Record Masters Fleet at Roses

Discovered by a few Master sailors several years ago, Roses was well recommended and proved to be a popular location. Although they had never run a major championship before, let alone a record breaking 420 boat entry from 33 countries split into 8 fleets on two course areas, the small fleet of Laser Masters sailors at the club worked hard throughout the year to put on a great show.

The sailing area is well known for good wind having long been a popular area for windsurfing.

The 239 entry Laser Standard rig fleet was split into 3 groups (Apprentice, Master and Grand Master) and sailed on the off shore course area and the 181 Laser Radial Fleet sailed in 4 groups (Apprentice, Master, Grand Master and Great Grand Master) on the near shore course area. In the Radial fleet another record was broken with 20 ‘Lady Masters’ registering.

DAY 1 - On the opening day the morning clouds cleared away and a 12 knot sea breeze arrived that later built to 15 knots and medium waves for the second race of the day.

In the Standard Apprentice fleet the defending champion, Brett Beyer AUS, shared line honours with Xavier Leclair FRA, each scoring a first and second and Orlando Gledhill GBR honours with Xavier Leclair FRA, each scoring

107 entries in the Standard Masters fleet meant that two groups were created, each with their own start. The total fleet being re-mixed every evening until the last day when the fleet was split into gold and silver groups. Arnoud Hummel NED dominated his fleet with a perfect two first places. Second and third places on the day both came from the other fleet with Peter Vesella USA and Nick Harrison GBR scoring a

total of 4 and 5 points respectively.

In his first year as a Grand Master, Jack Schlachter AUS took great pleasure in leading home the 73 strong fleet ahead of Anders Sorensson SWE in the first race. He took third place in the second race behind previous title winner Mark Bethwaite AUS and Sorensson.

Mark Page NZL and Miranda Freek NED stamped their mark on the Radial Apprentice fleet scoring two first and two second places respectively in the 33 competitor fleet. Greg Adams AUS and Martin Baltscheffsky FIN did the same in the larger 44 competitor Radial Master fleet.

Peter Heywood AUS continued the southern hemisphere dominance in the Radial Grand Masters fleet also scoring two first places. Peter Whipp from the Isle of Man finished the day with a 2,3 score, just 1 point ahead of Poopy Marcon FRA.

The 52 competitor Great Grand Master fleet (over 65 years) was the largest Radial Fleet. Defending champion, Kerry Waraker AUS, opened his account in style leading Kurt Blidner SWE across the line. He then faded to 5th in the second race in a close fought contest, which Peter Seidenberg USA won ahead of Willi Gerlinger GER.

ISAF Annual Meetings

ILCA President, Heini Wellmann, and Executive Secretary, Jeff Martin, represented the class at the meetings.

Olympic Events

The big issue at this year’s annual meeting of the International Sailing Federation (ISAF) was the selection of events for the 2012 Olympic Games. The International Olympic Committee (IOC) had decided 4 years ago that the number of medals (events) for sailing would be reduced from 11 for 2008 to 10 for 2012. The events are categorised by type eg 1 person dinghy men, 1 person dinghy women, keelboat men etc. ‘Classes’ are ‘equipment’ in IOC speak. Equipment is selected for Events at the 2008 ISAF Annual Meeting. Laser and Laser Radial are currently the equipment for 1 person dinghy men and women events.

Anna Tunnicliffe Interview

Trials in that format definitely prepares you for any amount of stress you could come across in your life.

Talk us through your performance at the USA Olympic qualifiers.

I prepared as much as I could for the event. I trained with the boys off and on the water until my training partners, Tania (Calles) and Lisa (Ross), showed up and then we worked hard for the two weeks that they were there. So when the event started, I was in peak shape and excited to sail. I knew that Paige and everyone else would be bringing their best game to the event, so all I could do was to enjoy the moment and sail as hard as I could. I got off to a good start and just tried to keep the fun going through the event.

Continued on Page 6.

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Captains Log

Hitting Marks and Cheating

At several important events this year there have been complaints about sailors hitting marks and not taking a one turn penalty. Unfortunately the mark hitting is often so obvious that the competitor must have known about it. Therefore he or she is cheating!

Strong words but it is reality. Jurie and Protest Committees have, and will, take action that can result in a disqualification that may not be excluded or even worse. This can result from a Race Committee protest for hitting a start boat or jury or competitor protest for hitting another mark.

When we are racing we may have spent a lot of time preparing for a race and a lot of money travelling to the venue. It seems so wasteful to throw all the preparation away.

We all make mistakes and have to correct them. My concern is what is going on in a sailors mind? Hitting a mark is an offence against all the other sailors who take the trouble to sail correctly and when they make a mistake they take a penalty.

Do we want sailors who do not take penalties in our sport?

We all have a responsibility to try and clean up our racing not just those who are failing to take their penalties. How do we do that? Firstly if we see someone hitting a mark then we should hail them and shout “protest”. Hopefully the sailor who hit the mark will immediately take their penalty or protest another boat that may have forced a mark hitting. The sailor who infringed the rules should be hauled up to the Race Committee for a full hearing.

This can result from a Race Committee protest and a potential disqualification. If no one does a penalty then we must protest another boat that may have forced a mark then we should hail them and shout “protest”. Hopefully the sailor who hit the mark will immediately take their penalty or protest another boat that may have forced a mark hitting.

The fifth day was light and variable but the last day provided a great final as a 12 to 15 knot northerly wind established after a delayed start.

In spite of the difficult conditions ‘the cream always comes to the top’ with all the race leaders at the halfway stage keeping their points to spare until the end. All fleets sailed ten races except the Standard Apprentice fleet which completed two races while the Radial Grand Masters who sailed nine.

The ‘best sailor’ in each age category was presented with a Rolex watch and a Michelin star establishment! A great result for a reservation at this Michelin 3 star restaurant. You have to book a year in advance for a reservation at this Michelin 3 star establishment!

Roll on Australia!

Full results: http://events.laserinternational.org/en/events/results/100z8

DAY 4 - An approaching frontal system brought 100mm of rain and floods to the city of Girona just 45 km from Roses! Whilst the rain stayed away from Roses so did the wind.

After a delay on the shore, what wind there was came from different directions and was unstable. Only the Standard Apprentice fleet completed two races while the Radial Grand Masters and Great Grand Masters got none.

In the Standard Apprentice fleet, Gledhill scored his first win of the series beating Cockrell and the ever consistent Beyer. Beyer hit back with his fourth win of the series with Cockrell, Leclair and Gledhill filling the minor places leaving only one point between 2nd, 3rd and 4th overall.

Colin Dibb AUS led Wilson and Hummel home in the only Standard Masters race of the day whilst Bethwaite scored his worst result of the series, an 11th, as Sorensen led home Schlaechter.

Page took his discard in the Radial Apprentice race finishing 17th as Matthias Bruehl scored his first win of the series. It was a similar story in the Radial Masters. Adams also lost his unbeaten record scoring a 10th with Pierrie Amizet FRA taking the winners gun.

DAY 5 and 6 - Overnight storms provided a brilliant electrical firework display and a few hours of broken sleep. It also finished the chances of a thermal wind establishing on the last two days causing shifty conditions, delayed starts and some races abandoned. The wind dropped and conditions worsened then to north in varying degrees of intensity as the race committee attempted to catch up lost races to get to the magic 10 results when a second discard came into play.

The fifth day was light and variable but the last day provided a great final as a 12 to 15 knot northerly wind established after a delayed start.

The light winds did not bother the overnight leaders in the Radial Apprentice, Master and Grand Master fleets as Page, Adams and Heywood continued their run of successive first places. In the Radial Great Grand Masters class, President Heinrich Wellmann SUI had the best day, scoring a 3rd behind Rene Bright GER and then getting the winning gun in the second race after Seidenberg was scored OCS. Seidenberg was able to keep his overall lead by 6 point margin over Waraker. Bildner stayed in third overall counting an 11th place and discarding and 18th place.

The following day was a rest day which was fortunate as there was no wind and light rain!

DAY 2 - The second day was similar to first day in terms of wind speed, direction and results.

In the Standard Apprentice fleet, Beyer scored two bullets leaving Leclair and Gledhill to share second from third places across both races. In the Masters, Hummel and Harrison each scored a first and second place with Vesella and North American class Champion Robert Keeton NZL taking a first and third place in the other Master’s fleet.

In the Grand Masters, Bethwaite fought his way through to first ahead of Rob Lowndes AUS after taking a two turn penalty on the first windward leg for a port and starboard incident. Sorensen scored a BFD in this race for a premature start but recovered in the next race to take second behind Bethwaite.

Page and Freek duplicated their results of the first day in the Radial Apprentice fleet. Adams posted another two bullets in the Radial Masters ahead of Michael Keeton NZL and Robert Cage GBR. However, the results behind him were more mixed. Baitschefsky hung on to second overall with a 3rd and 5th place. Heywood also scored two more bullets in the Grand Masters with Whipp right behind him. The Great Grand Masters saw Seidenberg complete the sixth clean sweep of the day with Waraker taking second in both races.

DAY 3 - The early morning fog was slow to clear and the sea breeze never really took control resulting in the light air specialists getting their opportunity to perform in the maximum 10 to 15 knot conditions.

Steve Cockrell GBR made the most of the lighter wind in the Standard Apprentice fleet. Beyer lost another two bullets in the Radial Masters ahead of Michael Keeton NZL and Robert Cage GBR. However, the results behind him were more mixed. Baitschefsky hung on to second overall with a 3rd and 5th place. Heywood also scored two more bullets in the Grand Masters with Whipp right behind him. The Great Grand Masters saw Seidenberg complete the sixth clean sweep of the day with Waraker taking second in both races.

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Steve Cockrell GBR made the most of the lighter wind in the Standard Apprentice fleet. Beyer was able to keep his overall lead at the halfway stage by dropping to a 5th place in the first and second race of the day with Leclair 4 points adrift after a 5th and a 3rd.

It was a USA day at the front of the two Standard Masters fleets as both Kennedy Wilson USA and Scott Ferguson scored double bullets. Hummel was still safely ahead in the overall table with a 2nd place and a 5th that he was able to discard. Vesella kept second overall one point ahead of Wilson in spite of having his worst day so far scoring a 15th and 6th.

Bethwaite held on to his overall lead in the Grand Masters by winning his first race ahead of Michael Nissen GER and discarding a 6th in his second race. Nissen retained his second overall position after discarding a 26th in the second race that was won by Christopher Boyd IRL. Apart from Bethwaite, Lowndes was the only other sailor to score two single figure results in this fleet.

The light winds did not bother the overnight leaders in the Radial Apprentice, Master and Grand Master fleets as Page, Adams and Heywood continued their run of successive first places. In the Radial Great Grand Masters class, President Heinrich Wellmann SUI had the best day, scoring a 3rd behind Rene Bright GER and then getting the winning gun in the second race after Seidenberg was scored OCS. Seidenberg was able to keep his overall lead by 6 point margin over Waraker. Bildner stayed in third overall counting an 11th place and discarding and 18th place.

The following day was a rest day which was fortunate as there was no wind and light rain!

We should not be concerned about making a protest. The sailor who infringed the rules by hitting a mark was in a position to avoid the risk of a protest either by not manoeuvring close to the mark or by taking a penalty after a mistake. The racing rules assume that the helmsperson is in control of their boat at all times unless they are capsized. Therefore there is no excuse for hitting a mark.

Laser fleets have close racing and mark roundings and starts are often busy. However, many things in life, if you have a problem and do not do anything about it will get worse.

Is that what we want or is there not a problem?

Jeff Martin

www.laserinternational.org
Protecting the One Design Principle

Class President, Heini Wellmann, explains how the Rules and the Laser Construction Manual can influence these changes.

Continued from October’s LaserWorld.

The one design principle and the Rules make sure that all Laser sailors have identical boats, spars and sails at their disposal when they go racing and that there is no performance difference in the equipment.

Only skill, tactics and physical preparation of the sailor make the difference of winning or losing a Laser race – and sometimes luck!

In the last Laser World I gave an overview of the tools we have to protect the one design principle of the Laser.

In summary these tools are:

The Laser Construction Manual (LCM):
The LCM is a proprietary protected document that specifies the manufacturing procedures, standard plugs and tools as well as the raw materials and parts supplied by third parties for the hull, sails and spars.

The Rules:
The basic principle is that nothing can be changed by a sailor on a Laser, which was built according to the tight specifications of the LCM. Only a few changes, which are positively described in the rules, are allowed. The Rules also describe how a boat must be rigged to be Class legal. The rules are sometimes difficult to understand. Therefore the Chief Measurer of the Class publishes from time to time interpretations to certain rules.

Nevertheless, over the years changes have been made to the Laser in the Construction Manual and the Rules have evolved. However, the Class and the builders were very careful that:

• The changes do not affect the basic performance of the boat, but
• Only the ease of use, durability and safety were improved and
• Older parts, fittings and sails remain legal

How can each member of ILCA influence these changes?

Firstly, be aware that only changes which improve the ease of use, durability and safety of the boat, have the chance to be passed.

Rule changes:
If you have a good idea for a rule change, talk first to some other sailors and also to class officials to see whether they share your opinion. If this is the case, you can formulate the rule change as precisely as possible and add a justification.

Then send your proposal to the Chief Measurer of the Class, Jean-Luc Michon (e-mail: michonjl@hotmail.com). He will discuss it with the other members of the Technical and Measurement Committee (TMC) of the Class and then present the proposal to the World Council with a recommendation.

Finally, if the World Council and the Advisory Council agree with your proposal, the rule change must be approved by two thirds of the membership.

Changes in the Laser Construction Manual:
In view of the protection of the one design aspect there is much hesitancy by the builders, class and licence holder to change anything. Any change must have clear and important advantages in terms of usability, quality, durability or safety. The proposal must be duly justified.

The best way to get some attention is to present it to the Chairman of the Technical and Measurement Committee (Tracy Usher, e-mail: usher@slac.stanford.edu) and/or to the Technical Officer of the Class (the position is currently vacant, but will be filled in due course).

Be aware that any change requires the unanimous approval by all licensed builders, the International Laser Class Association through its Technical and Measurement Committee and ISAF, but is not subject to a member vote.

Despite the high hurdles a change must overcome before it can take effect, there and several examples in the last few years of important changes, which were initiated by ILCA members. So do not be scared away, but contribute to the evolution of the Laser. It will last longer.

I wish you all a Merry Christmas and a successful sailing year in 2008!

ISAF Meetings

... continued

At the ISAF meeting the ISAF Council, representing all national authorities, decided to drop the following 2008 Events: Multihull Open (men and/or women) and keelboat women. It voted in a new event: Keelboat Match Racing women.

World Cup Series
A previous proposal to hold a World Cup Series based on 6 existing named grade one events starting in 2008 was modified to investigate the introduction of a series in 2009 and inviting applications from venues. Included in this modification was an intention to set up an independent management group to investigate format and sponsorship and then manage the series. An updated report will be considered by ISAF in May 2008.

2011 ISAF World Sailing Championships
Perth, Australia, subject to final contracts, was named as the venue for the above event in December 2011. This means that if the Laser Standard and Laser Radial remain as the equipment for the one person men and women’s dinghy (decision in November 2008) Perth will be the venue for the World Championship of the Laser Standard (men) and Laser Radial (Women). Venues and dates on other class world championships will be investigated during 2008 but will be subject to confirmation of the Olympic equipment vote in November 2008.

Racing Rules
Every 4 years a new racing rule book is published to come into force in the year after the Olympic Games (2009). During the preceding 4 years the ISAF Racing Rules Committee consider changes to the rules. This meeting was the final meeting for considering changes. There were 95 proposals considered some of which were very similar and most of which do not change the game.

The most significant change is to the zone around marks. This will be changed from 2 boat lengths to 3 boat lengths and sailing instructions will be allowed to modify this down to 2 lengths or up to 4 lengths.

In addition Section C of Part 2 “At Marks, and Obstructions” has been re-written for better understanding.

Full details of the changes will be covered in the December 2008 LaserWorld.

ISAF Youth Worlds
The Laser Radial will replace the Laser Standard rig for the boys in ISAF Youth World Championships from 2010 onwards. This change was made after submission from the Spanish Federation and a ballot of national sailing federations. The decision on whether to make the same change for the 2009 Championship in Brazil depends on a decision from the event organisers. The 2008 Championship in Denmark will remain as the Laser Standard for boys and the Laser Radial for girls.

www.laserinternational.org
ILCA Finances 2005

At the Annual General Meeting held in Jeju Island, Korea, on 21st September 2006, the World Council approved the audited accounts from the previous year.

The 2005 accounts show a doubling of the membership renewal fees due to a change in ILCA’s accounting methods. Prior to 2005, ILCA used a cash received accounting system for membership renewals. This was changed to a creditor debtor accounting system in 2005. The 2004 membership fees were received at the beginning of 2005, as in previous years. Additionally the 2005 membership fees were invoiced before the end of the year 2005 although the fees were not physically received until the beginning of the year 2006. The 2005 fees are therefore included in the accounts as an account receivable or debtor.

This change in accounting increases the income shown in the accounts for the year by £60,000 GBP. Without this change, the year’s surplus would have been £28,134 GBP which is comparable to the previous year.

The Championship income and expenditure includes charter fees for some events and can vary significantly from year to year depending on the dates of the championships and size of entry. Our 4 major World Championships in 2005 held in Brazil are included in the 2005 accounts as they were not completed until after the end of our accounting year (30 September 2005).

The 2005 accounts are shown below. All figures shown are in £ (GBP).

### Accounts: 2005 2004

**INCOME**
- Plaque Fees 47,742 47,573
- Sail Buttons Fees 51,024 46,808
- Renewal Subscriptions 122,554 62,554
- Sale of Goods 10,806 12,119
- ISAF Admin Contribution 4,000
- Championship Income 43,086 445,497
- Interest Receivable 26,160 22,009

**ACCOUNTS RECEIVABLE:**
- 305,372 636,560

**EXPENDITURE**
- Championship Expenditure 36,458 420,432
- Publications 16,212 15,892
- Technical 34,124 40,284
- Teaching 989 7,823
- Office / Staff 111,785 100,847
- Auditors / Bank Charges 4,117 2,643
- Depreciation 1,185 1,665
- Cost of Goods Sold (adjusted for stock) 9,988 13,371
- ISAF / World Council 4,380 11,637
- 219,238 614,594

**Accumulated Funds b/f**
- 650,489 628,523

**Accumulated Funds c/f**
- 736,623 650,489

### Improving Your Start

Article courtesy of www.lasersailing.com

**Starting is about being in the right place at the right time and often the build-up to a good start can start several days before you hit the water by your looking at the forecast current and wind conditions.**

Proper preparation begins before you launch. Make sure you have plenty of time to get to the race track and practise. Also be aware of any local rules which prevent you sailing in some areas (either to protect beach users or your boat!). You will need appropriate clothing (remember conditions can and do change), adequate food, water, and, if possible, spares.

If you do get out early and the wind is light, try not to get too far away from the start line, and where possible, always wait upwind (it is very embarrassing to be the first out, but miss the start because you were practising.

Starting may be split into three areas:

**Diagram one: Elements of starting.**

If any one of these areas is not fulfilled then you haven’t got a good start:

**For Example:**
- There is no point being at the favoured end if you fail to accelerate at start time.
- There is no point accelerating well if you go too early.
- There is no point being on the line at start time if you are at the wrong end.

We will deal with each of these in turn:

**Acceleration**

Acceleration is very dependant on rig set up. Basically the cunningham and the outhaul will be set for the first beat, whereas some kicker adjustment may be required after the start. You may wish to set the rig up with slightly more power than normal as at the start of the race your legs will be fresh (and having good boatspeed for the first 100 yards is vital) but also in the starting area the wind and waves tend to be confused and additional power can help. Hiking ability is key, the harder you hike the faster you will go.

Using hiking shorts will enable you to sit out further and stay hiked for longer, obviously an additional power can help. Hiking ability is vital but also in the starting area the wind is vital) but also in the starting area the wind is

**Boats accelerate quicker on the reach than upwind, so allow the bow to drop down away from the wind (being careful to keep clear of the boat to leeward). To do this, pull the tiller towards you repeatedly so as to bear away, but NOT make the boat go forward.**

**Diagram two: The boat in the centre has born away for a close-hauled course to accelerate better.**

Heel the boat to leeward just before the start: this means as the boat is brought back flat at start time, the sail is fanned, pushing the boat forward. In hinking conditions you should lean out in one movement to ‘hit the straps’. Remember you are not allowed two ‘bites of the cherry’, as if you push the boat to leeward and windward a second time you are infringing rule 42.

Sheet in rapidly and head up. If you head up too quickly, the sail will flap, if you head up too slowly, the sail will stall. This needs to be carefully timed and with a smooth movement. Allow the tiller to go away from you (as it will tend to with the boat heel) rather than ‘pushing’ the tiller.

**Time**

It is said that time waits for no man, and this is very true in sailing. I guess it goes something like this, “I was late out of bed, late to the sailing club, late on the water, late at the start...”

A good start may make a race, but a bad start doesn’t have to be the end of one...
and late at the finish".
You need to be aware that time, although a constant (as measured by the unit second), always seems to have a variable quality. By this, I mean the ten minutes you wait for the postponement flag to come down can take a life time, whilst the last ten seconds of the start can happen in a millisecond.

Broadly speaking, it is the last minute of the start which is 'make or break', as it is at this point you need to have maximum concentration. When practising starting, it is usually only worth doing a two-one-go, as this way you can get in lots of starts.

At one minute, the fleet is usually lining up, and any additional rules (such as black flag or round the ends) come into play. It is usually too late at this point to change position much.

The aim is at the B in Bang to be right on the line (and assuming your acceleration is spot on) and at full pace. The amount of time you require to accelerate varies a lot and can be as much as ten seconds.

In the medium wind range when the rig is very efficient, the rig gets up to full speed very quickly. The further the wind is away from this, the longer it takes. The stronger the current against you, the more it slows acceleration.

Positioning

This is about playing the percentages. In simple terms, the better a starting position the harder it is to get, and only one boat can start next to the pin committee boat. Usually starting in the middle is very hard to judge without a good transit, but is often undesirable anyway because at least half the fleet is likely to have a better start than you (being closer to the favoured end).

All other things being equal, the favoured end of the line is that which is the most upwind.

Diagram three: The pin end of the line is favoured.

Remember the position of the windward mark is irrelevant as long as the first leg is long enough. So for example, the windward mark in diagram three could be slightly right of the true wind direction, but the port end of the line would still be favoured.

There may of course be reasons why you would not start at the port end. There may be more wind or less adverse tide on the right, and when considering your start you must consider where you want to be up the first beat, and try and weigh up your decision. It could even be worth starting at the committee boat end if it meant you could tack immediately to the favoured side of the course.

At start time the current can play a huge role as the table below explains:

### Table one: Tide effects on the start.

<table>
<thead>
<tr>
<th>Condition</th>
<th>Effect</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wind with tide</td>
<td>The boat will be sailing slower upwind as it is held back by the tide, you therefore need to sheet in much sooner. The fleet may well be several boat lengths off the line, especially at the middle. It may well be worth choosing your route up the beat so as to get out of the tide as much as possible.</td>
</tr>
<tr>
<td>Wind against tide</td>
<td>Expect some general recalls. Practise your run-up to the start and see how long it takes to drift over the line. Avoid lining up too early and avoid being dragged over the line. Be patient!</td>
</tr>
<tr>
<td>Tide going from left to right</td>
<td>Starting next to the committee boat will be very crowded and many people will get squeezed out. Remember you need to keep clear of leeward boats. It will be easy to hold your position on the start as the tide will counter the boat drifting to leeward.</td>
</tr>
<tr>
<td>Tide going from right to left</td>
<td>Starting next to the pin end will be difficult, and you could get swept past the line and unable to start. Boats will make progress down the line very quickly, so a port tack approach may be a good option.</td>
</tr>
</tbody>
</table>
Rule Changes

Continued from Page 1...

You’ve been battling with teammate Paige Railey for some time with the US Olympic Selection Trials being no exception. How does it feel to have beaten her to the Olympic slot?

As I said at the awards ceremony, Paige came in three years ago and set the bar for all of the Radials around the world. If it hadn’t been for her being my teammate, I wouldn’t have been pushed so hard too. That said, I think that the Olympic Trials was one of the hardest regattas that I have ever sailed, and Paige definitely was a great competitor.

With the Laser Radial World Championships and the Olympics in Beijing in 2008 it looks like you have a busy and challenging year ahead. What are your plans in the run up to these events?

I think my plan is pretty similar to past years. I think that the two events are nicely spaced apart so that it is possible to peak for both events so my plan is to work my training around those events.

How will you prepare mentally and physically for these events?

Again, I’m going to keep doing what I have been doing, only hopefully be in better shape all around.

You came 5th at the World Championships in Cascais earlier this year. Can you describe the Championships? How has this altered your plans for New Zealand and China?

I came in 5th and thankfully it was a tactical event, because I didn’t feel like I was in the best shape I could have been. The event was very windy, but very very shifty. There would be times in races where

Anna Tunnicliffe Interview

World No 1 Ranked Laser Radial Sailor

this was a good test of patience for China even though the conditions were totally opposite. I don’t think it has altered my plans for this year’s events. I’m just going to plan to peak for both events.

What do you do to relax when you need a break from sailing?

I like to read books, ride a bike, or run. I love to do physical activity. Sometimes, I just need a break from Radial sailing, so I’ll go and do a match race event, or team race event; something different from Laser sailing.

What were your thoughts of Qingdao at the Pre-Olympics? Do you like it as a Championship venue?

I thought the conditions this year were tricky. It was very hot and humid, so keeping your physical condition in check was important. It’s a different type of venue, so I’m excited about it.

What advice would you give to any young sailors hoping to succeed in Laser Radial Sailing?

Work hard, and follow your dreams. It’s not always about winning, it’s about having fun, winning is the added bonus!! Laser sailing is a physical sport, so it is important to be in very good shape too.

Where is your favourite sailing venue?

I think my favorite place to sail is Cabarete in the Dominican Republic. The wind in the winter months is almost always guaranteed with big waves, which makes the downsaws so much fun.

Which sailing conditions do you prefer?

I’d like to say my favorite conditions are 8-12kts, but I like windy weather when there is a lot of downwind sailing involved...as should any Laser sailor.

I would definitely miss my hiking pants because I’m a wuss when it comes to hiking with no pants...hehe, but besides that, I would really miss my wind indicator.

What were your plans in the run up to these events?

I came in 5th and thankfully it was a tactical event, because I didn’t feel like I was in the best shape I could have been. The event was very windy, but very very shifty. There would be times in races where

How many hours a week do you train on and off the water? What sort of physical training do you do off the water?

I sail between 4-6 days a week depending on the wind and week. I do weights 4 days a week, cardio 6 days a week. What piece of equipment would you miss most if it were left ashore?

I wouldn’t have been pushed so hard too. That said, I think that the Olympic Trials was one of the hardest regattas that I have ever sailed, and Paige definitely was a great competitor.

With the Laser Radial World Championships and the Olympics in Beijing in 2008 it looks like you have a busy and challenging year ahead. What are your plans in the run up to these events?

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Again, I’m going to keep doing what I have been doing, only hopefully be in better shape all around.

You came 5th at the World Championships in Cascais earlier this year. Can you describe the Championships? How has this altered your plans for New Zealand and China?

I came in 5th and thankfully it was a tactical event, because I didn’t feel like I was in the best shape I could have been. The event was very windy, but very very shifty. There would be times in races where

Anna Tunnicliffe celebrating in Qingdao.

Anna Tunnicliffe at the US Sailing Trials.

How many hours a week do you train on and off the water? What sort of physical training do you do off the water?

I sail between 4-6 days a week depending on the wind and week. I do weights 4 days a week, cardio 6 days a week. What piece of equipment would you miss most if it were left ashore?

I would definitely miss my hiking pants because I’m a wuss when it comes to hiking with no pants...hehe, but besides that, I would really miss my wind indicator.

What are your plans for 2009 and 2010?

I want to do another Olympic campaign and want to get into AC sailing, so we’ll see what classes are sailing in 2012, and where the AC is going and then take it from there.
ILCA Advertise for a Technical Officer

The Position
A Technical Officer, to fill a current vacancy, providing technical support to the International Laser Class Association (ILCA). The support will be in 3 main areas:

1. Manufacturing (including construction manual maintenance and compliance, quality control, material specifications, recommending and implementing policy) reporting to the Chairman of the ILCA Technical and Measurement Committee.
2. Measurement (including drafting of rules and interpretations, maintenance of the measurement manual, measurers communications, recommending and implementing policy) reporting to the ILCA Chief Measurer.
3. General Technical (including technical drawings and illustrations on various aspects of sailboat racing).

Employment
On a part time basis (50%). The function holder will be working from his/her home. Administratively he/she will report to the ILCA Executive Secretary stationed in Falmouth, Cornwall, England.

Traveling abroad (several weeks per year) is inherent in the job.

The Candidate
The candidate will have a technical engineering degree or similar qualifications. He/she will be highly proficient in written and spoken English and familiar with marine technical language. Experience in the manufacture of small GRP boats and familiarity with mast technology and sail making may be an advantage although training will be provided. The candidate should also be familiar with popular office computer software, technical drawings and CAD packages. Current involvement with small boat racing would be an additional advantage.

Applications close 31 January 2008
For further information (including a detailed job description) please contact:
The Executive Secretary
International Laser Class Association
Email: office@laserinternational.org

New Zealand

The Takapuna Boating Club are busy preparing for the World Laser Radial Men’s, Women’s and Youth Championships in March 2008.

Takapuna Beach is on the North shore of New Zealand, just 40 minutes from Auckland International Airport. The North Shore City boasts 141km of coastline and beaches.

Winds during the summer months provide a wide range of sailing conditions, which will challenge and test competitors. Reliable onshore and offshore winds offer excellent sailing opportunities. Winds during March are predominately southwesterlies or northeasterlies with an afternoon wind range of 10-15 knots. Water temperature will be approximately 20 degrees with normal air temperature averaging 23 degrees with around 15 hours daylight per day.

World Laser Radial Women’s Championship
15th - 20th March 08

World Laser Radial Men’s Championship
24th – 29th March 08

World Laser Radial Youth Championship
24th – 29th March 08

Major Laser Event Locations 2008

ILCA World Events
ISAF World Events
Grade 1 Events

- ISAF Youth Championship Aarhus, DEN 16-20 JUL 08
- Breitling Regatta Usselmeer off Medemblik, NED 21-25 May 08
- Semaine Olympique Franciase Hyeres, FRA 19-25 Apr 08
- KielWeek Kiel, GER 25-29 Jun 08
- 2008 Olympic Games Qingdao, CHN 9-21 Aug 08
- Princess Sofia Palma de Mallorca, ESP 15-21 Mar 08
- World Sailing Championship Tropea, CRO 22-29 Aug 08
- World Standard Championship Terrigal, AUS 5-13 Feb 08
- World Masters Championship Terrigal, AUS 16-23 Feb 08
- World Youth & Male Radial Championship Auckland, NZL 24-29 Mar 08
- World Radial Female Championship Auckland, NZL 13-20 Mar 08
- World Junior Championship Auckland, NZL 24-29 Mar 08
- World Equatorial Championship Mar del Plata, ARG 9-12 Jan 08
- Central and South American Championship Mar del Plata, ARG 9-12 Jan 08
One of the great things about the Laser is it is instant sailing. It takes only a few minutes to rig a Laser and then you are out on the water. The introduction of the additional purchases in the control lines set creative minds thinking about how to make the control lines easier to rig. Here are a few ideas seen at the 2007 Laser Masters Worlds.

Mast retention line (class rule 3(b) xi.)
The mast retention line is one of the most important lines on the boat. It must allow 180 degree rotation of the mast and at the same time keep the mast in the deck tube in the event of a capsize. It is important that the mast cannot move in and out of the tube by more than 50mm. A mast retention line with too much movement may result in the mast sliding most of the way out of the tube and then breaking through the side of the tube and the deck when the boat is righted after a capsize.

You will need 640mm of 5mm diameter line and a 15mm plastic stop ball. Core spectra line works well as it is low friction.
1. Tie a stop knot in one end of the line and thread the stop ball on to the line.
2. Tie a bowline in the other end of the line so that the overall length of the line from the end of the loop to ball is 570mm. The loop of the bowline should be just big enough to allow the stop ball to pass through the loop.
3. Pass the loop through the 2 eyes on the deck block plate (Photo 1).
4. Take the loop end round the front of the mast and then behind the mast over the top of the mast boom vang attachment point and back to the front of the mast.
5. Take the ball end of the rope to the front of the mast and pass through the loop to secure (Photo 2).

The retention line can be left on the boat trough the deck block fitting so it does not get lost!

Outhaul optional block at the gooseneck fitting (class rule 3 (f) v.)
A similar quick release system using a stop ball and rope loop can be used to retain an optional block at the gooseneck fitting (Photo 3).
1. Take 500mm of core spectra.
2. Pass the line through the pulley wheel of the block.
3. Take both ends of the line and pass them through the stop ball and tie a stop knot in the ends of the line.
4. Holding on to the loop pass the stop ball round the mast and through the loop.

The block and attachment line can stay on the outhaul line and boom when de-rigging so that it does not get lost!