

Laser World



December 2014



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ISAF SAILING WORLD CUP FINAL - Congratulations Evi and Tom



© Barbara Sanchez/sailing Energy/ISAF

PETER SEIDENBERG STORY

UPDATES FROM TRACY USHER

ONE MINUTE WITH TOM BURTON
& EVI VAN ACKER



© Thom Thouw



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ISAF Sailing World Cup

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ISAF Sailing World Cup - Laser Radial Winners:

- 1st Evi Van Acker BEL
- 2nd Tuula Tenkanen FIN
- 3rd Ann-Marie Rindon DEN

© Pedro Martinez/
Sailing Energy/ISAF



ISAF Sailing World Cup - Laser Standard Winners:

- 1st Tom Burton AUS
- 2nd Tonci Stipanovic CRO
- 3rd Jean Baptiste Bernaz FRA

ISAF Sailing World Cup 2014 Grand Final and changes to the system for 2015

Abu Dhabi Grand Final 2014

In late November twenty of the top crews in each Olympic fleet from the ISAF Sailing World Cup in Santander were invited to attend the inaugural ISAF Sailing World Cup Grand Final in Abu Dhabi and thereby realising, what for the last 8 years, has been just a dream on a piece of paper. Considering that most of the finance, planning and contracts were only put in place since last November, with some arrangements still being made in July, the resulting event was a massive achievement for ISAF led by a committed President. The end result certainly proved the concept and has laid the foundations for further growth.

For a few it was not possible to re-arrange previously organised commitments and travel at other events. For the majority of attendees the short programme in small fleets, sailed in great sailing conditions at a great venue was a definite success.

See for the photos and videos and read the reports at:

<http://www.sailing.org/worldcup/results/index.php?view=fleetrace&raceid=43344>

ISAF Sailing World Cup 2015

The system has changed for the 2015 circuit currently underway. More details can be found on the ISAF web site or by contacting ISAF direct as, at the time of writing this, some of the papers need to be updated. The key features are changes to the two European Sailing World Cup regattas. These will be Hyeres 20 – 26 April and Weymouth 8 - 14 June. Both these events will be limited to 40 entries in each of the Laser and Laser Radial. Entries will be by invitation based on the ISAF Ranking List published on the 2 February for Hyeres and 27 April for Weymouth. The top 30 from each list will be invited by ISAF. The remaining 10 places for each event will be given to the specific Qualification Regattas as follows;

For Hyeres the Qualification Regatta is Princess Sophia, Palma 28 March to 4 April (no limit on entry).

For Weymouth the Qualification Regatta is Delta Lloyd, Medemblik 26 to 30 May (no limit on entry).

All ISAF Invites must be replied to in 72 hours. No reply and the place will be offered to the next in line in each of the respective 2 Qualification Events.

http://www.sailing.org/world_cup_documents.php

The 2015 Sailing World Cup Final will be held again in Abu Dhabi date to be confirmed.



2014 World Masters

© Thom Touw

Record Entries and the Remarkable Story of Peter Seidenberg

Record Numbers. The entry list for the 2014 Laser World Masters smashed previous records for entries by nearly 20% with sailors from all six continents.

Amongst the large entry were a number of faces that were part of the founding group that were often seen on the Masters circuit in the 1980's including Frenchman Jacky Nebrel who scored a third place in the Apprentices in the inaugural Masters World Championship also in France in 1980 and Dennis O'Sullivan IRL. However the most consistent visitor to the Masters World Championships with the most consistent results is Peter Seidenberg who might never have set foot in a Laser if it wasn't for an epic sea voyage in 1963.

Peter Seidenberg's achievements would be impressive for any young international sailor. His results are more impressive given that he is still travelling and winning World and Continental events at the age of 76 adding to numerous successes over the past 40 years.

His active participation along with all other Master sailors and the standard of sailing are an excellent example of achieving the goals set by the International Olympic committee "Sport for All" programme and are a clear demonstration that sailing is a "Lifetime Sport"

Peter's results stand out. His recent successes include, age division winner (Great Grand Master over 65 years) at the October 2013 North American Laser Masters Championships held at the New York Yacht Club in Newport. In November 2013 he won his age division at the Laser Masters World Championships held in Oman. This represented Peter's 10th Laser Masters Worlds age division win to go along with his eighth runner-up finishes. Peter easily won the first Great Grand Master title at the 2014 European Laser Masters Championships held in Belgium. In the combined fleet of all age groups from 35 upwards he placed sixth overall. Just one week later Peter successfully defended his North American Great Grandmaster title in the Columbia River Gorge, finishing third overall in the combined age group fleet. He then followed this with a first place finish in the Great Grandmaster division at the US Masters Championship in Rochester, New York, where he finished first overall in his division and in the combined age group fleet. As previously mentioned at the 2014 Laser World Masters in Hyeres last October he scored his eleventh first place finish in his age group. It is truly remarkable that Peter has competed in every Laser Masters World Championship since 1982 and a number of World Masters Games.

Peter has become a legend amongst his peers, both young and not so young. His

dedication and contributions to the sport, his amazing fitness level, his friendliness and overall promotion of the sport of sailing are well known. In the 1980's Peter designed and established a company to produce an innovative, lightweight launching trolley used by many sailors in the Laser and other classes. Even now, in his mid-70's, Peter continues to evolve dinghy products, having recently created a company to manufacture a new range dinghy launching products and racks.

The Remarkable Story. Peter's life story is inspirational. With thanks to Dieter Loibner from Soundings. He grew up in landlocked Magdeburg in the former East Germany, earned a degree in naval engineering and worked as a mechanical/structural design engineer in the shipbuilding and other industries. When he was 12, he started sailing the Pirat, a hard-chined two-person plywood dinghy.

Magdeburg was close to the border with West Germany and received TV and radio programs that showed the world on the western side of the Berlin Wall. Peter decided to make a break for those greener pastures.

"On Oct. 25, 1963, a friend and I got into a tandem folding kayak and paddled to Denmark," Seidenberg says matter-of-factly. But that's the abridged version. The date was chosen because it was a calm, moonless night and they had to cross the Baltic Sea from the seaport of Warnemünde to Gedser on the Danish island of Lolland.

Without even informing his parents of their plan for fear of retribution, they had a frantic paddle across open water that covered 25 nautical miles in 7½ hours and they had to avoid the heavily guarded border to West Germany. Seidenberg recalls that sailing in East Germany was restricted to the 3 mile coastal zone and the border area to the west was crawling with brutal military police and snitches who were suspicious of anyone who brought an air mattress to the beach. "It made me mad and my ambition was to escape" Seidenberg says. After the escape he lived in Hamburg and left for Canada in 1967, "because they were looking for immigrants." He lived in Toronto until 1991 before settling near Newport, Rhode Island. Peter sailed the Finn Dinghy a little in the early 1970's, but at 75 kilos he was too light for the boat. The introduction of the Laser in the early 1970's was ideal for Peter and he has been very active in the class ever since. It is quite likely that Peter Seidenberg has spent more hours in a Laser and competed in more regattas and major championships than anyone else on the planet.



© Thom Touw

Peter Seidenberg, USA



© Thom Touw

Jacky Nebrel, FRA



© Thom Touw

Dennis O'Sullivan, IRL



© Thom Touw

Keith Wilkins, GBR

Read their story written in 2010 at:

<http://www.soundingsonline.com/boat-shop/on-sailboats/271152-lasers-iron-man-keeps-winning-races>

ISAF Sailing World Cup

Jeff Martin interviewed the winners of the inaugural ISAF Sailing World Cup Grand Final after they returned home from Abu Dhabi.

A minute with Evi van Acker BEL



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Evi in the final



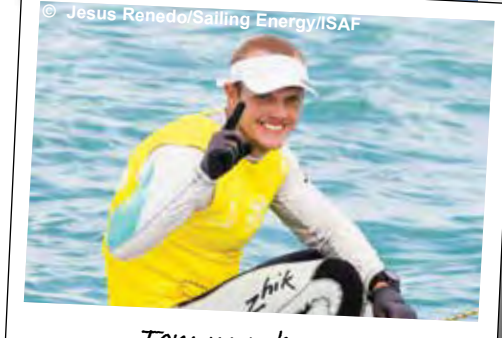
© Jesus Renedo/Sailing Energy/ISAF

Evi Celebrating



© Barbara Sanchez/Sailing Energy/ISAF

Tom in his final



© Jesus Renedo/Sailing Energy/ISAF

Tom number one

What was the best thing about Abu Dhabi? Great sailing conditions: sunshine and a nice breeze & great organisation and nice people!

Would you change anything about the format? I think the format was good for a World Cup Final. We are not used to such short regattas with only 20 boats, but it for sure was very exciting. You cannot afford to make many mistakes because only the top sailors are there and competition is fierce.

Do you prefer strong or light winds for racing? I like racing in all conditions because it requires different skills and I like the variety. But I have to admit that I love a good breeze and some nice waves!!

On average how many hours do you train in a week when you are not at an event? Depends a bit on the period we are in. In full preparation of the season we have weeks up to 25 training hours, but in general everything in between 10 and 25.

What do you not like about training? I like pretty much everything about training... Sailing or biking in ice-cold weather is not something I really enjoy, but luckily this doesn't occur very often ☺

How do you relax at an important sailing event? I'm not very good at relaxing to be honest but I'm getting better at it. I like to hang out with my teammates, play cards, help in the kitchen, etc.

What is your next big event? In December I will be in Rio for training and an event, before we head to Miami in January for the next World Cup.

Your favourite food? Spaghetti with clams.

What is your favourite drink? Freshly squeezed grapefruit juice.

What type of music do you prefer? Pop and rock I would say. Also anything that helps me bike faster and lift more weights in the gym ;)

If you had not chosen sailing as your main sport what sport would you choose? Tennis. I used to play a lot when I was a kid but made the choice to go for sailing because I didn't have the time to do both.

Favourite sport to watch? Athletics!

Please give one tip for youth sailors? Work hard, never give up and keep having fun on the water!

A minute with Tom Burton AUS

What was the best thing about Abu Dhabi? The sailing conditions and the breeze we got was fantastic!

Would you change anything about the format? The 3 day event was good. Very different to what we normally have and you need to be on your A-game from Day 1. It was a quick trip to Abu Dhabi and I enjoyed that. I don't think I would change a thing.

Do you prefer strong or light winds for racing? I enjoy both winds. I'd say I prefer strong winds over ultra light winds. Although medium winds are always good.

On average how many hours do you train in a week when you are not at an event? It depends if it is a lead up to a big event or a break period between events, but around 10-15hours a week.

What do you not like about training? If there is rain and bad weather and you have planned to go sailing it is always a bad situation to be in.

How do you relax at an important sailing event? I enjoy catching up with all the guys and talking about different things. Also watching a movie or two.

What is your next big event? At the moment I am preparing for Sail Melbourne, Aus Nationals, Moth Worlds and then Miami before my next bit of time off.

Your favourite food? I eat so much tuna & rice that it has become one of my favourites.

What's your favourite drink? Coke.

If you had not chosen sailing as your main sport what sport would you choose? Rugby Union

What is your favourite sport to watch? Footy is always a fan favourite in Australia. But I can also spend the day on the couch watching cycling and golf. Pretty much anything if I am bored enough too.

Please give one tip for youth sailors? Enjoy your sailing. Don't take it too seriously, it is supposed to be fun after all.

Abu Dhabi 2014

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President's Report

Tracy Usher reports on several key issues for the class



© Thom Thouw

Tracy at the 2014 Laser World Masters Championship in Hyeres



© Thom Thouw

Yippee



© Thom Thouw

Wow!!



© Thom Thouw

Did you see that?

In October I had the great pleasure of participating in the 2014 Laser World Masters Championship in Hyeres, France. This event is particularly notable since, at 499 competitors, it was the largest Laser World Championship ever held. This is quite a remarkable achievement, never mind for a class that has been in existence for more than 40 years! The sailing and competition were first rate. The opportunity to meet new Laser sailors as well as catch up with Laser sailing friends from around the world is always special, and the South of France was everything I'd ever heard and more. A truly enjoyable event. I'm looking forward to more great events like this one in the future!

It has been some time since there was an update on the Kirby court case here in LaserWorld. Over the course of this calendar year there have been a few items worth noting. First, ISAF were successful in their motion for dismissal and have been released from the case, though they continue to be highly interested and willing to participate in any action aimed at resolving the issue. Second, the parties to the suit (Bruce Kirby Inc., LaserPerformance, Global Sailing, Performance Sailcraft Australia and ILCA) participated in a mediation in June in New Haven, Connecticut. In addition to the parties, ILCA was also joined by ISAF and Performance Sailcraft Japan. Unfortunately, the principal parties in the suit could not find a mutually agreeable solution and we left New Haven empty handed. The third item to note is that last month LaserPerformance amended their counter claims, dropping many of them and, in particular, all counter claims involving Performance Sailcraft Australia. Currently the lawsuit is nearing the end of the "discovery" phase and ILCA has just complied with a last minute request for various email records relating to the suit. At this point there is no crystal ball reading of when the suit will end but if it comes to trial then this would likely happen this winter.

A frequent question is "when is the new Standard sail going to be available?" At this point I believe nearly all sailors are well aware that ILCA and the builders have engaged in a program to develop a replacement for the current sail for the Standard rig. In fact, the development was a remarkable process of cooperation between ILCA and all of the builders and really showed what could be done when everyone works together for the common good of Laser Sailing. As has been stated before, the driving goals were to develop a better quality, more durable sail that did

not change the game of Laser sailing. After several years of effort a final design was selected and an extensive testing program was followed to ensure it met the goals. To say it met the goals is an understatement, this sail is really a tremendous step forward and will easily finally answer the number one complaint of Laser Standard sailors worldwide.

A requirement for introduction of updates to the LCM is the written approval of ALL parties to the LCM. Unfortunately, this is not the case and one signature remains outstanding for reasons completely unrelated to any technical or economic issues surrounding the sail. With the sail it is particularly frustrating since the final design was approved over two years ago.

Similarly, an LCM update which will allow alternate materials to be used in the construction of the upper mast section also remains stalled awaiting a final signature. As with the sail, the goal is to address the long standing issues with the top mast developing permanent bends or breaking due to corrosion at the rivet hole but, importantly, NOT to change the bend characteristics of the spar. As with the sail, the testing of prototypes has yielded extremely positive results indicating that it should be possible to finally address this issue too!

I've been optimistically thinking that introduction was 'just around the corner' for two years now. But I certainly hope that the benefit to Laser sailors will soon finally outweigh whatever reasons currently exist for withholding final approval.

The Laser World Council held its annual meeting this in November in London, England which was very productive where, with the exception of the two previously mentioned technical items, there was a tremendous spirit of cooperation and willingness to work hard to deal with the issues in front of us. You can see a more detailed report on that meeting by Eric Faust in extra pages that will be added to the December 'on line' issue of this LaserWorld.

Finally, back to sailing, it is always difficult to say goodbye to another year especially as they seem to pass so quickly. On the other hand, there is much to look forward to in 2015. I know high on my list is the Master Worlds in Kingston in July. Time to start training!

See you on the water!

Tracy Usher

World Council Summary

© Ocean Images

Summary of the ILCA World Council Meeting recently held on November 15- 16th, 2014

The ILCA World Council recently held its annual meeting in London, England. Due to the length of the agenda, the meeting took place over two days on November 15-16.

In attendance were: Tracy Usher - President, Hugh Leicester - Vice President, Carlos Palombo - Chairman South America, Jean-Luc Michon - Chairman Europe, Ken Hurling - Chairman Asia-Pacific, Allan Clark - representing North America, Jeff Martin - Executive Secretary, Bill Crane - Builders' Advisory Council, LaserPerformance, Chris Caldecoat - Builders' Advisory Council, Performance Sailcraft Australia, Takao Otani - Observer, Eric Faust - General Manager.

Elections and Appointments: No resignations or nominations were received so the current slate of elected officers remains in place for the coming year.

Membership and Accounts: ILCA membership remains strong at just under 15,000 paid members worldwide. With the transition of business operations to the U.S., the financial statements are now presented in U.S. Dollars. The final accounts from 2012-13 were reviewed along with the 2013-14 unaudited accounts. Due to cost savings the organization operated below budget for the most recent year and realized a modest positive net income. In order to more accurately align with the sailing calendar, a motion was approved to transition the ILCA fiscal year to run on the calendar year. The 2014 budget was presented and approved pending a restatement to reflect the new financial year. Forecasts show continued expenditures for legal expenses in 2015 for the ongoing legal issues but it is expected the association will show positive net income by 2016. The World Council remains dedicated to managing costs while providing high-quality service to all ILCA members.

Regattas and Events: The 2015 schedule is set and work is well underway to finalize the 2016 calendar. Kingston, Canada will host three championships in 2015 including the Standard Men's, Masters' and Radial Youth Worlds. The Radial Men's Worlds will be in Aarhus, Denmark while the 4.7 and Under-21 championships will be held in Medemblik, Holland. The 2015 events will utilize a custom built regatta entry

system aimed to facilitate the specific requirements for ILCA events. Possible venues for the 2016-17 championships were presented and discussed. The ILCA office was instructed to proceed with further investigations with a view to agreeing final venues as soon as possible. 2018 preferred regions were also discussed. Provisional regions were agreed and will be published early in 2015..

Review of Reports and Submissions: A report was received from the Technical and Measurement Committee (TMC) meeting held on the previous day. All the proposed rule changes put to a membership vote in 2014 were passed and the new rules will be included in the class rules. A report regarding the builders' technical audits was also presented. The builders have agreed to several measures to further tighten construction tolerances to achieve more uniform products. Several new rule change proposals were reviewed. The council instructed the TMC to develop the final wording so the proposals can be put to a vote of the membership in the coming year. The World Council approved two motions regarding Masters sailing – one establishing a 75 and Over age category and another allowing fleets of fewer than 5 at Masters events to combine with the next lower age category.

Each Regional Chairman gave a report on activities in his area. Jeff Martin presented a report and summary of the recently completed ISAF annual conference noting items of relevance to ILCA including final plans for Olympic qualification events.

The next World Council Meeting is slated for November 2015 and will likely be held in Dallas, Texas, pending an analysis of travel costs for the council members.

ILCA FINANCIAL SUMMARY	2014	2013
INCOME	US\$	US\$
Plaque fees	148,820	170,035
Sales - Sail buttons	110,295	77,980
Membership Dues	135,815	130,316
Sales (less COGS)	-11,518	-13,903
Contribution to ILCA from Entry	188,031	123,725
Contribution to ILCA from Charter	25,869	79,751
Other Income	6,347	30,108
Total Income	603,659	598,013
EXPENSES		
Publications	20,803	18,044
Technical Development	10,555	28,789
Salaries & Labour	387,621	378,907
Office & Overheads	55,928	46,099
Professional Services	29,427	42,637
Bank & Merchant Fees	27,569	36,213
World Council Expenses	12,189	16,959
Travel & Meetings	37,805	63,452
Other Expenses	3,917	19,003
Total Expenses	585,814	650,104
Accumulated Funds b/f	832,599	844,690
Net Income	17,845	-52,092
Accumulated Funds c/f	850,444	832,599

2015 Rule Changes

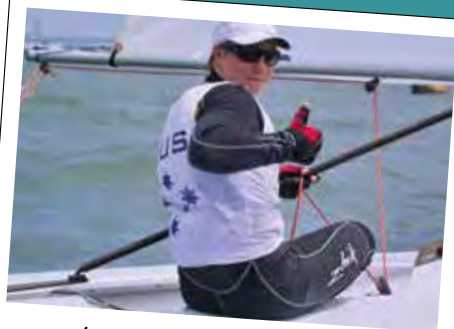
2014 Rules Changes come into force for regattas starting after 1 February 2015. They can be found online in the 2015 Laser Handbook and at: www.laserinternational.org/rulechanges2014

Sailing Fit Through the Ages - Part 1

by Meka Taulbee



Meka Taulbee
CHN, CSNC, CPT



Laser Radials and 4.7s
are a very popular choice
for youth sailors



Developing good eating habits
are hard but very important!

Meka is a Certified Personal Trainer and Sports Nutrition Consultant with a specialty in Plant Based Nutrition. She has been training Laser sailors for over 14 years. To learn more visit Meka at:

www.sailfit.com

www.laserinternational.org

Fitness is just as important no matter what age you are or boat you are sailing. This is the first of a three part series on fitness and nutritional needs for the different age groups in sailing.

With the 4.7 and radial classes being very competitive and popular choices for youth sailors I thought I would start here and focus on some of the basics to get you started. In the beginning it may seem difficult to add more to your daily schedule but, by starting small and gradually adding on it won't seem overwhelming and soon exercise and nutrition will become more of a habit than a chore Here are some guidelines you can follow to start you on the right track.

Sleep

Most teens need between 8.5 - 9.5 hours of sleep a night. Sleep recharges your body. It is the time when growth hormones are released and our muscles and organs repair and recover. Think of the battery in your ipod or tablet or even a remote control. When they run down they start to play everything really slow or only work half the time. You may have to press the buttons 2 or 3 times to get it to work. Music or audio sounds muffled and distorted and videos may not stream. This is what happens to your body when you don't get sleep. Your muscles aren't as strong and fast. You don't think as clear and you may have to do something a few times to get it right. Getting adequate sleep at night can help you think quicker and help your body respond faster. This is helpful on the racecourse and in school.

Stretch

Stretching will help prevent injuries. Your muscles are like rubber bands. If you keep stretching little by little it becomes easier to stretch further. If you just tried to stretch it really fast and really far it will snap. Well, your muscles will do the same thing. With consistent stretching habits, little by little your muscles will be able to stretch further and you will become more flexible and more agile in the boat.

Exercise

Regular exercise doesn't have to mean frequent visits to the gym. Regular exercise includes things like playing hockey or basketball, swimming, biking, and going for walks or hikes. This is something that you can do with your friends or alone. Try to incorporate some of these activities into your day a few times a week. Whatever you decide to do, pick something you enjoy and most importantly HAVE FUN! Remember

those exercises will make you better in your boat and improve your sailing performance.

Hydrate

Water is one of the best things you can give your body. You need to keep your body hydrated to keep it functioning properly. Remember I said your muscles are like rubber bands? What happens to an old, dried out rubber band when it is stretched? It snaps, right? Well, that's the same thing that will happen to your muscles if you let yourself get dehydrated. Try to keep drinking fluids all day long, working towards eight glasses of water a day. A general rule of thumb is, if you feel thirsty you are already dehydrated, so keep a regular flow of liquids going into your body. Sugary drinks like soda and sports drinks may perk you up but they will also make you crash. Add a small amount of raw juice to your water if you are feeling low on energy. If you drink just water it will help increase your energy and keep it that way!

Eat Smart

Developing good eating habits are sometimes hard, but very important. When you start the day with a healthy breakfast it will set your metabolism on the right track and keep you from craving sugary foods. Eating fresh fruits and vegetables with a clean source of protein on the side will provide your body with the nutrients and fuel it needs. Fried and heavy foods are hard for your body to digest. All of your energy has to go into breaking down your food instead of providing you with the energy you need to perform on the race course. As soon as you come off of the water eat a piece of fruit or some veggies and hummus. Your body is looking to be fueled so it can repair your muscles and keep your immune system strong. This will also keep you from getting so hungry that you make poor food choices.

Most of these guidelines aren't very time consuming. Hopefully you will be able to incorporate some or all of them into your daily routine. If you already have, congratulations, you are well on your way to improving your sailing ability. Most importantly remember to have fun. You're more likely to stick to it and get better if you are enjoying yourself. As always, if you have any questions or comments feel free to email at meka@sailfit.com or visit www.sailfit.com. I'd love to hear from you!