Laser World

March 2011

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2011 ISAF World Cup

Excitement in Melbourne & Miami

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2010 Europa Cup Review

2011 Rule Changes - Vote Now!

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Training in the Caribbean

Excitement at Sail Melbourne

Close finishes during first event of 2011 ISAF Sailing World Cup

Sail Melbourne, the opening round of the 2010/2011 ISAF Sailing World Cup came to an end with close finishes and a number of upsets on the final day of racing.

On paper, the Laser was going to be the easiest result to pick. Nick Thompson (GBR) had a nine point lead over Tom Burton (AUS) and could win from seventh position. The real battle was going to be between Burton and another Australian, world champion Tom Slingsby. Burton had to finish second to advance from the Australian Development Squad to the Australian Sailing Team, and with only one Olympic place for each country, Slingsby naturally preferred to be the only Laser sailor in the team.

However, wind shifts, re-laid courses and general recalls in other classes meant that by the time the Lasers got onto the course the wind had died and there were holes all over the course. Shortly after the start, it was obvious that Thompson was in trouble. He was back in ninth place and in danger of losing his lead.

Fortunately for him, Burton and Slingsby were engaging in their own match race and were also near the back of the fleet. Ultimately, Roelof Bouwmeester (NED) and Rutger Schaardenburg (NED) were the first two home, ahead of Josh Junior (New Zealand).

"It wasn't the nicest position," said Thompson, referring to his ninth place. "I started at the unfavoured end and sailed into a huge hole. But I could see a couple of minutes out that Slingsby and Burton were going at each other so the tactic was to stay as close as I could. I was OK from a points aspect."

From Burton's point of view, Thompson was too far in front on points so his objective was to finish second overall – which meant beating Slingsby. "I didn't want to let him get too far away. Pretty much from start to finish it was on."

Burton finished sixth and Slingsby eighth and the World Champion was philosophical about the defeat. When asked how Burton had been able to beat him, he replied: "Technique. I've been out of the boat a bit long and he had the edge in speed."

> The challenging conditions created an exciting final day

In the Laser Radial, the top positions were much closer to the script. Zhang Dong Shuang of China was the overnight leader and although being beaten into third place in the medal race she was a comfortable overall winner. Nathalie Brugger of Switzerland won the medal race and moved ahead of world number one Marit Bouwmeester of the Netherlands for the silver medal.

Sail Melbourne was a difficult regatta from a wind perspective, but the challenging conditions created an exciting final day. The Sandringham clubhouse was packed and visitors could view the races live on the course or follow them on the tracker.

For daily reports and results, please visit www.sailing.org.

Karin Berg (SWE)

Madison Kennedy (AUS)

Nick Thompson (GBR)

Tom Burton (AUS)

Tom Slingsby (AUS)

Railey Takes Gold in Miami

Plenty of action at US SAILNG'S Rolex Miami OCR 2011

There was plenty of action on the opening day of US SAILING's Rolex Miami OCR, with all 13 Olympic and Paralympic classes completing multiple races in 12-14 knot breezes.

On seven different courses on Biscayne Bay, 716 sailors from 53 countries worked hard to get to the top of the scoreboard.

The Laser Standards were the largest contingent in Miami, and with 104 boats, was split into two fleets. Michael Leigh (CAN) made an early deposit, winning the first of two races in the blue fleet and then finishing sixth in Race 2, winding up fifth overall when scores were merged with the class's yellow fleet.

Clay Johnson (USA) finished 2-1 to secure his spot at the top of the overall leader board and regatta favourite Paul Goodison (GBR) finished 1-2 to take second place.

Consistency certainly showed in the score line of Evi Van Acker (BEL) when she topped the Laser Radial fleet with a 2-2. Paige Railey (USA) won the opener, while Marit Bouwmeester (NED) won the second race. Nathalie Brugger (SUI) filled the third place slot.

"I made a couple of small mistakes", said Van Acker, "but twice I had good starts and I hit the left corner twice to get out front. Downwind was difficult, as it was quite gusty and the fleet was spread out."

> "Downwind was difficult, as it was quite gusty and the fleet was spread out"

On the morning of day two, flags ashore stood straight from their staffs as sailors enjoyed up to 18 knots of breezes.

Van Acker had another great day in Laser Radials, winning both races.

Johnson finished 3-3 to secure his spot at the top of the overall Laser Standards leader board.

Things started slowly on the third morning when all but one class was postponed ashore due to light wind that followed morning showers. But all sailors were back in action by the afternoon.

In the Laser Standards, Rasmus Myrgren (SWE) finished with a 1-3 to lead Goodison, Nick Thompson (GBR) and Johnson by four points.

Van Acker slipped to second overall in the Laser Radials after finishing seventh in Race 5 and discarding 16th in Race 6. With a 4-1 Bouwmeester jumped into first.

Light and inconsistent winds frustrated sailors on the fourth day, but racing was eventually completed.

A brisk northwesterly breeze on day five helped organizers make up for the races that were lost on day four at Biscayne Bay.

It was do or die for the sailors on the final day of racing as the medals were decided. Myrgren finished third in the Laser Standards and added six points to his score line to win gold. Julio Alsogaray (ARG) collected the silver, while Goodison picked up bronze.

"Among us three, plus Nick Thompson, it was who-beat-whom to take the gold," said Myrgren.

Myrgren's break came when he surfed ahead of Alsogaray on the last couple of waves at the finish to take third, leaving Alsogaray fourth and Goodison sixth. Thompson finished out of the medals in fourth.

In the Laser Radial fleet, Railey had a gold medal sewn up as long as she did not get disqualified in the Medal Race.

Railey said Sarah Steyaert (FRA) passed her on the last leg to win and take the silver medal. "It was down to one boat for her, so she was sailing hard," said Railey. Van Acker finished fourth and took the bronze medal.

More pictures, full race reports and results can be found at www.sailing.org.

Evi Van Acker (BEL)

Rasmus Myrgren (SWE)

Julio Alsogaray, Rasmus Mygren & Paul Goodison

Sarah Steyaert, Paige Railey & Evi Van Acker

2010 Europa Cup Review

Series increasing in popularity with sailors worldwide

The Europa Cup continues to increase in popularity, with sailors from all over the world continuing to enter this exciting series of regattas. The series has been established to promote participation and international exposure for Laser sailors beyond the national level.

The Europa Cup also helps sailors progress towards the continental and/or world championships by putting their performance into international perspective, giving them realistic goals through the overall series results.

Two young sailors stood out in the overall series results in 2010. Giovanni Coccoluto (ITA) won the Laser Radial Overall and Laser Radial Under 19 categories. Coccoluto has already made a name for himself taking gold at the World Laser Radial Youth Championship in Largs, Scotland and being awarded bronze at the ISAF Youth World Championships in Turkey, both in 2010. At only 17, this remarkable young sailor is continuing to go from strength-to-strength and is definitely one to watch in 2011.

Benjamin Vadnai (HUN) also had a strong Europa Cup and won the Laser 4.7 Under 18 and Laser 4.7 Under 16 series.

Having also won the 2010 European Laser 4.7 Youth Championship Under 16 category in France, Vadnai is currently number one on the European Youth Ranking Ladder, for both the Laser 4.7 Under 18 and Under 16 categories. At 15 years old, Vadnai is currently leading the way in the Laser 4.7 rig, and has become the one to beat in 2011.

The Europa Cup is open to any Laser sailor, as long as they are members of their national Laser class association. In 2010, 1,595 sailors from 51 countries participated in at least one of the 14 events. These included the two new venues in Hungary and Norway.

Sailors travelled from all over Europe to take part and there were also competitors from Uruguay, New Zealand, Netherlands Antilles and Japan.

The number of Europa Cup participants has doubled in the last decade. Overall, there were 2,367 registration for the 3 rigs combined in 2010, a 20% increase from 2009. The biggest events were Hyères, France with 513 sailors from 32 countries attending, followed by Torbole, Italy with 468 sailors from 34 countries taking part, and Warnemünde, Germany with 275 participants.

For more information about the 2011 series and to enter any of the regattas, please visit: www.laserinternational.org/europe/europacup2011.

To view regatta reports and the series results from 2010, please go to: www.laserinternational.org/europe/europacup2010.

Important Rule Change

from the Class President & Executive Secretary

For 40 years the ILCA Class Rules and associated agreements concerning the management of the class have given the sailing world the most successful youth and adult racing class in history with over 200,000 boats built and racing in over 125 countries.

This success, we believe, is based fundamentally on the ILCA Class Rules, which requires that a builder of class-legal boats must (among other things) (i) manufacture the hull, equipment, fittings, spars, sails and battens in strict adherence to the Construction Manual and (ii) have the Laser trademark rights.

In addition, a builder also needs a building agreement from Bruce Kirby or Bruce Kirby Inc. This provision is mostly historical. The rule was instituted at a time when Bruce Kirby held certain design rights. The ILCA is not a party to any of these "Kirby" agreements.

Unfortunately, a dispute has arisen between parties who claim to be representing Kirby's interests: a New Zealand company called Global Sailing; and Laser Performance Europe (LPE), one of the manufacturers, which holds the Laser trademark rights for Europe, South America, Africa and Asia (excluding trademark rights owned by Performance Sailcraft Japan for Japan and South Korea). The dispute centers on whether a valid "design rights holder" agreement exists with LPE. Under the current ILCA Class Rules, if there is not a valid building agreement, then a manufacturer, even a trademark owner, would not meet the requirements to be an International Sailing Federation (ISAF) and International Laser Class Association (ILCA) approved builder.

Each of the parties to the conflict has threatened ILCA in various ways – Global Sailing has said it may form a new class association for a "Kirby Sailboat". LPE informed the ILCA that it intends to form its own "Laser" class. We may therefore end up with three different classes and may lose the Olympic status. The "one design / out of the box principle" would also be threatened.

One other possible result of this conflict is that due to uncertainty over ISAF and ILCA approval, there may not be a sufficient quantity of new Laser boats compliant with the ILCA Class Rules available in Europe and other countries in 2011 and beyond to satisfy the demand of its current and future ILCA members.

The class officers made numerous attempts to get the two conflicting parties to end their dispute: meetings were held in different parts of the world and written compromise proposals were made, unfortunately with no success. While discussions between the two parties continue we are unsure of the outcome and running out of time.

We also took legal advice. The above rule changes were deemed the only possible solution in order to promote the uninterrupted supply of class legal Laser boats and to maintain ILCA in its current set-up. The lawyers also informed us that the Kirby design patents had in fact expired.

Therefore, we are proposing to change the rule to eliminate the "building agreement from Bruce Kirby or Bruce Kirby Inc" requirement. Manufacturers who have trademark rights and who build in strict adherence to the ILCA Rules and to the Construction Manual, which is controlled by ILCA, will continue to have the right to build Class legal boats. We believe that this change will eliminate uncertainty over ISAF and ILCA approval, give manufacturers continued reasons to support the class and satisfy the demands of current and future class members.

Why should you vote YES?

1. To promote the uninterrupted supply of class-legal Laser boats all over the world to meet the demands of current and future sailors.

2. To maintain the International Laser Class Association in its current set-up.

3. To preserve the "one design / out of the box" principle, which is assured by the mandatory adherence to the Laser Construction Manual by all builders as defined in the fundamental rule.

4. To maintain ISAF recognition and Olympic status.

Heini Wellmann — President ILCA

Jeff Martin — Executive Secretary ILCA

1 Class Rule changes to 2 parts of the Fundamental Rule

It is proposed that the following two rule changes be adopted. The additions are underlined. The deletions are crossed through (strike through). They are:

CLASS RULES, PART ONE

FUNDAMENTAL RULE

Present Rule:

The Laser shall be raced in accordance with these rules, with only the hull, equipment, fittings, spars, sail and battens manufactured by a licensed builder in accordance with the Laser design specification (known as the Construction Manual) which is registered with ISAF.

Proposed new rule with changes:

The Laser shall be raced in accordance with these Rules, with only the hull, equipment, fittings, spars, sail and battens manufactured by ~~a licensed~~ **an International Sailing Federation (ISAF) and International Laser Class Association (ILCA) approved** builder in ~~accordance with~~ **strict adherence to** the Laser design specification (known as the Construction Manual) which is registered with ISAF.

DEFINITION OF BUILDER (part of Fundamental Rule)

Present Rule:

A Builder is a manufacturer that has a building agreement from Bruce Kirby or Bruce Kirby Inc. to build the Laser and has the rights to use a Laser trademark and has been approved as a Laser Builder by each of the International Sailing Federation and the International Laser Class Association.

Proposed new rule with changes:

A Builder is a manufacturer that ~~has a building agreement from Bruce Kirby or Bruce Kirby Inc. to build the Laser and~~ has the rights to use a Laser trademark, **is manufacturing the hull, equipment, fittings, spars, sails and battens in strict adherence to the Construction Manual,** and has been approved as a Laser Builder by each of the International Sailing Federation and the International Laser Class Association.

If you accept the proposed rule changes, you vote YES, if you reject them you vote NO. Please use the voting form on Page 7 or visit www.laserinternational.org.

JOB OPPORTUNITIES AT ILCA

OPERATIONS MANAGER **EVENT & DEVELOPMENT MANAGER** **EUROPEAN SECRETARY**

ILCA is looking for organised, motivated and innovative people to join our expanding administration team.

For further details and information on how to apply, please visit: www.laserinternational.org/job.

Further Rule Changes for 2011

In addition to the World Council proposal on page 5, the ILCA's Technical and Measurement Committee (TMC) regularly review the class rules following inspection at regattas and suggestions from class measurers and national class association officers. Following the latest review the TMC recommended to the World Council five changes to the class rules. The Council supported the recommendations and these are now published so that the class members can vote on whether they want to include the proposed changes in the class rules.

The Council consider that all the changes are minor and do not affect the one design nature of the Laser. The changes are listed below together with the reasons for the change. These are also published at www.laserinternational.org together with an online form for electronic voting. Postal votes may also be sent using the form provided.

All votes are checked with national records to confirm class membership.

Our class rules require that the voting process has to remain open for 6 months. The changes also have to be approved by ISAF. During this process some minor rewording can occur without changing the principle.

Proposed changes are underlined.

2 Mainsheet

Current Rule 3(c)i:

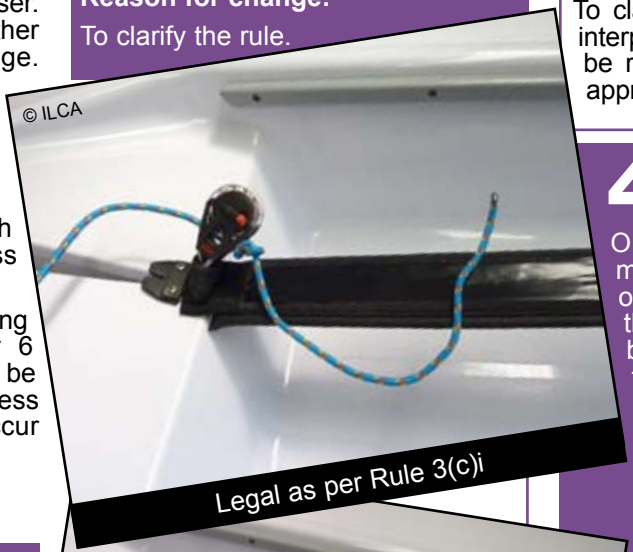
The mainsheet shall be a single line, and be attached to the becket of the aft boom block, and then passed through the traveller block, the aft boom block, boom eye strap, forward boom block and the mainsheet block. After the mainsheet block it shall be knotted. The mainsheet shall not be controlled aft of the forward boom block except to facilitate a tack or gybe.

Proposed change:

The mainsheet shall be a single line, and be attached to the becket of the aft boom block, and then passed through the traveller block, the aft boom block, boom eye strap, forward boom block and the mainsheet block. After the mainsheet block it shall be knotted, **or tied, so that the end of the mainsheet cannot pull through the mainsheet block.** The mainsheet shall not be controlled aft of the forward boom block except to facilitate a tack or gybe.

Reason for change:

To clarify the rule.



Legal as per Rule 3(c)i

Legal as per Rule 3(c)ii

3 Mainsheet

Current Rule 3(c)ii

The tail of the mainsheet may also be knotted or tied to either the base of the mainsheet block, the hiking strap, the hiking strap support line, or the hiking strap shock cord.

Proposed change:

The tail of the mainsheet may also be knotted or tied to either the base of the mainsheet block, the hiking strap, the hiking strap support line, or the hiking strap shock cord. **This option, if used, satisfies the knotting requirement in 3(c)i.**

Reason for change:

To clarify the rule. It is already an interpretation. This intepretation will be replaced by the rule change, if approved.

4 Compass

Current Rule 22

One compass is permitted mounted on any part of the deck or the cockpit provided that the hull cavity is not pierced by anything other than the fasteners. Compasses shall not be fitted to inspection ports. Electronic and digital compasses are prohibited.

Proposed Change:

Compass, Electronic Equipment and Timing Devices

(a) One compass is permitted mounted on any part of the deck or the cockpit, provided that the hull cavity is not pierced by anything other than the fasteners. Compasses shall not be fitted to inspection ports. Electronic and digital compasses are prohibited **(see exception in part d).**

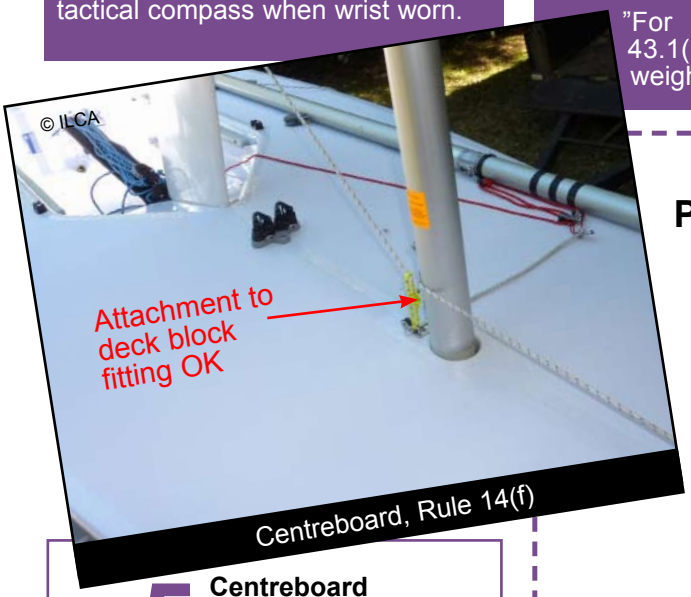
(b) Any use of electronic equipment not specifically allowed in the rules is prohibited unless modified in the sailing instructions.

(c) Timing devices are permitted.

(d) A timing device that includes an electronic compass is permitted as long as it is worn on the wrist.

Reason for change:

This is intended to make it clear that items such as radios, GPS and cameras can not be used. The exception of the wrist worn watches that include electronic compasses was added as there are now many sailing watches that include this feature but have little use as a tactical compass when wrist worn.



Centreboard, Rule 14(f)

5 Centreboard

Current Rule 14(f)

A tie line or shock cord shall be attached to the small hole in the upper forward corner of the centreboard, and any of the bow eye, the cunningham fairlead, the "Builder Supplied" deck block fitting and the mast to prevent loss of the centreboard in event of a capsize. The tie line or shock cord may be looped around the bow, but shall not be attached to the gunwale. Attachment can be by knots or loops in the shock cord, and/or tie lines, shackles, clips, hooks or eyes.

Proposed change:

A tie line or shock cord shall be attached to the small hole in the upper forward corner of the centreboard, and any of the bow eye, the cunningham fairlead, the "Builder Supplied" deck block fitting and the mast to prevent loss of the centreboard in event of a capsize. The tie line or shock cord may be looped around the bow, but shall not be attached to the gunwale. Attachment can be by knots or loops in the shock cord, and/or tie lines, shackles, clips, hooks or eyes. **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.**

Reason for change:

To clarify the rule.

6 Clothing Weight

Part 4, Current Rules 28 & 29

Part 4, Rules 28 6(a) and 29 6(a) amendments currently read: "For the purposes of RRS 43.1(b) the maximum total weight of competitors clothing and equipment shall be 8Kg for Radial and 7Kg for 4.7."

Proposed change:

"For the purposes of RRS 43.1(b) the maximum total weight of competitors clothing and equipment shall be **9Kg for Radial and 8Kg for 4.7.**"

Reason for change:

To ensure that competitors are not protested for wearing reasonable clothing that has increased in weight slightly in recent years, with the advent of modern hiking pants, etc.

Only fully paid class member votes will be counted.

Please take advantage of your right to be part of this democratic process.

Your vote is important.

Please vote using the voting slip below. Alternatively, please submit your vote online at: www.laserinternational.org.

Thank you.

ILCA RULE CHANGE VOTING FORM

Please complete and return to arrive before 1 September 2011 to:
ILCA, PO Box 26, FALMOUTH, Cornwall TR11 3TN, UK
or by fax to: +44 117 315 0462

Name _

Membership No (if applicable) _ _ _ _ _ _ _ _ _ _ _ _

Country _

Email _

For each proposal, please DELETE as appropriate:

1 - Fundamental Rule Changes (page 5)	YES / NO
2 - 3(c)i: Mainsheet (page 6)	YES / NO
3 - 3(c)ii: Mainsheet (page 6)	YES / NO
4 - Compass (page 6)	YES / NO
5 - Centreboard (page 7)	YES / NO
6 - Clothing Weight (page 7)	YES / NO

Sailing in the Caribbean

Training and racing in the Dominican Republic

Cabarete, a small Caribbean beach town on the North shore of the Dominican Republic, has been hosting Kite and Windsurfing World cup events since the 1980s. The side/onshore wind and the protective reef make it very easy for launching and safe for sailing inside the sheltered bay. For more advanced sailors, the Atlantic swell in the open ocean makes perfect sailing conditions for downwind surfing and upwind hiking.

The Laser Training Center in Cabarete was founded in 2003, and since then hundreds of Laser sailors of different levels and ages have come to elevate their Laser speed and boat handling skills. This includes seventeen sailors who raced in the 2008 Beijing Olympics Games, three of whom were medal-lists.

Head coach, Dr. Javier (Rulo) Borjovich, has a background in sports medicine and has a strong clinical perspective on the physical side of sailing. For Sailing Diagnostic Lab, he uses onboard and coach-boat video cameras to record the details of the sailor's body position, hiking style, timing, tacking and gybing moves. He then breaks down each move into its various components to provide specific feedback for improvement.

"He (Rulo) really takes to heart what you want to work on and designs drills specifically for you. He is also really good at being nitpicky with some of the things you think you're good at. He'll take your strengths and make them stronger", says Anna Tunnicliffe.

As well as providing training courses for Laser sailors keen to improve their techniques, the Training Centre also hosts various key regattas.

The 9th Caribbean Laser Midwinter Regatta, an ISAF graded event, was held at the Laser Training Center and run by the Dominican Sailing Federation.

Thirty seven competitors raced in three divisions, with twenty five in Laser Standards, ten in Laser Radials and two in Laser 4.7s. As always, the winter swell challenged the sailors, with the breeze picking up to 18 knots. The event was a fun combination of racing and social activities.

The fleet was a fusion of Olympian hopefuls, sharing their love of sailing with club sailors wishing to improve their racing skills. This pro-amateur vibe is very unique and was greatly appre-ciated by all.

After three days of racing, Nick Thompson (GBR) was first in the Laser Standards, with Charlie Buckingham (USA) in second and Raul Aguayo (DOM) in third.

In the Laser Radials, Dominican Champion Sebastian Mera edged Philipine Van Aanholt from Curacao to take the title.

To help sailors, an Advanced Laser Boat Handling DVD has been produced by Laser Training.

Michael Blackburn, Laser World Champion and creator of Sailing Mind Skills, says: "I think that if you're keen to improve your Laser sailing skills this DVD will give you great insights into the techniques of current champions."

For more information about the Laser Training Center and its programmes, please visit:

www.caribwind.com.