

Laser World



June 2010

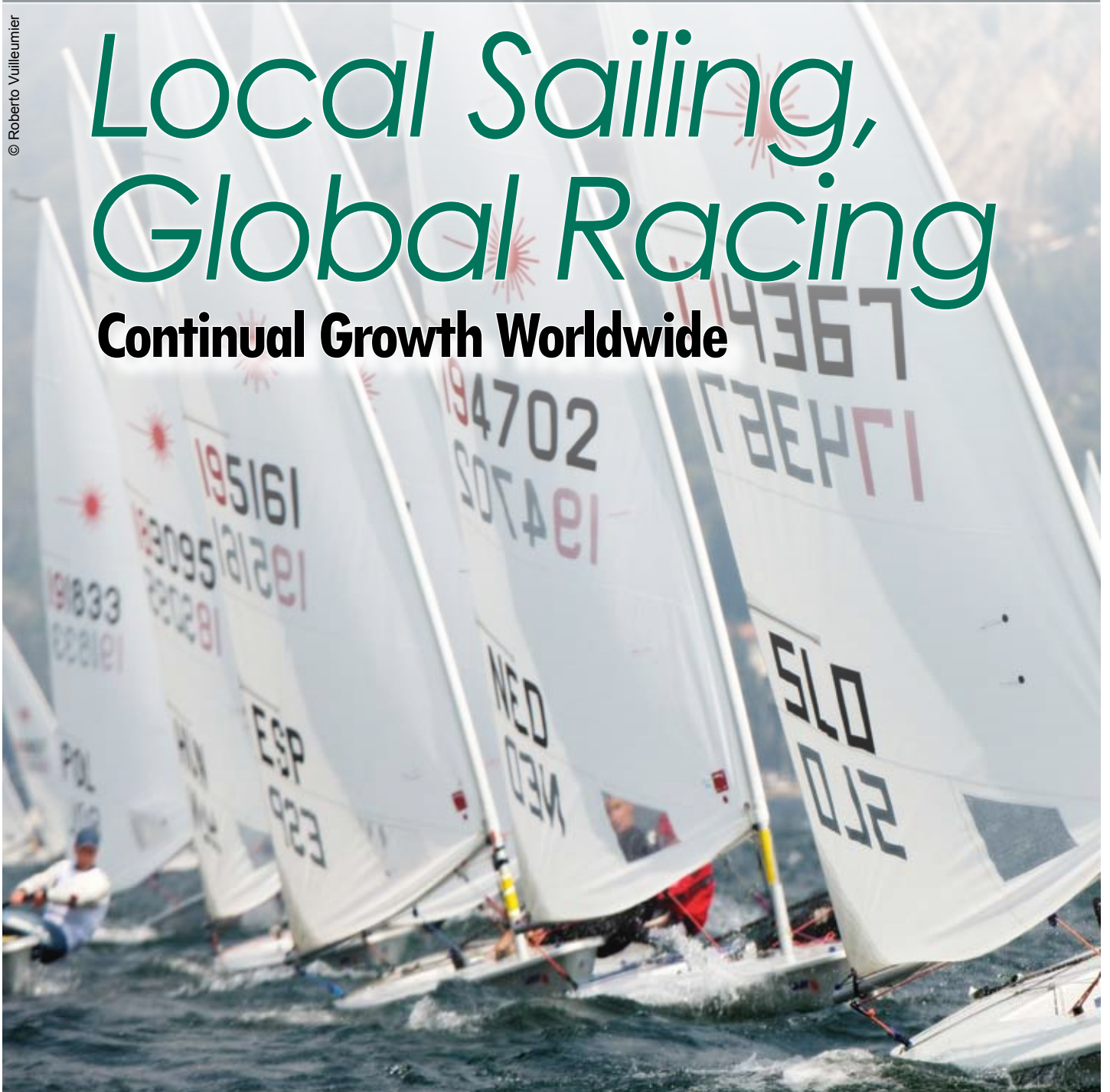
520 Competitors
at first Europa Cup
Hyères, France

World Laser 4.7
& Asia Pacific
Winning in Thailand

Tackling the
Rigging Rules
Hints & Tips

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Local Sailing, Global Racing Continual Growth Worldwide



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Record Numbers at Hyères

Tremendous Start to 2010 Europa Cup



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Despite the earlier than usual date for the first Europa Cup regatta of the year, a record breaking number of competitors took part in Hyères this year. Hyères is one of the biggest regattas in the Europa Cup calendar, and this year was no exception. Nearly 520 Laser Standard, Laser Radial and Laser 4.7 sailors arrived in the popular Mediterranean town in South East France.



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With strong winds expected throughout the event, the forecast did not disappoint competitors. Steady winds of 16-18 knots and lots of sunshine gave perfect sailing conditions on day one. The wind held up for the Laser Radials, but dropped to 10-12 knots for the second race of the Laser Standards and Laser 4.7s.

around 20-24 knots, but at times this increased to 25-26 knots, so only one race was run for all fleets.

The Laser Standards were dominated by Sweden, with Jesper Stalheim, Emil Cedergardh and David Jonsson taking first, second and third places. With 26 points, Stalheim was a clear winner, coming first three times and taking one second in the seven races.



© Mathieu Cornillon

During the second racing day, there was a healthy breeze of 10-14 knots, which later increased to 15-16 knots. Again ideal sailing conditions so two races were run for all fleets.

In the Laser Radials, Marcin Rudawski (POL) was the runaway winner, with a fantastic score of just 6 at the end of the event. Having come first in six of the seven races, he was able to discard the 13 points he scored in race three. The second and third spots on the podium were occupied by sailors from France. Louis Moysan had a fantastic regatta with three firsts and two seconds and finished the event with 12 points. He was closely followed by fellow countryman Mattis Naud on 13 points.

On the third racing day the first races were held in winds of 20-22 knots increasing later to 24-25. The Race committee feared a further increase so the Laser 4.7 fleet was sent ashore after the first race, while a second race was run for the Laser Radials and the Laser Standards. Unfortunately, the breeze weakened to 10-12 knots with major shifts making sailing conditions trickier.

France also occupied places on the Laser 4.7 podium. Leo Vilboux (FRA) took the top spot with 18 points. Guillaume Rigot (SUI) came in second with 24 points, while Jean-Baptiste Guillou (FRA) was a close third with 26 points.

For the last day of the Hyères Europa Cup Regatta all weather forecast sites were correctly predicting strong winds. The base wind speed was

For daily reports, full results and images, please go to www.laserinternational.org.



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Thai Tides Make for Great Racing!

2010 Laser 4.7 and Asia Pacific Events at Royal Varuna



© Thammasak Meeyousamsen

when the spring tide turned against the wind causing critical starts and choppy water.

At the end of the event, the results were as follows:

Under 18 Boys:

1st Etienne Le Pen (FRA); 2nd Supakorn Pongwichean (THA); 3rd Jolbert Van Dijk (NED)

Under 18 Girls:

1st Caitlin Elks (AUS); 2nd Amirah Hamid Nur (MAS); 3rd Oren Jacob (ISR)

Under 16 Mixed:

1st Ryan Amlehn (NZL); 2nd Mark Spearman (AUS); 3rd Filipos Florentin (GRE)

The World Laser 4.7 Youth Championship came hot on the heels of the 2010 Asia Pacific Laser Open Championship, another extremely successful event which was held at the Royal Varuna Yacht Club.

The week long event saw 74 Laser Standard and Laser Radial sailors from all over the world come together and enjoy the spectacular sailing conditions. Winds at this event varied from light breezes, to exciting 20 knot speeds on the last day.

Race reports, results and images from these events can be found at www.laserthailand.org.

The 2010 World Laser 4.7 Youth Championship finished as it began – on a high note! Mother Nature was fully co-operative throughout the event in Pattaya, Thailand, with clear skies, great on shore southerlies averaging some 20 knots and reasonably moderate seas. Conditions remained consistent throughout the event but there were some tricky tides.

For the world's best junior sailors, Royal Varuna Yacht Club was a gateway to paradise. Many of the young people fresh out of some miserable northern climates were launched straight into Thailand's warm, beautiful sailing waters.

The competitors handled everything with considerable aplomb – even the heat. The temperature in Pattaya was around 36°C with about 90 percent humidity.

Day one was an absolutely perfect day, with 20 knot onshore southerlies marking the opening of the event. Conditions for day two mirrored the first day, with the sea breeze, tide and a 'go left' race track creating excellent starts and clear lanes. The heat, however reached 40°C.

The remaining race days were sailed in typically hot onshore winds. The only major condition change took place on day three



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© Phanthip Noidud

Under 16 Mixed Champions: Mark Spearman (AUS), Ryan Amlehn (NZL) & Filipos Florentin (GRE)



© Phanthip Noidud

Under 18 Boys Champions: Pongwichean Supakorn (THA), Etienne Le Pen (FRA) & Jolbert Van Dijk (NED)



© Alberto Cassio

Under 18 Girls Champions: Amirah Hamid Nur (MAS), Caitlin Elks (AUS) & Oren Jacob (ISR)

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Global Laser Sailing

Continual Development of the Class Worldwide

Membership of the Laser Class is diversifying each year, highlighting the popularity of the Class all over the world. As the number of Laser sailors grows, more local Laser Associations are being created and many established Districts are setting up initiatives in order to encourage and support Laser sailors.

We spoke to four Districts from four different continents and asked them how they support Laser sailing in their region.

Uganda

Practically all competitive sailing in Uganda is done with Lasers of which there are around 60 in the country. In early 2010, Uganda became a Laser district. Reint Bakema of the Victoria Nyanza Sailing Club explains why it is so important to have a Ugandan Laser District.

at least 20 report every tropical Sunday afternoon at the startline to compete for one of the 30 odd trophies that the club has, you can certainly say that Laser sailing is hot in Uganda.

Not surprisingly, therefore, the biggest event on the Ugandan sailing calendar is the Uganda Laser Open (ULO). Sailed during the last weekend of February when the winds are usually at their strongest, the ULO brings annually 40-50 local and international sailors to Kampala for three days of truly competitive sailing (and partying!).

This year the ULO was won by Roel Ballieux (NED) with an impressive sailing pedigree, who was visibly surprised by the stiff competition he met.

“You should certainly consider a sailing trip to Uganda”, he said. “It has been a worthwhile experience to me.”

The VNSC works hard to keep the sailing and racing standards up. More experienced members compete in regional and international events, and organise sailing clinics for others to hone their skills.

For the last 18 years the VNSC has been developing regular Laser training courses for beginners, based on a well developed curriculum. Hundreds of sailors have successfully completed this course, and many have become competent Laser sailors who regularly compete in international events.

In its own way, therefore, Uganda continues to make its contribution to the Laser sailing community across the globe.

For more information about the Victoria Nyanza Sailing Club, please visit www.sailuganda.com.

“An ILCA district in Uganda? Certainly! For starters, Lake Victoria is one of the best sailing venues one can wish for: a perfect air and water temperature, moderate winds, and well equipped and sociable sailing clubs close to Kampala, Uganda’s bustling capital.

The oldest, and arguably the best in terms of sailing skills and sailing calendar is the Victoria Nyanza Sailing Club (VNSC), and the club has now taken the initiative to bring Uganda into the ILCA fold.

The VNSC has been sailing Lasers for the last 25 years. With 60 Lasers on the racks of which

USA

Youth sailing is becoming an increasingly important way to guarantee the success of the class. In the USA, there is a youth coaching programme which encourages young people to start sailing and supports young sailors to continue sailing Lasers.

One element of this countrywide programme takes place in Florida. Ian Lineberger outlines what the coaching programme is about.



“Davis Island Youth Sailing Foundation (DIYSF) at the Davis Island Yacht Club in Tampa, Florida offers the opportunity for high school students to enhance their skills at sailing. This non-profit making educational organisation supports students and promotes sailing by providing some of the finest coaching in the area. Under the guidance of DIYSF sailing coaches, students practice the skills necessary to be competitive in sailing events around the state and nationally.

We average three weekends a month for practice or regattas and our Laser team has about 15 sailors, which is one of the larger programmes in the USA.

The programme is funded through donations and proceeds from various Learn To Sail and Continuation Sailing programmes, as well as the Annual Davis Island Youth Sailing Foundation Auction and other activities.

Our goal is to promote the sport of sailing, encourage independence, self-reliance, and good character. We feel an outdoor, on-the-water learning experience with other young people where each person is the ‘captain of his/her own ship’, is one of the most enjoyable ways to accomplish this goal.



UK

Activate Your Laser Fleet is a new initiative which has been set up in the UK to encourage Laser sailors back to the water. The key goal of Activate Your Laser Fleet is to increase adult participation in sailing by reinvigorating activity in the number of underused Laser fleets across the country.

At the Activate workshops each club commits to three key initiatives to increase Laser sailing activity. The workshops also provide a forum for discussion amongst clubs, to share ideas and opinions of the different approaches that may be considered to entice Laser sailors back to the water.

explained how the Repair Clinic had improved his confidence in tackling repair jobs. "Before today, I would have never taken wet and dry to the hull of a Laser, but following Steve's expert advice I now feel that I can carry out some cosmetic repairs, it's very straight forward!"

The club which comes up with the most innovative idea to 'Activate' their Lasers will win a day with Paul Goodison.

By the end of May 2010, 66 Clubs will have attended an Activate Your Laser Fleet Workshop. Already Clubs have seen increased participation within their Laser Fleets. The plan is to continue the project for 2011 and 2012 in the UK with the ambition of developing the project on an international scale in the future.

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For more information, you can follow 'Activate Your Laser Fleet' on Facebook: www.facebook.com.

Australia

The Laser District in Australia is well established, with over 650 members. However, the Australian Laser Class Association (ALCA) is continuously finding new ways to support its members and encourage more people to take up Laser sailing. Recently, with the support of Performance Sailcraft Australia, Laser Clinics have been introduced to sailors around Australia and are available to all members.

Current Australian Laser Radial Women's Champion & Olympian Laura Baldwin describes how the new Laser Clinics came about and how they can help Laser Sailors.

“ Performance Sailcraft Australia (PSA) ran a 'Win a Laser' competition late last year which received thousands of entries, with the vast majority of entrants expressing an interest in gaining coaching to improve their skills. This was followed up with a coaching specific survey with the results showing large demand within all fleets.

The Laser dinghy is the world's most popular adult and youth racing class largely due to its affordability and for being simply rigged making it easy to get out on the water. Yet, to be fast requires specific skills unique to Laser sailing. PSA is offering the opportunity to fast track the learning process to ensure that sailors are able to maximize the pleasure that sailing their Laser brings. A few technique and rigging tips from the experts can make a huge difference to the boat's performance.

Signing up the world's best Laser sailors to share their skills

has proved a popular choice, with three out of four of the first series of clinics being fully booked within a day of offering. Extremely positive feedback has been given by all participants so far about their experiences at the various coaching clinics that have been hosted at different venues around Australia.

Several top Laser sailors, like Laura Baldwin and 2009 Australian Laser & Asia Pacific Champion, Ash Brunning, are sharing their extensive knowledge to lift the level of Laser sailing within Australia. The clinics are for everyone in any of the three classes; 4.7, Radial & Standard from junior to master and from beginner to advanced.

Clubs are now banging on the door to book dates in a slot in the second series of clinics to be held in the spring. More top Laser sailors have put their names forward to coach including two times Laser World Champion Tom Slingsby and dual-Olympian Sarah Blanck.

PSA has also started hosting Laser 4.7 demo days at clubs to address the issue of the rapid dropout rate from junior to youth classes. PSA's General Manager, Chris Caldecoat explained, "We've found that parents are often confused which class is best to progress to and put off by their experience of boat depreciation. The Laser 4.7 is the best solution as Lasers hold their resale value, are cheap to upgrade as the children grow and caters for all the family. The answer isn't getting out there on its own, so we need to be direct by actually going into clubs with the boats and getting kids to try them".

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For more information, please visit www.lasersailing.com.au or email: coaching@lasersailing.com.au.



Activate Your Laser Fleet workshop in Weymouth

Katie Ashworth, Marketing Manager at LaserPerformance Europe, explains more about the initiative.

“ With the RYA and Sport England focused on increasing adult participation in sailing, and LaserPerformance and the UK Laser Association keen to see more Lasers afloat on a regular basis, the Activate Your Laser Fleet project was born in January 2010.

This initiative supports clubs to develop ideas on how to encourage Laser owners and sailors back to the water and to help clubs re-claim Lasers that have been abandoned at their premises.

For example, South Cerney Sailing Club started off by centralizing all the Lasers in one area of the boat park, increasing communication between the sailors and creating a feeling of ownership. The club then started a swap shop and agreed a deal with LaserPerformance on a few keys spares, which increased the fleet from 3 to 14. The increase in activity created interest from other club members and resulted in a deal for 14 new boats.

Many clubs have attended repair day clinics, claimed abandoned boats and added them to their own fleets or introduced coaching sessions in conjunction with the RYA. The workshops were introduced to give owners confidence and demystify the maintenance/repair process.

Andy Allan from Trimply Sailing Club



Diego Romero (ITA Laser Olympic Bronze Medallist 2008) coaching Laura Baldwin at World Laser Radial Women's Championship 2005



Laura Baldwin shares the knowledge she has received by top coaches throughout her Laser sailing career



Rigging Rule Hints & Tips

Nick Livingstone Clarifies the Rules

Here is a good rule of thumb: if your Laser looks different from everyone else's, it may be illegal. (Of course they could all look the same and all be wrong, but this is only likely if just one of you reads the Rule Book.)

Buddy-up with one or two of your mates and check each other's boat over. If you are still in doubt, ask a more experienced Laser sailor at your club, or one of the measurers/inspectors if you are at a Laser championship.

Measurers and inspectors are not out to catch you out. We're there to help you stay legal and enjoy fair racing.

Mainsheet

Knots

You must have a knot in your mainsheet between the ratchet block and the tail end of the rope. Even if you tie the tail to the ratchet-block, your toestraps, the elastic or the toestraps retaining-line, you **must** also have a knot (e.g. a Figure-8) between the ratchet-block and the knot you use to tie off the end of the mainsheet (see Pic. 1 and Pic. 2 below).



Pic. 1



Pic. 2

You will only find out why this rule exists if the end-knot comes undone and you watch helplessly as your mainsheet shoots out through the ratchet-block, a second before it exits the boom-block and finally the becket block.

And it will only happen twenty seconds before the one-minute gun, when you are three boat-lengths over the line on a black-flag start.

In practical terms, if your ratchet-block has a big gap under the ratchet and you use a thin mainsheet, a Fig-8 knot may not be thick enough to stop the mainsheet-end running out through the ratchet-block. You may follow the letter of the Laser Rules but it is poor seamanship. If you use one of the current range of thin mainsheets, test this one out before you go sailing.

In strong winds, I suggest shifting the mainsheet knot forward along the line, enough to prevent the boom sheeting forward of the mast.

Vang / Kicker

Vang Control-line Handle

You can tie the tail to one of the following: the centreboard or its handle, the loop you use to attach the bungee-clip to the centreboard, or to the tail of the Cunningham control-line. Sorry, but you cannot tie it to the centreboard elastic. You can loop the vang handle over the centreboard handle.

(When the 'new' controls came out I asked ILCA whether you could use the same piece of rope for both the cunningham and vang control line, but the answer was No. Just in case you were thinking along the same lines.)

Mast-Retainer

This is an essential safety feature.

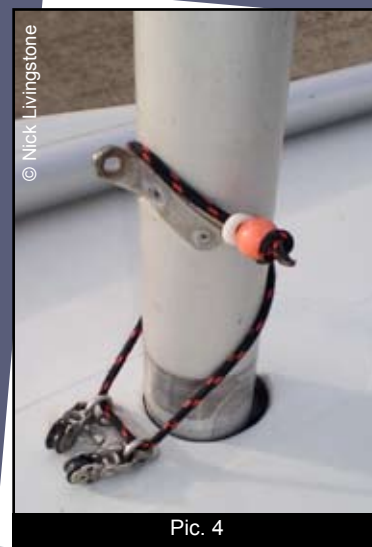
Before sheaves and 'optional' blocks were allowed, the Cunningham system could not take more than a couple of purchases before friction made it unusable, and so the 'tail' of the rope was quite short. The Cunningham was the only thing that kept the mast in if your boat inverted.

When sheaves came in, more purchases were possible, and the resultant longer tail would allow the mast to fall out if you fell in offwind. It has happened to me, and it is no joke trying to put the mast back in the hull at sea, even with the help of a fellow competitor. Hence the mast-retainer.

There are many ways in which you



Pic. 3



Pic. 4

can rig a retaining line, but it must work effectively in order to pass inspection.

The neatest is the solution illustrated on the right (Pic. 3), for it allows full mast rotation yet allows the mast to rise only a couple of centimetres (Pic. 4).

Moreover, you can lead the centreboard elastic under the line to give the bungee an effective anchor-point at the mast rather than at the bow-eye (see Pic. 5 overleaf).

This is legal provided you do not make any alteration to the function of the retaining line, such as by knotting an extra loop for the bungee to feed through.

Ensure the retainer line is tight enough to do its job, so that the mast cannot be pulled upwards more than a couple of centimetres inside the mast tube. This tube is normally never under load and is therefore only thin-layered GRP. If you try to right your



Laser after a capsize and your mast-foot is half-way up the tube, the base of the mast may go through the side of the mast tube. The resultant damage is usually difficult to repair, and is therefore expensive. It will almost certainly be entirely your fault.

Cunningham / Downhaul

Illegal use of shackles or clips

A shackle, clip, ball, hook or a tie-line can be used to attach an 'Optional Block' to a fitting. The Optional Block may also include (i.e. incorporated within the block) a becket, a swivel and/or a shackle. However, you are not allowed to attach the 'dead' end of the cunningham line to such a becket, swivel or shackle.

On this last point, see Pic. 6 and Pic. 7, both illegal: shackles or clips may make rigging the Cunningham easier, but Rule (3(e)(ii) states that the end of the Cunningham line must be securely attached to one of the following:

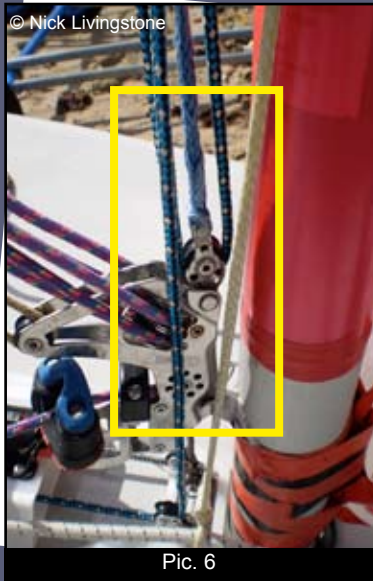
1. the mast
2. the gooseneck
3. the mast tang
4. a swivel or shackle that may be used to attach the vang cleat block to the mast tang
5. the cunningham attachment point on the 'Builder-supplied' vang cleating fitting.

(Item 4 refers to a swivel/shackle that sits between the vang-cleat and the mast-tang.

This is the swivel/shackle used for the old-style vang-system before the post-2000 rig-changes, and is still included for backward compatibility.)

In other words you can attach the dead-end of the cunningham directly to the cunningham attachment point on the vang or to the vang-tang, but you are not allowed to attach it via a shackle. The arrangement shown in Pic. 7 on the right, indicated by the yellow arrow, is illegal.

(This rule is subject to a 2010 Rule Change, which has yet to be approved by the membership. If approved, you will be allowed to use a becket block. It is not yet legal, so should not be used for summer 2010 events.)



The Traveller

Traveller Rope

The Traveller "shall be rigged as a simple closed loop". Splices are not allowed for closing the traveller loop. You are not allowed to create a handle using a back-splice.

Fairleads

Traveller fairleads must be either all-plastic or all-metal. (Plastic fairleads with a steel insert are illegal.) The plastic ones are softer than the rope so they need checking for wear every now and then. The metal ones are harder than the rope, but they have a history of being abrasive. (By the way, threading the rope through plastic tubing at the traveller fairleads is illegal.)

Because they wear away the traveller rope from the inside-edge where it runs through the fairlead, the first you will know about it is when your traveller snaps, leaving unable to sheet in.

Miscellaneous

Retaining Line and Elastic

Some toestraps have been seen with two loops at the rear end: one for the (adjustable) retaining line, and an additional one for the bungee sewn on top.

These are illegal. The toestraps can have only one loop at the rear end.

There are several out there in the shops, so if you have one, cut off the extra loop yourself to prevent an unnecessary DSQ.

Clew Tie-down

You are allowed only one clew tie-down. Though it might seem sensible to have a fall-back in case it comes undone, Rule 3(g)(i) states "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 quick release system."

More than one tie-down is therefore not permitted. If you are that unsure whether your velcro strap will stay tight, you are either tying it wrong or you need a new one



(please see Pic. 8 below).

Tow-rope

If the Sailing Instructions state that you have to have a tow-rope, it is a safety issue, not a Class Rule, and you must comply, even if it seems to weigh a ton and you think it is desperately uncool to have one. (If you are worried about the weight-penalty use thin polyprop. rope, which does not absorb water.)

Your mainsheet does not count as a tow-rope, and it is not good at all; your mainsheet is almost guaranteed to twist up the next time out. If a Race Committee equipment inspector (who may also be the event Measurer) reports a sailor without a tow-rope to the Race Committee, it could be a DSQ for the whole day.

Hayling Island

In August & September 2010, the Hayling Island Sailing Club (HISC) in Hampshire, UK will host the World Laser Standard Senior and Junior Championships, as well as the World Laser Masters. These events are expected to attract over 500 sailors from more than 50 countries to Hampshire – many with their sights set firmly on representing their country at the 2012 Olympic Games.

“Hayling Island Sailing Club offers ideal sailing conditions and shore-side facilities, regularly used by Skandia Team GBR for training and events, and is a fine example of what world class sailing venues we have throughout the UK,” says Royal Yachting Association Racing Manager John Derbyshire.

During the events, the high water is predicted to be at early to mid afternoon, with low water in the evening. The championships have been arranged around the tide times to enable sailors to sail out to the race areas with the tide, and return to the Club after racing again with the tide. The tide can run at up to 3 knots.

The full tide times and tidal flow information can be found at:

www.laserworlds2010.co.uk

About the Venue

The HISC was established in 1921 and since then has become a hub for sailing on the English south coast. The first clubhouse was originally a fisherman’s cottage, but

as membership grew the clubhouse was moved and, in 1936 the club moved to its present site, a unique position on the southern shores of Chichester Harbour, on the bulbous tip of a narrow peninsula, known as Sandy Point. Here it dominates the harbour entrance and provides immediate access either to the open sea or to the expansive, land-locked waters of the harbour. Sailing is possible at all stages of the tide and times of year.

With a large restaurant and bars on the first floor, together with a balcony leading from them, the clubhouse commands magnificent views of the harbour, the Downs to the north, and the coastal plane stretching away towards Chichester and beyond. To the south-east lies the Sussex coastline visible as far as Selsey Bill, with the Nab Tower standing guard to the South.

In 2003, the clubhouse was redeveloped to include state of the art changing rooms and new general club facilities, bars, dining room and services. There is a large dinghy park with access to the harbour at all states of the tide. Winches are positioned to assist in the launching and retrieval of the heavier boats and a pontoon is available on the northern side.

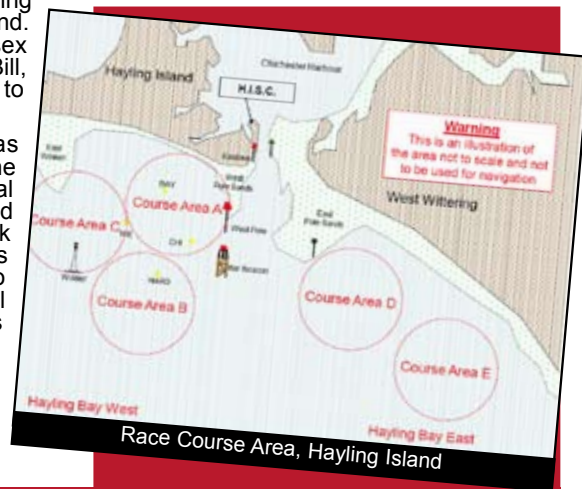
“Hayling Island Sailing Club enjoys a high reputation for hosting major national and international events, and we are very much looking forward to

welcoming the World Championships for the hugely competitive Laser class in 2010”, says HISC Commodore John Message.

“The choice of sailing waters and the superb shore-side facilities we have at Hayling Island will ensure a memorable experience for all involved, and we hope will encourage Olympic hopefuls from all over the world to choose Hayling Island Sailing Club to train from in the run-up to the 2012 Olympic Games.”

For information about accommodation and transport, please visit:

www.laserworlds2010.co.uk



Historic Largs

This year’s World Laser Radial Men, Laser Radial Women and Laser Radial Youth Championships is being held at the Largs Sailing Club in Scotland.

The tide at the Sailing Club, which is located at the Largs Yacht Haven, can run at up to a maximum of 2 knots. During the event, high water is predicted to be in the middle of the day, with low water during early to late afternoon.

Full tide times and tidal flow details can be found at www.laserworlds2010.co.uk.

About the Venue

The town of Largs lies on the North Ayrshire coast of the Firth of Clyde, on Scotland’s beautiful west coast. Sheltering behind the northern tip of Great Cumbrae Island, Largs is an area with vast history and is particularly famous for its Viking links. The name ‘Largs’ is derived from the Gaelic ‘learg’ meaning grassy slope. There are many local areas of interest in and around the town, in particular a small museum located in Manse Court (just off Main Street). The museum holds the keys to the Skelmorlie Aisle which you can visit on arrangement with the museum.

Largs is also well known for its connections to the city of Brisbane in Queensland, Australia, which is named after Sir Thomas Brisbane, who lived and died in Largs. You will see the word ‘Brisbane’ throughout the town and the Brisbane Queen Festival, which celebrates the link between Scotland and Australia, takes place every July.

There are numerous pubs, bars and restaurants offering food during the day and early evenings. Of course, there are also plenty of cafés dotted around the town for you to relax in with a coffee and cake.

Largs has strong links with the sea and today these are reflected in the sailing boats and marina. The town also boasts the sportscotland National Sports Training Centre.

Away from sailing, Largs pier is a regular calling point for the Waverley, the world’s last sea-going paddle steamer, as it carries trippers around and across the Firth of Clyde.

With two golf courses, a bowls green, parks, fishing areas, diving facilities, a swimming pool and a great ten pin bowling alley there is plenty to do away from the race area during the World Laser Radial Championships. Largs is the ideal place to take a leisurely stroll along the Promenade, or to indulge in a more strenuous walk up the hills. Popular with tourists and locals is the Vikingar, and Kelburn Country Centre and Castle is just outside Largs. For more information about Largs, please visit: www.largsonline.co.uk.

For information about accommodation and transport, please visit:

www.laserworlds2010.co.uk

