

Laser World



December 2010



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3rd World Title for Slingsby

ISAF Rolex World Sailor of the Year

Rule Change News

Class Rules - One Design

One of the attractions of the Laser for most owners is that the boat is one design. The Laser philosophy is to go sailing, not waste time fiddling with boats. It's all about skill, not by trying to find a way round the rules that affect performance, so that on the water each boat is the standard boat that are allowed are minor and only to also racing the Laser more comfortable and enjoyable.

Over the years the class has refused to make changes to expensive or complicated equipment or which makes older boats if you feel you want to change something on a Laser - STOP. Ask yourself why you want to do it? If the answer is "to make me go good chance the modification or addition is illegal!"

Take a look at the Laser Rules.

- Part One explains the Fundamental Class Rule which covers the boat and any item not specifically written into the rules.
- Part Two tells you what you must do to have a legal boat.



The latest edition of the Laser Class Rules and By-Laws are available at www.laserclassrules.org. The Class Rules and By-Laws may be amended after publication of the handbook.

ILCA By-Law 1: Rules (Parts one to five inclusive)

HISTORY: The following Rules have been amended from 1 January 2011: Rule 20(a) modified: The qualification control list shall be annually attached to any of the boat's documents, read long, ruled or double ruled may be used to attach the qualification control list to the mast lany. The qualification attachment point on the "Builder's Sign" may also be used for the attachment of an optional second lany. Rule 21 modified: A shock lany for use as an anchor may be attached between the mast and the end of the sail, the shock lany shall be attached to the end of the sail and to an optional shock lany. Rule 24 modified: "Up and Line". The use of flexible adhesive tape or similar or less is permitted for the repair of the hull.

World Laser Masters

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Strong Winds Challenge Masters

Sailors battle the elements in Hayling Island, UK

The Laser Masters World Championships started off at Hayling Island with a general expectation of a brisk opening day, which was expected to be the prelude to a couple of days of windy racing. Day one saw 14-22 knots of west south westerly gusty breeze and big waves, which presented a challenge to the 350 competitors. Those who had been looking for a gentle introduction to Hayling Island would have been disappointed. The strong conditions certainly challenged fitness and stamina from the outset and at the end of the day, most sailors relished the chance to get into the warm, dry clubhouse as the drizzle and rain blew through.

Day two dawned with winds already gusting to 28 knots out on the race area and the forecast promising more. The race committee took the early decision to postpone racing for the day.

Day three saw the return of the sunshine but the breezes built up over the morning to peak gusts of 28-29 knots. With the prospect of bigger seas once the tide turned in the afternoon, the race committee decided that the best option for the day was to postpone racing again.

The enforced boat show visits to Portsmouth Naval Dockyard, golf, extra rest periods, sleeping and no doubt a few visits to the pub, were left behind on day four. In westerly and west north westerly winds of between 5 and 15 knots and shifts of up to 40 degrees, a different set of skills were tested. Races three and four were completed and the first discard of the series kicked in. It was one of those 'never-say-die' days, which occasionally made kings (and queens) of opportunists, but the shifty breezes also allowed those who made early mistakes to get right back into contention.

There may have been a chill in the air on day five, but the morning was glorious with bright, crisp sunshine and a moderate north westerly breeze which was a consistent 10-12 knots. It was a little cooler and fresher than some of the competitors are used to, but the action simmered nicely in many fleets. On the penultimate day of the Laser Masters World Championship, the weather seemed to promise another fair racing day. There was around 8 knots of breeze around start time but that dropped and the winds became light and variable.

On day six, moderate to fresh winds and some

well-proportioned waves to surf down provided outstanding racing. After a week of challenging wind strengths, from light and shifty to almost too strong, the final results were as follows:

Laser Standard Apprentices: 1st Brett Beyer (AUS), 2nd Adonis Bougiouris (GRE), 3rd: Jyrki Taiminen (FIN)

Laser Standard Masters: 1st Scott Ferguson (USA), 2nd Arnoud Hummel (NED), 3rd John Bertrand (USA)

Laser Standard Grand Masters: 1st Wolfgang Gerz (GER), 2nd Peter Vessella (USA), 3rd Peter Sherwin (GBR)

Laser Radial Apprentices: 1st Scott Leith (NZL), 2nd Jean-Christophe Leydet (FRA), 3rd Matthias Bruehl (GER)

Laser Radial Women Apprentices: 1st Caroline Muselet (CAN), 2nd Rosie Tribe (GBR), 3rd Brenda Hoult (GBR)

Laser Radial Masters: 1st Stephen Cockerill (GBR), 2nd Joao Ramos (BRA), 3rd Hamish Atkinson (NZL)

Laser Radial Women Masters: 1st Christine Bridge (AUS), 2nd Agneta Jonsson (SWE), 3rd Vanessa Dudley (AUS)

Laser Radial Grand Masters: 1st Lyndall Patterson (AUS), 2nd Alden Shattuck (USA), 3rd Bruce Martinson (USA)

Laser Radial Women Grand Masters: 1st Lyndall Patterson (AUS), 2nd Janet Kemp (AUS)

Laser Radial Great Grand Masters: 1st Keith Wilkins (GBR), 2nd Peter Seidenberg (USA), 3rd Johan Stam (NED)

Laser Radial Women Great Grand Masters: 1st Hilary Thomas (GBR), 2nd Deirdre Webster (CAN)

For full results, daily reports and more images, please visit www.laserworlds2010.co.uk.



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Slingsby Takes 3rd World Title

And is named ISAF Rolex World Sailor of the Year

© Paul Wyeth / pwpictures.com



Paul Goodison (GBR)

© Paul Wyeth / pwpictures.com



Michael Bullot (NZL)

© Paul Wyeth / pwpictures.com



Alex Mills-Barton (GBR)

© Paul Wyeth / pwpictures.com

Aided in no small way by seven days of consistent easterly breezes, Hayling Island Sailing Club delivered a memorable World Laser Standard Senior championship. After success at the Delta Lloyd regatta in Holland and Kiel Week in Germany, Tom Slingsby (AUS) took time out to win the Etchells World Championship in Ireland. He arrived in the UK hoping to extend his winning streak. Slingsby was well-prepared for the title showdown with home favourite Paul Goodison (GBR).

After the preceding days had been marked by strong breezes and big winds, the conditions for day one looked to have arrived to order, with a brisk breeze and bright sunshine. The strong tidal current and light, at times very shifty, breeze proved to be the principal challenges on the first day. Slingsby won his first heat, but dropped four boats to score an eighth in the second race. He admitted that trying to break from the pack's conventional thinking on the first downwind was an error.

Racing was delayed on day two, due to the sea-breeze not being sufficiently well established. However, as the sailors set off from the beach there was a gentle 5-6 knots arriving from the Solent setting a perfect summer picture postcard scene with puffy clouds, blue skies and a dazzling sparkle on the water. Sunshine and light to moderate breezes greeted the sailors on the third day of racing.

On the strength of two impressive race wins in the 11-12 knot east south easterly wind, Slingsby stepped four points clear at the top of the leaderboard. He attributed part of his success to his desire to stay super smooth downwind in the choppy waves. In both races he was well clear of the pack when he took his second and third winning guns of the regatta.

A good weather forecast for day four promised to keep the pressure on the fleets right though to the cut. With a bullet and a fifth, Slingsby carried forward his consistent momentum into the critical finals phase, with defending champion Goodison hot on his heels.

Day five saw 39 black flag start penalties on the first finals race day. Slingsby managed to

emerge from an emotionally bruising pair of high octane races with his overall lead all but intact. Unfortunately, he was left with no further margin for error after he was caught out for being over the line during a start attempt. He then had to sit out the first finals contest alongside both of his main rivals, Goodison and Michael Bullot (NZL), who had both also fallen foul of the starters' swingeing penalty. The pressure was intense on the penultimate day of the championship. At the start of the day there was already 13-14 knots of east south easterly breeze with the promise of some brisk gusts by afternoon.

Slingsby seemed to have speed to burn and with two completely dominant victories he finished a long way clear of his nearest rivals on the water in both races.

On the final day, Slingsby chose to start conservatively and then use his speed advantage upwind in the 13-15 knots easterly breeze and a decent sized swell. He commented later that he thought the two races he sailed were: "the best I have ever sailed." Sadly for Goodison, his challenge to Slingsby evaporated on the first run of the first race of the day. Having worked his way up to fourth from a solid start, Goodison was given his second yellow flag for excessive body kinetics in the rolling swells of the first run. His second disqualification in as many days plunged him to a frustrating 19th overall.

The title finale saw the strongest winds of the seven day regatta, gusting up to 23 knots and kicking up the big waves that Hayling Bay is renowned for. There were heart-stopping times for both Slingsby and Thompson during the final race when both capsized on consecutive legs, early in the final race.

With a fourteenth from a dramatic and blustery final race Slingsby clinched his third Laser World Champion title in four years, ahead of Nick Thompson (GBR) who took silver. Andrew Murdoch (NZL) grabbed the bronze. Goodison bounced back to win the first race and then took a tenth to recover to finish his worlds in ninth overall.

Slingsby rounded off his year by being named ISAF Rolex World Sailor of the Year 2010. It is the first time an Australian has won the title. "The sailing greats have been nominated for and won this award before", he said as he accepted the award. "I don't feel like I'm up there with those guys and was thrilled just to be nominated in the first place."

After the awards ceremony, Slingsby said: "I remember sitting on the rocks on Sydney Harbour about 10 years ago watching two greats, Ben Ainslie and Robert Scheidt - two former winners of this award - do battle at the Sydney Olympic Games. I remember that was the moment I realised this was really what I wanted to do. It's a great honour to have my name said in the same breath as people like that, people I've looked up to."

For full results, reports and images from the World Laser Standard Seniors, please visit www.laserworlds2010.co.uk



Celebrating 200,000 Lasers Worldwide

The International Laser Class Association is offering one lucky sailor the chance to win a brand new Laser with sail number '200000'

As Laser sailors know, the Laser is something very special. Since 1971, many sailors have been attracted to its simple charm and exciting performance.

Designed by Bruce Kirby it is a challenging boat that rewards athleticism, subtle steering and trimming techniques, as well as tactical excellence.

It has provided hours of fun in beach holiday sailing, taught many people to sail and provides an excellent and solid base for all types of racing right up to Olympic level.

The Laser continues to expand world racing by making competitive youth and adult racing affordable and accessible in established and developing sailing nations.

To have a chance to win a brand new Laser with this unique number and the rig of your choice, all you have to do is answer the following question:

Who designed the Laser?



How to enter

To enter the competition, go to www.laserinternational.org and fill in the form, along with your answer to the competition question.

As runner-up prizes we will be awarding the right to use sail numbers '200003' to '200010', upon the purchase of a new Laser.

To enter you must be a member of your national Laser Class

Association. If you are not currently a member, please contact your national Laser Class Association.

Membership will be checked with the national Laser Class Associations.

Results will be published on the ILCA website: www.laserinternational.org.

Terms and conditions apply. For full details please visit:

www.laserinternational.org.

**ILCA
NEEDS
YOU!**

ILCA is looking for organised, motivated and innovative people to join the team.

If you want to be part of the ILCA team, co-ordinating Laser sailing activities in more than 70 countries worldwide, then this could be for you.

The following positions are currently available:

Operations Manager

Event & Development Manager

For further details, please visit www.laserinternational.org/job.

President's Report

Our class President, Heini Wellmann, gives a summary of the decisions taken at the World Council meetings of 22nd and 29th April by teleconference and at the meeting in Hayling Island, UK on 11th September 2010.

Dear Laser friends,

During the last few months we have had three World Council meetings: two teleconferences on 22nd and 29th April, and the meeting in Hayling Island on 11th September.

The teleconferences replaced the mid-year meeting originally scheduled for 17th and 18th April in London, which had to be cancelled at the last minute. As you might remember, the volcanic ash from Iceland caused the cancellation of all flights into the UK for a number of days during that period. Most World Council members were stuck in airports all over the world and had to return home.

During the first teleconference we decided on the **venues for future World Championships**.

The **2012 World Championships** were allocated to the following venues (subject to contracts):

Standard Men & Radial Women, May/June 2012, Boltenhagen, Germany;

Masters, February 2012, Freemantle, Western Australia;

Standard Junior & 4.7, January/April 2012, Buenos Aires, Argentina;

Radial Men & Youth, January/July 2012, Queensland, Australia.

The **2013 World Championships** were allocated to the following preferred venues (subject to successful site visits and contracts):

Standard Men & Masters, date subject to wind, Oman;

Standard Junior & 4.7, date & location not yet determined;

Radial Women, Men & Youth, July/August 2013, Kingston, Canada.

The **2014 World Championships** were allocated to the following preferred regions, for which the bid process has been opened and closes on 12th April 2011. Please visit: www.laserinternational.org.

I encourage all interested Districts/Clubs to take part in this bid. The Standard Men and Radial Women 2014 will be part of the ISAF Worlds.

Radial Men & Youth, July/August 2014, Europe;

Masters, August/September 2014, Europe;

Standard Junior & 4.7, July/August 2014, Asia.

At the second teleconference and at the Council meeting in Hayling Island we reviewed **financial issues**:

The finalised accounts for 2008-2009

were approved (see table). They show a loss of £47,394 which preoccupied the Council. A more profound analysis showed that we are confronted with a structural loss, which needs to be addressed. The income has been reduced due to lower sales of boats (plaque fee received from the builders) and sails (sail button fee). In addition, expenditures went up and were considered to go further up since the Council approved that a development manager be added to the staff

The required additional income in order to achieve a balanced income statement in two years from now was to a big part financed by the builders through the following measures: increase in the **plaque fee** per boat from currently £16.00 to £50.00 (an increase of 212%!) plus an increase of the **sail button fee** from £6.00 to £6.70. The **annual membership fee** will be increased from £5.00 to £5.60 (an increase of 12%). This fee, along with the plaque fee and sail button fee, has remained unchanged since 2004, while the compounded inflation rate in the UK for the same period was 13%. So in real terms there is no increase.

Considering the currency variations the new membership fee will be lower in Euro, US\$ and AU\$ than it was in 2004.

In addition, the **entry fees and charter fees for the World Championships** will be increased by £50.00. Therefore, the main contributions to address the structural loss will come from the builders and the sailors attending the Worlds, whereas for the average member of the Class the increase is minimal.

For future increases it was also decided that all these fees will be reviewed every three years and will in principle be adapted to the compounded UK inflation rate.

On the **technical side** we discussed again the **new sail**. As a reminder: the objective of this project is to bring out a more durable sail, whose performance characteristics are identical in all wind

conditions to the current sail. Priority was given to the Standard sail. We decided that further investigations are required before a final decision can be taken. This, however, should be possible in the next few months and will be announced by the builders and the class.

We also approved four **rule changes**. Three of them are clarifications of the current rules, which needed to be more precise. One example is a better definition of the (in principle forbidden) use of electronic equipment. One was to increase the maximum allowed clothing weight from 8 to 9 kg for Radial sailors and from 7 to 8 kg for the 4.7 sailors. All these rule changes will be put to a member vote before they go into effect (or not, if refused).

I wish you and your families Merry Christmas and a happy and successful 2011.

Heini Wellmann



ILCA OFFICE	2009 Approved Accounts	2010 Estimated Accounts	2011 Budget
INCOME			
Plaque fees	34,041	34,729	42,896
Sail buttons fees	45,000	46,800	51,500
Memberships	72,699	74,154	83,201
Sale of goods	11,181	9,516	10,026
Contribution to ILCA for Entry	39,343	46,235	72,500
Contribution to ILCA for Charter	22,531	23,060	15,875
Interest receivable	18,747	16,939	19,149
Total Income	243,542	251,433	295,147
EXPENDITURE			
Publications	19,544	19,650	20,335
Testing/Development	30,878	33,160	33,782
Salaries/Pension	176,162	209,273	214,219
Office & Travel	25,555	42,985	35,887
Auditors / Bank charges	3,035	4,039	4,160
Depreciation	4,819	4,820	4,820
Cost of Purchases	12,792	13,048	13,309
ISAF / World Council	18,150	20,495	19,530
Total Expenditure	290,935	347,470	346,042
Accumulated Funds b/f	836,396	815,428	719,391
Surplus for year	-47,394	-96,037	-50,895
Prior year adjustment	26,426		
Accumulated Funds c/f	815,428	719,391	668,496

Rule Change News

From the September Technical & Measurement Committee (TMC) and World Council Meetings

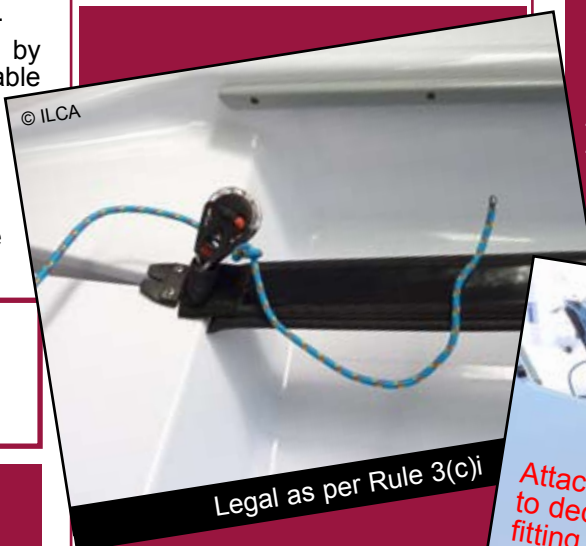
In the June 2010 edition of LaserWorld Nick Livingstone wrote a detailed article covering a number of rule issues. The ILCA Technical and Measurement Committee reviewed these and other rule questions when it met in September 2010. As a result it proposed 3 new rule interpretations that were approved by the World Council

The interpretations on the "Splice in the Traveller" and the "Mainsheet Knot" change the opinions given by Nick.

In addition the concerns raised by Nick about the Mainsheet being able to pull through the mainsheet block will be addressed by new rule changes to be put to the membership in the 2011. At the same time the centreboard shock-cord interpretation will be included as a rule change.

Rule 3(c): Mainsheet Knot

The mainsheet knot formed by tying or knotting the mainsheet to the base of the mainsheet block, the hiking strap, the hiking strap support line, or the hiking strap shock-cord as specified in rule 3(c)ii, also satisfies the knotting requirement in rule 3(c)i.

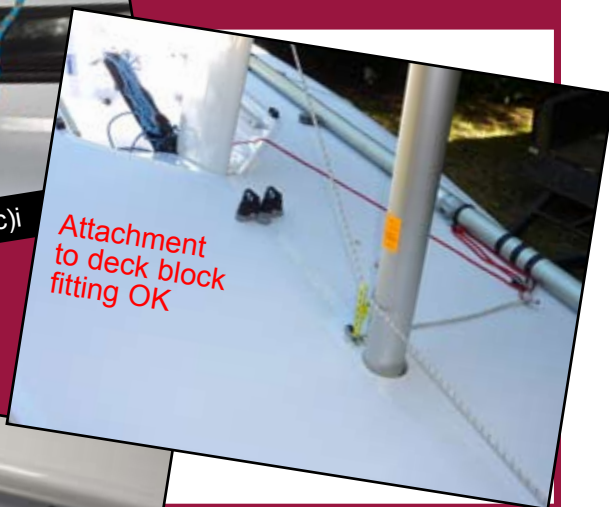


Rule 14(f): Attachment of the centreboard shock-cord to the deck block fitting

There has been confusion about whether the shock cord can be attached to the bow eye and the deck block fitting. Doing both reduces the possibility of the shock-cord catching the vang. It was decided that an interpretation should be issued.

Interpretation:

"When the shock-cord is attached to the bow eye it may also pass through an attachment to the "Builder Supplied" deck block fitting or the Cunningham fairlead"



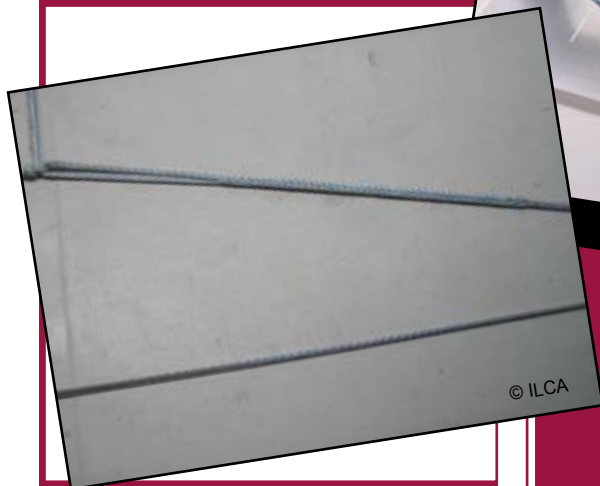
NEW INTERPRETATIONS

RULE 3(b)ii: Splice in the Traveller

It was decided that the splice as shown in the photograph is at a load bearing point.

Interpretation:

"The most forward part of the triangle that forms the traveller is regarded as load-bearing and may have a splice at that point."



WITHDRAWN - RULE CHANGE PROPOSED IN 2010

Compass, Electronic Equipment and Timing Devices

A potential new rule 27 was put to the membership for voting earlier this year. Soon after the vote was put on the web site for members to vote we received several comments that convinced the TMC members that further work was required on the rule change. As a result the rule change was withdrawn from the vote and it will be re-presented in a modified form for voting early in 2011.

NEW CLASS RULES
Apply from 1 January 2011

The class rule changes that were voted on earlier in 2010 have all received the necessary two thirds majority. The changes are all minor and either incorporate existing interpretations or common sense clarifications.

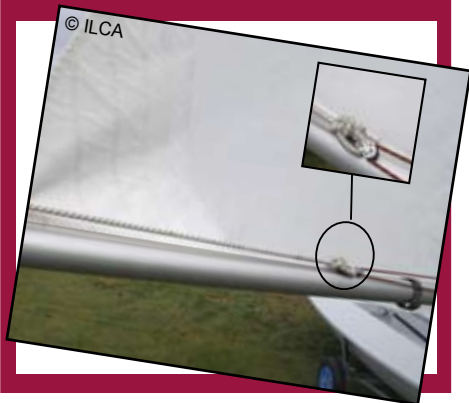
The proposed new rule on Electronic Equipment was withdrawn from voting for further proposed changes that will be re-submitted for voting in 2011.

1 Outhaul shock cord.
Current Rule 3(f)vi:

A shock cord may be attached between the outhaul cleat and clew of the sail, the clew tie down, the optional block at the clew, or the quick release system for use as an inhaul.

NEW RULE 3(f)vi:

A shock cord, for use as an inhaul, may be attached around the boom immediately in front of the outhaul cleat or to the outhaul cleat and then to the clew of the sail, the clew tie down, the optional block at the clew, the quick release system or through the clew of the sail and to an optional block in the primary control line.

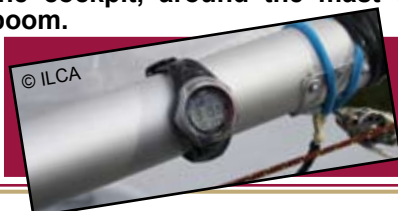


2 Clips and Storage Bags.
Current Rule 21:

Clips, ties or bags to stow or secure safety or other equipment may be used on the deck, in the cockpit, or around the mast.

NEW RULE 21:

Clips, ties or bags to stow or secure safety or other equipment may be used on the deck, in the cockpit, around the mast or boom.



3 Cunningham Control Line.

Current Rule 3(e)ii:

The cunningham control line shall be securely attached to any of the mast, gooseneck, mast tang, swivel or shackle that may be used to attach the vang cleat block to the mast tang, or the cunningham attachment point on the "Builder Supplied" vang cleating fitting.

NEW RULE 3(e)ii:

The cunningham control line shall be securely attached to any of the mast, gooseneck, mast tang, swivel or shackle that may be used to attach the vang cleat block to the mast tang, or the cunningham attachment point on the "Builder Supplied" vang cleating fitting or the becket of an optional becket block fixed on the cunningham attachment point on the 'Builder-supplied' vang.



4 Clew Tie Down.

Current Rule 3(g)i:

The clew of the sail shall be attached to the boom by either a tie line or a webbing strap with or without a fastening device wrapped around the boom and through the sail cringle, a quick release system attached to a tie line or soft strap wrapped around the boom, or a "Builder Supplied" stainless steel boom slide with a quick release system.

NEW RULE 3(g)i:

Add: An additional outhaul extension tie line may be added between the clew of the sail and the outhaul or the quick release system.



5 Tape.
Current Rule 24:

The use of flexible adhesive tape or similar is permitted to secure shackle pins and clips, and to bind sheets, line and rigging, except that tape shall not be used to construct new fittings or modify the function of existing fittings.

NEW RULE 24: Tape and Line

The use of flexible adhesive tape or similar or line is permitted to secure shackle pins and clips, and to bind sheets, control lines and rigging, except that tape or line shall not be used to construct new fittings or modify the function of existing fittings.



6 Reefing.
Current Rule: No specific rule.

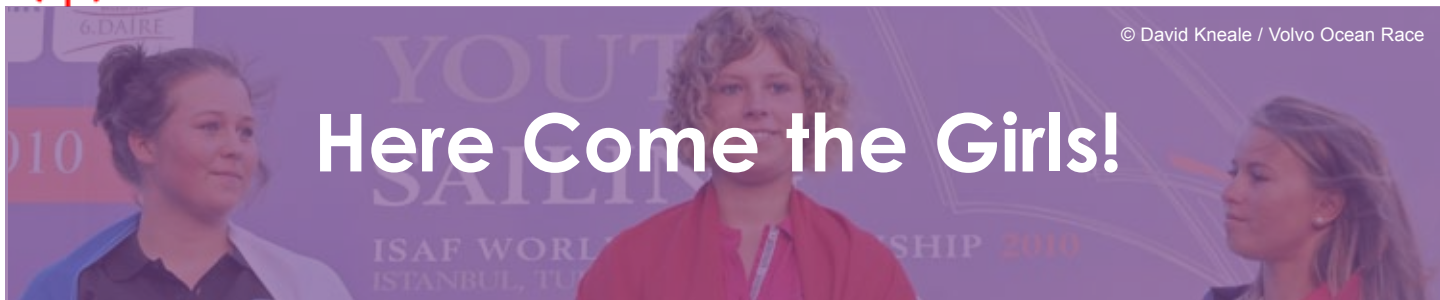
Add new rule 27 and re-number subsequent rules.

NEW RULE 27 Reefing:

The sail may be reefed by rolling the sail around the mast 1 or 2 times.



For the full Laser Class Rules and By-Laws, please see the 2011 Handbook or visit www.laserinternational.org.



© David Kneale / Volvo Ocean Race

Here Come the Girls!

In the September 2010 edition of LaserWorld, we featured a run-down of young male sailors who are taking the Laser class by storm. Of course, anything that boys can do, girls can do just as well! This year has seen some fresh young faces at the top of leaderboards at female Laser events.

Make way for the girls!

Michelle Broekhuizen, NED

Michelle Broekhuizen was bitten by the sailing bug at the tender age of 5, when she started sailing the Optimist. By 2005, having trained hard and competed in regional regattas and national competitions, she became a member of the Optimist National Team. At this point, Michelle wanted to gain more experience and moved to the Laser 4.7 class, where she was soon crowned Under 17 Girls Dutch and European Champion.

By 2008, she had moved to the Laser Radial Class and had started to compete internationally. In July of the same year, she came a respectable tenth in the Laser European Radial Youth Championship in France.

By the end of 2009, Michelle's hard work paid off and she was awarded a gold medal at the Delta Lloyd Open Dutch Sailing Championship for Olympic and Paralympic classes.

This year Michelle has continued to go from strength to strength achieving some spectacular results. In July, she was crowned Volvo Youth Sailing ISAF World Cup Champion - the first Dutch sailor in 14 years to take gold at this event.

She travelled straight from this victory to the World & European Laser Radial Youth Championship in Largs, where she was a bronze medallist.

Currently ranked 86 on the World Ranking Ladder, 18-year old Michelle is destined for further success and is one to look out for in future international events.



© David Kneale / Volvo Ocean Race

Michelle Broekhuizen in action at the Volvo Youth Sailing ISAF World Championship 2010

Erika Reineke, USA

"I see the drive and passion", says coach Brad Funk when talking about up and coming American sailing star Erika Reineke. Indeed, it is these two qualities that have seen Erika reap the rewards in Laser events recently.

At the age of 8, she started sailing the Optimist, racing competitively at age 9 before moving to the Laser class. Since 2009, Erika has been competing in Laser Radial Grade 1 events, coming first in the Women's Laser Radial North American Championship. Later in 2009, we saw Erika compete internationally at the World Laser Radial Women's Championship.

This year has been a fantastic one for 17 year-old Erika. In July, she took bronze at the Volvo Youth Sailing ISAF World Championship in Istanbul. Shortly afterwards, Erika was named champion of the World Laser Radial Youth Championship in Largs, Scotland.

Currently number 44 on the World Ranking Ladder, Erika has her sights firmly set on the Olympics and is one to watch in the future.



© Mark Turner / RYA

Erika Reineke heading for gold at the World Laser Radial Youths 2010

Heidi Tenkanen, FIN

Heidi Tenkanen generated a lot of interest during this year's Volvo Youth Sailing ISAF World Championship in Istanbul. This remarkable young sailor was a tough contender during the event. Having sailed strongly throughout the week, she won the final race of the championship, and took the silver medal, missing the number one spot by only 3 points.

18-year old Heidi started competing in the Optimist class at the age of just 9, but swiftly moved to the Laser 4.7 class.

In 2005, aged 13, she won the Laser 4.7 Under 15 European Championship title in Izola. Heidi then moved up to the Laser Radial class, taking the Under 17 European Championship title in 2008.

Since then, Heidi has continued to compete internationally, doing well in many Grade 1 events. In July 2008, she just missed a place on the podium at the European Laser Radial Youth Championship in France, coming fifth. Since 2009, she has competed in ISAF World Cup events, pushing her up the ISAF World Ranking Ladder, reaching a high of 51 in March 2010.

Currently ranked at 93, there is no doubt that we will continue to see great things from this talented young sailor.



© David Kneale / Volvo Ocean Race

Heidi Tenkanen in action at Volvo Youth Sailing ISAF World Championship 2010

Caitlin Elks, AUS

Tom Slingsby is not the only Australian sailor who has taken a world title this year. Western Australia's Caitlin Elks was crowned Girls Champion at the 2010 World Laser 4.7 Youth Championship.

"Winning the 2010 World Laser 4.7 Championship in Thailand was huge for me, but with all that is happening it seems so long ago", says Caitlin.

Having competed in the World Laser 4.7 Youth Championships since 2008, Caitlin made the decision to train hard and make the transition to the Laser Radial rig.

Caitlin's main goals for 2010 were to compete in the Laser 4.7 World Championship, finish high school and make the transition to Laser Radial.

"Having achieved my first two goals for 2010 I feel I can spend time on the third", Caitlin continues. "Several months in the gym post Thailand, I have put on strength and weight. I still have a way to go with fitness and endurance as I look toward to focusing on sailing in 2011."



© Don Elks

Caitlin Elks, AUS