only gained a seventh place in the Medal Race. Slingsby held off a series challenge from silver medallist Matias Del Solar while Mark Howard took the bronze. David Wright, who won the Medal Race, missed out on a medal by just one point.

**Laser Results: 25 Competitors** 1 Tom Slingsby AUS 27 pts, 2 Matias Del Solar CHI 35 pts, 3 Mark Howard GBR 52 pts **Laser Radial Results: 21 Competitors** 1 Krystal Weir AUS 35 pts, 2 Xu Lijia CHN 41 pts, 3 Shen Xiaoying 44 pts **Laser 4.7 Results:** 1 Ben Laycock AUS 5 pts, 2 Murray Robertson AUS 13 pts

Photos: Jeff Crow, Sport the Library at Sail Melbourne 2006



Krystal Weir AUS





# The beginning of my brilliant career..



main. As I approach the second bouy I realise a gybe is required. The olde gybe. I read in my "Laser Racing to win" book this week, that this can lead to a death roll if not executed correctly. I don't like the sound of a death roll, it seems to involve both rolling and death, not a good combination.

Anyway, here goes...turn the tiller, sheet in the main.... and....yep, death roll...that's not good. Boat in water, me in water...rudder has come out...(ah hah, that's what that little pin was for!)

OK, you need to put rudder in before you get the boat up right...otherwise you will be sailing around in circles and this will not help. Bobbing up and down I finally get the rudder in, get the boat back upright and clamber aboard. OK, I have slipped back to 20th, all the better for an even more glorious victory.

Around the next bouy..figure out the cleating problem.. the rope is meant to go around another ratchet. Freak! Have to undo rope and re do it on the water. It's working now. OK, time to really make my move.

My mind now wanders to the next issue...How come, the boat seems low in the water? That looks strange. When things look strange in a yacht, it is not usually a good

sign. It then dawns on me. Plug, did you put the plug in? You know, the one that stops the boat filling with water and sinking. That plug that every manual says..point 1...DO NOT FORGET THE PLUG...Let me just look...Nope. No plug. I am plugless. No plug at all. Zero.

I now go to Plan D. Get the boat friggin to land, before the friggin boat sinks to the bottom of the friggin lake and your wife doesnt ever friggin talk to you again and all the friggin yacht club members remember you as that friggin dope who on their first race sank their friggin boat.

Finally, get boat to land. Next issue. Water is heavy. Water is in boat. Boat is now heavy. Too heavy to get on trailer. Spectator..."do you need a hand..."

"Geez, I didn't know Laser's were so heavy!" says spectator... Yeh...Um...No, I mumble in reply.

Finally get boat on trailer and water begins to pour out of the plug hole.

Race result: DNF.. Did Not Finish.

The only way is up! Stand by for RACE 2 in my road to glory!

Stephen McQualter

I have just bought a Laser and joined a local club. I thought you might like to follow my progress from novice to Olympc sailor. Cheers!

My first race looms, but first have to help my Dad move houses. The dutiful son, helps with the move, all the time keeping an eye on the clock knowing the big debut race is to begin at 1:30pm.

Thoughts cross my mind. Perhaps I have some amazing racing skill that has been dormant for years and is about to be exposed. Maybe, I'm so good that I will be in the the Olympics after discovering this incredible skill. Who knows?

Soon I will have answers to my many questions.

I arrive at the race club later than I would have liked and am now rushing around like a chook with its head cut-off. I need to sign in and the master of ceremonies (I'm sure he has a nautical name) explains the course.

You round A C D E bouys, A and C to Port and D and E to Starboard then, A to C and D to E and repeat this three times. I nod, yes understood Captain. At this stage I revert to plan B, I will follow the first boat around the course and fly past him at the finish to claim victory.

Now I have 45 minutes to rig the boat and get to the start line. Better hurry. Now, Im sure Im meant to tie this with a bowline, the mouse goes through the hole, round the tree...or is that a rabbit...and where's the bloody tree! Surely a reef knot will suffice...Yeh, bowline my arse.

Now, all the other boats have left the shore...better go. Launch the boat and get underway. Sailing down to the start line, I hear a baaaarp. What's that?

Oh, the starting gun, boats are heading towards me...OK, revert to plan C. Obviously I will be last to start with, but my incredible latent skill will see me work my way through the field and my win will be even more meritorious.

I cross the start line and hear the woman in the safety boat yell to me "meat the vain...meat the vain" What the hell is she talking about? "What", I yell. "CLEAT THE MAIN"..Oh yes, I was going to cleat the main, but not right now...OK, now, time to cleat the main.Yuh? main wont cleat...what the?...Im sure Ive cleated the main before...Oh well, I'll just hold it...jeez, my arm is getting tired.

I have my eyes set on the last boat..Im catching and actually over taking them...OK, one down, 19 to go..

I round the first mark, in 19th place...come on boat, you seem a bit sluggish and jeez my arm is sore, why cant I cleat this friggin

## ISAF WORLD SAILING RANKINGS

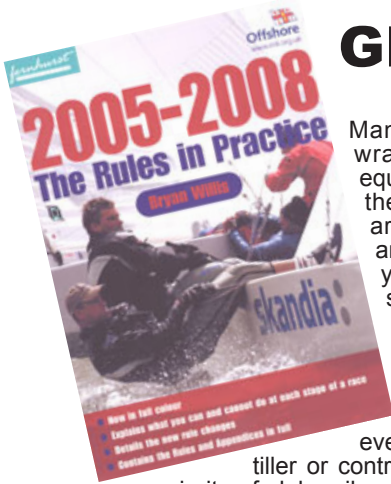
### Laser Standard

POS	NAME	NAT	PTS
1 (1)	Robert Scheidt	BRA	5017
2 (2)	Paul Goodison	GBR	5016
3 (3)	Andreas Gritzner	AUT	4845
4 (4)	Vasilij Zbogar	SLO	4831
5 (5)	Mate Arapov	CRO	4594
6 (6)	Gustavo Lima	POR	4514
7 (7)	Felix Pruvot	FRA	4392
8 (8)	Tom Slingsby	AUS	4386
9 (10)	Matias del Solar Goldsmith	CHI	4364
10 (9)	Bernard Luttmmer	CAN	4358

### Laser Radial

POS	NAME	NAT	PTS
1 (1)	Paige Railey	USA	4914
2 (2)	Laura Baldwin	GBR	4502
3 (4)	Anna Tunnicliffe	USA	4487
4 (5)	Lisa Ross	CAN	4283
5 (3)	Krystal Weir	AUS	4192
6 (8)	Jen Spalding	CAN	4145
7 (6)	Lizzie Vickers	GBR	3965
8 (7)	Andrea Brewster	GBR	3944
9 (11)	Victoria Crowder	CAN	3927
10 (9)	Solene Brain	FRA	3876

Full details available from: [www.laserinternational.org](http://www.laserinternational.org)  
Numbers in brackets indicate previous position



## GET THE BASIC'S RIGHT

Many sailors get wrapped up in equipment and forget the basics. Look around at Lasers and other classes in your local club at the start and you will see boats 10 to 15 seconds away from the start line at the start gun. That is a lot to catch up

even with a new sail, tiller or control line system. The majority of club sailors arrive at their club, go straight out to the start line and do nothing until the start goes, then sail the race and come straight back in – job done. That is fine if you do not care about your finishing position in a race but if you want to improve your results there are several things you can do and they will not cost you anything.

Olympic racing sailors practice more than they race. In the America's Cup the crews practice manoeuvres time and time again so they can be on the start line at full speed when the start gun goes and they can tack and gybe from any position without thinking. Top Laser sailors do the same. Some practice tacking and gybing with their eyes closed so that they do not have to look or think about what they are doing while tacking and gybing and they can repeatedly do it without making a mistake.

What can you do?

Plan to launch a little earlier before a race and set yourself the goal of practising one part of sailing – tacking, gybing, starting on the line at the gun, downwind in waves and upwind in waves. Don't forget to leave some time look at the start line for your race and always make some practice starts.

During a race think about what you are doing in the boat and what you are trying to achieve. Be relaxed and try making a small change to how you sail your boat and see if you go faster, slower or the same speed. Remember any mistakes.

After a race stay afloat and practice anything that you messed up in the race while it is still fresh in your mind.

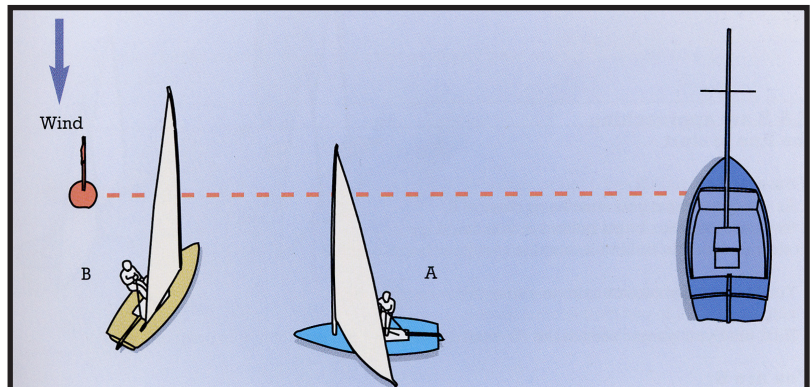
Know your Racing Rules

Another cost effective way of improving your results is to know the racing rules. This free knowledge will help you when you get into a close quarters situation where you want to concentrate on sailing your boat instead of worrying what rule applies. There are only 13 right of way rules that take up only six A5 pages in the rule book. Learn one rule a night and in two weeks you can be an expert!

When you have a close encounter with another boat in a race get out the rule book when you get ashore and try to work out what rule or rules applied and what tactically you could have done differently to benefit from the incident. A good book to have for this and at your bed side is the "The Rules in Practice" by Bryan Willis, published by Fernhurst Books. Bryan's book is the only one I know of that takes you round the course in a logical order and examines various incidents as they might occur. What is unique is that he tells you what each boat can and cannot do in each incident.

Fernhurst Books have allowed to publish a part of Bryans book to illustrate his style.

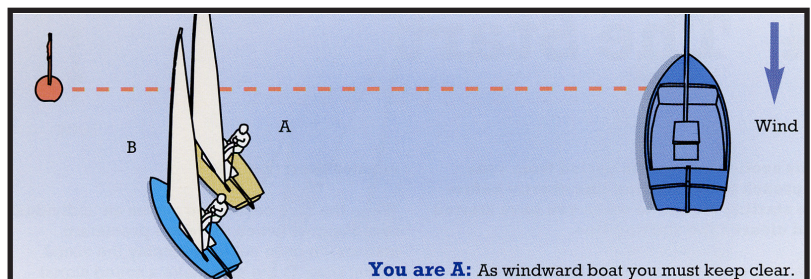
"The Rules in Practice" is available on line by mail order from ILCA's Laser Library [www.laserinternational.org/library.htm](http://www.laserinternational.org/library.htm). Jeff Martin



**At the moment of the starting signal**

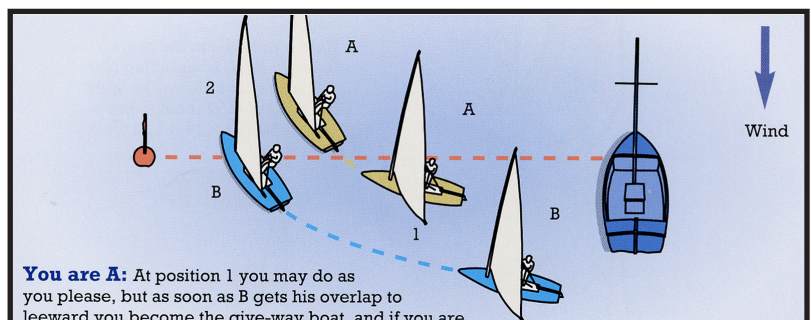
**You are A:** You may want to luff to close-hauled but you may not. B is keeping clear and to luff now would deprive him of room to keep clear. (Rule 16.1)

**You are B:** You are the give-way boat, but your course and speed will mean you will pass safely ahead of A who is not allowed to change course if that deprives you of room to keep clear. Mind you, if there is an incident and he didn't luff, you'll be likely to lose the protest!



**You are A:** As windward boat you must keep clear. (Rule 11)

**You are B:** However you came to be overlapped, (you might have come from astern, or you might have tacked to leeward of A) you may luff (above close-hauled if necessary) to get round the mark, but you must give A room to keep clear. If you established the overlap from clear astern, then you mustn't sail above your proper course, so once you have passed the mark you must bear away to close-hauled or below.



**You are A:** At position 1 you may do as you please, but as soon as B gets his overlap to leeward you become the give-way boat, and if you are on a collision course, or B luffs onto a collision course, you will have to luff to keep clear even if this means you'll be OCS (On the Course Side at the start). (Rule 11)

**You are B:**

- At position 1 you are the give-way boat and must keep clear. (Rule 12)
- When you first get the overlap you become the right-of-way boat, but you must not be so close to A that he can't keep clear. (Rule 15)
- Before the starting signal you may luff up to head-to-wind but you must give A room to keep clear (Rule 16)
- At the moment of the starting signal you must promptly bear away to a course no higher than close-hauled. (Rule 17.1)



## CAPTAIN'S LOG

### Class Rules

Reminder: If you sail without a mast security line you risk a protest and can be disqualified. Don't waste a race!

### Rules Test

So you think you know the racing rules? If you want to test your knowledge and have some fun with your friends try the Rules IQ Test at [www.speedandsmarts.com](http://www.speedandsmarts.com)

The site is run by David Dellenbaugh who was the starting helmsman and tactician for America3 in her successful defense of the 1993 America's Cup. Dave is also currently the chair of US Sailing's racing rules committee. I will be very surprised if you get more than 60% correct answers although be careful some of the questions can lead you to incorrect answers!

### Simple Rules?

Elsewhere I have written that there only 13 right of way rules and you can learn them one a night. Just to confuse everyone I have found 11 situations in the rules where a starboard tack boat does not have right of way or is limited in her rights (there may be more). They are when tacking, returning to start, acquiring right of way, changing course in some situations, overlapped at a downwind mark, room at a continuing obstruction, taking a penalty turn, moving astern by backing a sail, interfering with a boat that is racing whilst not racing, interfering with a boat that is taking penalty turns, interfering with a boat on another leg or lap of a course.

## AUSTRALIAN YOUTH CHAMPIONSHIPS

Jye Murray & Gabrielle King



### 6 - 10 January, Mooloolaba, AUS

NSW Laser youth made a clean sweep of the Laser divisions at the Yachting Australia Youth Championships.

In stark contrast to the Nationals at RQYS with its summer sea breezes, the Youths was a fickle affair with a low depression bringing some breeze, swinging it about, then at times rain snuffing it out. The invitation race was the only expected NE'er at 18-20 with great waves to play, thereafter were flat on a long remnant swell, and predominantly light winds. Across all the classes the sailors struggled to find consistency, and the race management teams were likewise challenged.

There was a strong international contingent from Singapore and New Zealand that raised the bar in the competition. As it turned out Laser Standard Boys, Radial Boys and Radial Girls (and 420's) were all won by internationals, with each Aussie champion coming in 2nd place. They know they can't rest on their laurels as they will likely meet their international foe again at the ISAF Youth Worlds held this year at Weymouth, England. Based on an aggregate of nomination points from both the Nationals and the Youth Champs, and subject to official announcement, Jye Murray and Gabrielle King have won selection to represent Australia at the youth worlds in the Laser and Laser Radial respectively.



## BRAZILIAN CHAMPIONSHIPS

### 20 - 28 January, Maria Farinha, BRA

The ISAF Grade 3 Brazilian Laser National Championships were held in the Maria Farinha beach, close to Recife, state of Pernambuco, from January 22nd to the 28th.

Winds were mainly light, ranging from 6 to 15 knots, always in the South-East direction. The championships were run in 10 races over 5 racing days, allowing a free day that the sailors and judges spent in various Recife beaches such as Porto de Galinhas or Coroa do Avião.

In the Standards, Bruno Fontes has secured his first ever Brazilian Nationals win with one day to spare. Bruno won 5 races over fellow competitors Gustavo Lima, André Streppel and Eduardo Couto. André got three victories, Gustavo and Eduardo had one victory each.

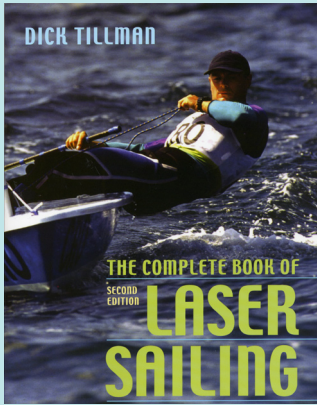
In the Radials, youngster Fabio Pillar won 5 races out of 10, going on to win the event with one race to spare. Guilherme Lima was second and Ruy Guimaraes third.

In the Ladies championship (the Ladies sail in the same fleet as the Men), Caroline Béjar won with Odile Ginaid (second), Adriana Kostiw (third) and Fernanda Decnop (fourth). There was a small points difference between them, indicating that the Radial Olympic spot for Beijing will be highly contested between the girls.

Finally in the Laser 4.7s, Allan Godoy secured the first place overall over Luciano Hagenbeck (second) and Rafael Carli (third). Cecilia Aragao got a very good points difference over Carolina Lossio, showing she will be a great contender in the future for the Radials.

After the event, there was a very nice prize giving ceremony at the Amoaras Hotel, followed by a great party in Olinda.

The Brazilian Laser Class thankfully wishes to congratulate Mr. Carlos Henrique Dantas and Mr. Luiz Alexandre Almeida, as well as the whole organizing committee for a perfect event.



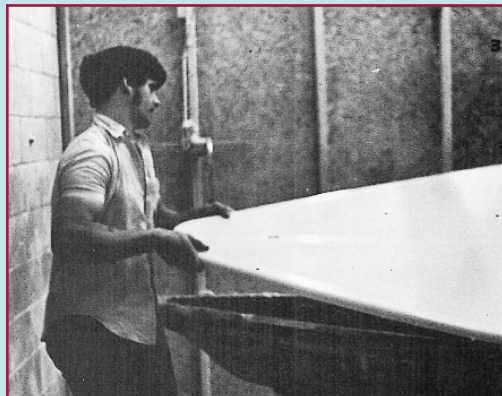
# THE COMPLETE BOOK OF LASER SAILING

**Dick Tillman**

A completely revised edition of this invaluable sailing manual, complete with a forward by Bruce Kirby, will take a complete beginner up to Club Championship standard. It will teach you the basics of Laser sailing as well as advanced

upwind and offwind techniques. There are additional sections on physical fitness as well as keeping your Laser in tip top condition. Finally it includes a chapter dedicated to interviews with 16 well known Laser sailors including Paige Railey, Ed Baird and Peter Seidenberg. With the kind permission of Adlard Coles Nautical we feature a section on the history of the Laser rig. Available to order from the Laser Library at [www.laserinternational.org](http://www.laserinternational.org)

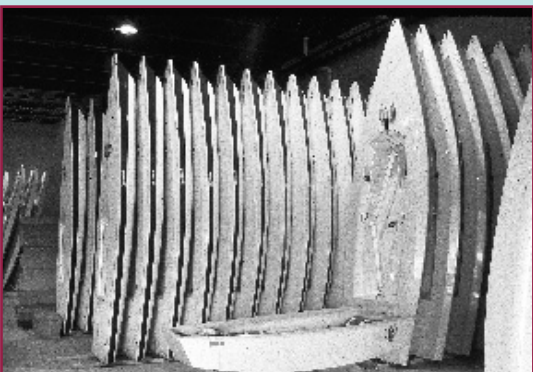
To date, over 180,000 Lasers have been sold and production has run as high as 12,000 boats per year. Because it did not prove practical to build the relatively low cost boats in Canada and then ship them all over the world, subsidiaries have been established and licences sold by the boat's original manufacturer, Performance Sailcraft, located in Quebec. Boats are now manufactured in Australia, Chile, England, Japan and the United States. All of the boats are built from molds made from original plugs that are maintained according to procedures and the Class Association in a joint agreement.



A newly molded deck is joined to the hull

With this many builders, it's important to maintain consistent quality throughout, and that is achieved through careful monitoring of each stage of construction. The builders and the Class maintain a Construction Manual that details each bit of

material and procedure that goes into building a Laser. The Class, the builders, and the designer all contributed to the creation and the execution of this document. The Class Measurer executes a



Lasers await shipment

regular audit within each factory on a periodic basis to check the adherence to the specific details of the Construction Manual.

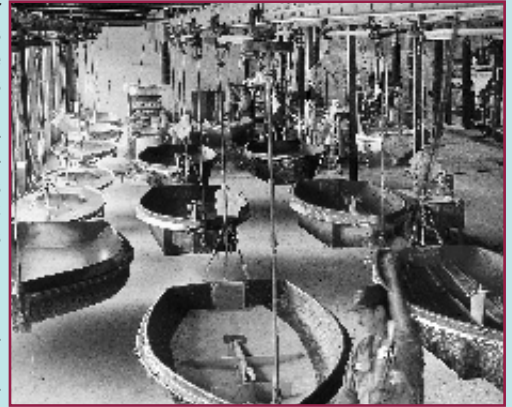
Lasersails are manufactured under the same stringent requirements as the boats.

There are currently two lofts worldwide producing the sails. The cloth, patterns, and procedures are strictly controlled by the Construction Manual. Again, adherence to this is checked

regularly by the ILCA Measurer.

The deck and hull molds are built separately, and it takes about eight hours from the time work is first started until the hardened and cured deck or hull is pulled from the mold. The first step for each is to spray the mold with a layer of gelcoat, which becomes the

skin of the Laser and gives it its colour. Once dry, the hull is covered with a layer of four-ounce chop-strand fiberglass mat. Then PVC foam stringers are added for stiffness, followed by a layer of one-ounce mat. On the deck, a two-ounce laser of chop-strand fiberglass mat is put over the gelcoat, followed by a thick polyurethane foam sandwich. That is sealed with a one-ounce layer of mat. In addition, wherever fittings will be attached, a block of marine plywood is installed for added strength.



Laser production line in Portsmouth, RI

During the next eight-hour shift, the hull and deck are glued together and the fittings are installed.

Once done, the boat undergoes a rigorous inspection of the glue bonds, each fitting screw, and gelcoat, as well as centerboard and rudder position. Even the mast rake



Resin-impregnated cloth is squeegeed to eliminate voids or bubbles

is checked by putting a lower section in the mast step and fitting a template to it to determine whether it is within the class tolerances.

Other than the sails, the only major Laser parts not made at the factory are the spars, centerboards, and rudders. The centerboards and rudders are made of injection-molded, closed cell polyurethane with steel reinforcement rods inside. Closed cell foam cannot absorb water. The spars are all extruded aluminium, and are made to very close tolerances. Each section is inspected as it enters the factory for proper wall thickness, diameter, and hardness. If there is any variation in those dimensions, particularly wall thickness or hardness, a spar might break, and is therefore not acceptable.

Today's Laser has changed very little from the first production model back in 1971. Any changes that have been made make the boat easier to maintain, more durable, or less expensive. For instance, some wooden parts, such as the cockpit handrails, are now made of plastic, eliminating the need to varnish them every season. Older boats carry flotation in the form of Styrofoam blocks inside the hull; today's Lasers carry flexible, air-filled polyethylene containers, which are less prone to absorb moisture. However, nothing has been done to alter the Laser's performance. In the selection of equipment, the main criterion for change has always been improving function, durability and reliability.

## 2006 FLORIDA STATE MASTERS

11 - 12 February, West Palm Beach, Florida

Thirty-nine Masters sailors showed up for the 23rd Florida Masters Championship to compete for the Green Blazer and the Jack Swenson Memorial Dirty-Old-Man-Of-The-Sea Trophy. With their presence, they honored the two originators of this event back in 1983, both the late Jack Swenson and John Meyer. In return, Jack and John generally do whatever they can to present us with good sailing conditions. This time, they were particularly successful. On Saturday, they arranged for a veering SW breeze of 15 to 20+ m.p.h., and on Sunday, for a shifty NW breeze of similar strength. Unfortunately, the opposite wind directions also meant opposite temperatures.

Saturday's racing took place on the ocean in warm and sunny weather. About 25% of the sailors decided to take advantage of our one-year old rig-switching rule and chose the Radial rig. Many sailors with their Standard sail up wished they could have done the same and expressed their determination to get a Radial as soon as possible. It was my first exposure to the rig-switching rule, and I was surprised how competitive the Radials in those wavy and shifty conditions were! For instance, in races one and two, the first boat at the first windward mark was a Radial, Peter Seidenberg and Dave Hartman, respectively! Four races were sailed that day on a course configuration of windward-triangle-windward-leeward finish leaving the committee boat to starboard. At the end of the day, Master John MacCausland (Standard) was in first place with 11 corrected points, GGM Peter Seidenberg in second with 12 points, and Master Tim Landt in third with 17 points.

By general consensus, Sunday's racing took place on the Intracoastal Waterway, just to the south of the Palm Beach Sailing Club. The wind had changed overnight to the NW and the temperature had dropped by 20 degrees into the mid to upper forties with overcast skies. Because of the relatively flat water, half of the Radial sailors of the previous day, I included, decided to switch back to Standard which turned out to be a good decision. The confined space dictated that only windward-leeward courses with varying laps could be run. Unfortunately, the outgoing tide caused a lot of individual and general recalls. The random shifts resulted in numerous lead changes. Ryan Minth and John MacCausland



experienced "senior moments" by finishing on the wrong side of the committee boat and rounding the leeward mark to starboard, respectively. While this cost Ryan the



third place overall, it cost John the regatta! After three races, everybody had their fill and was ready for a warm shower and a hot beverage. The fleet was back on shore at 1 p.m.

Carl Shellbach and his race committee did an outstanding job and, by having downwind finishes, reduced the waiting time between races to a minimum.

Apprentices 1 Ryan Minth 44 pts, 2 Randall Rea 52 pts, 3 Michelle Davis 68 pts Masters John MacCausland 25 pts, 2 Tim Landt 44 pts, 3 Robert Koci 82 pts GrandMasters 1 Gary Orkney 50 pts, 2 Alden Shattuck 50 pts, 3 Dave Hartman 58 pts Great Grand Masters 1 Peter Seidenberg 24 pts, 2 Dick Tillman 63 pts, 3 Henry DeWolf 90 pts *Report: Peter Seidenberg*



up to 18 knots, and swell. The second day the Northern wind blew around 10 knots with some chop, and the last day the Westerly wind blew up to 25 knots with in-bay racing with flat water. Out side the protected bay wind was blowing over 35 knots.

The event was a great success both on and off the water. The main sponsor of the event Ocean One Real Estate has committed to contribute to next year event \$10,000.00. Of which \$5,000.00 will be allocated as prize money to the winners. Make sure you mark down this regatta on your calendar for January 2007.

Results: 18 competitors, 5 countries 1 Raul Aguyao DOM 14 pts, 2 Ari Barshi DOM 29 pts, 3 Tim Landt USA 38 pts, 4 Ken Brown CAN 49 pts, 5 Jorge Abreu DOM 60 pts

## 4TH CARIBBEAN MIDWINTERS

13 - 15 January, Cabarete, DOM

Every new Laser racing year officially opens with the Caribbean Midwinter regatta, an annual event held in Cabarete, Dominican Republic. Cabarete has been long known for hosting Windsurfing and Kiteboarding World Cup events. In recent years with the opening of the Laser Training Center [www.caribwind.com/lrc](http://www.caribwind.com/lrc) Cabarete is becoming also a Mecca for Laser sailing.

The 4th Caribbean Laser Midwinter, was held January 13th-15th, 2006. It is the weekend before the Miami OCR event thus allowing racers to enjoy a winter circuit. The race committee was lead by Mr. Andres Santana, of the Dominican Sailing Federation.

Conditions at the event allowed sailors to show their abilities in a variety of conditions. The first day featured Eastern winds of a variety of conditions. The first day featured Eastern winds of a variety of conditions. The first day featured Eastern winds of a variety of conditions.