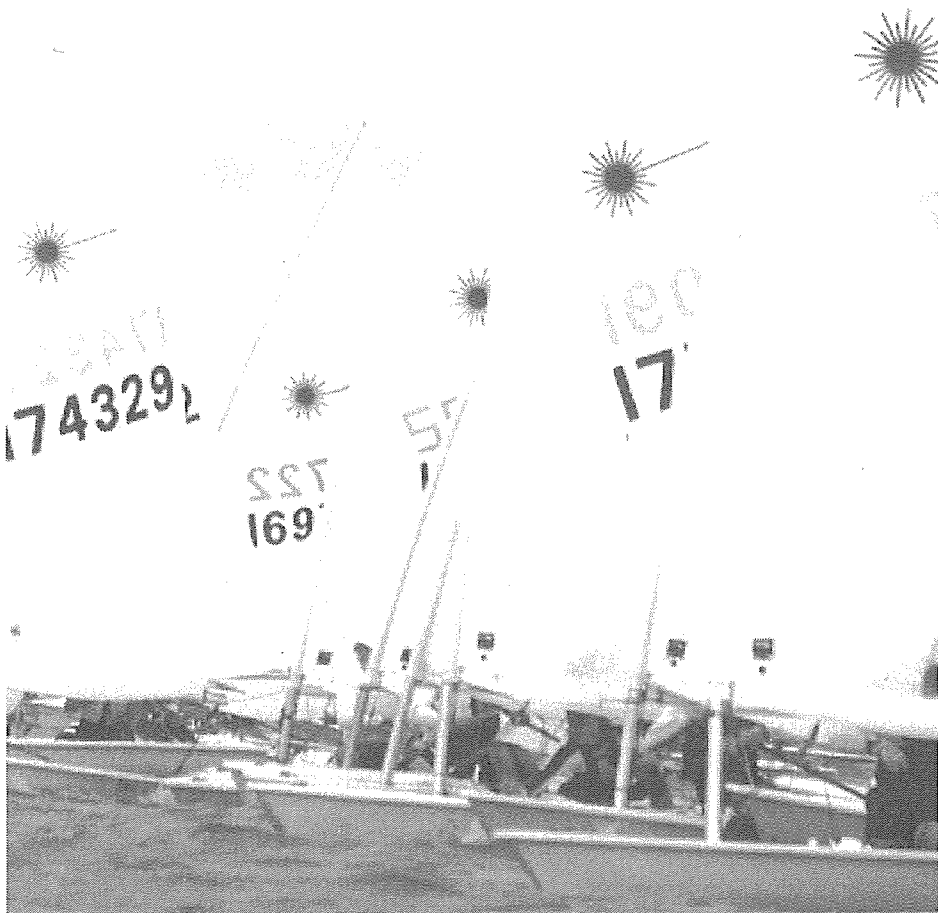
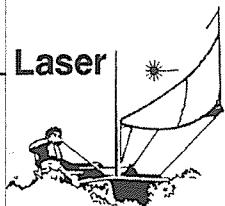


NSW & ACT LA

June 2003

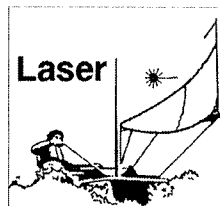
Laser



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Contributions to this publication are always welcome, sent to the above address, on Microsoft programmes or email to paulhargan@hotmail.com **Next deadline - 15th June 2003**

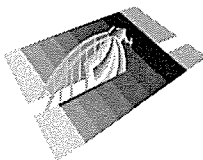
Chairman's Message



He contributed heaps to this issue
 and now - He's gone sailing!!
 I'll get him next time!

Communicate with the committee through the website by emailing:-

Lynne@laser.asn.au
Colin@laser.asn.au
Paul@Laser.asn.au
Brian@laser.asn.au
Phil@Laser.asn.au



Membership 2000/1 288 + 9 Life Members
 2001/2 314 + 9 Life Members
 So far- 2002/3 299 + 9 Life Members

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 PO Box K315 Haymarket Sydney NSW 2000

LASERNEWS is the official publication of the NSW & ACT District Laser Association Inc. The articles and views expressed in this or any issue of LASERNEWS are not necessarily the views and opinions of the committee or the members.

Events Calendar 2003/04

July 2003

| | | |
|------------------|--|---|
| 4 to 9 July | 2003 Laser Radial Youth World Championships. | Riva Del Garda, Italy |
| 11 to 18 July | 2003 Laser 4.7 World Championships Link to Main Site | Cesme, Turkey Dinghy Solutions Campaign and Coaching |
| 19 to 20 July | Winter in Paradise | Port Stephens |
| 27 July to 1 Aug | 2003 Laser Radial Open and Women's World Championships | Riva Del Garda, Italy |

August 2003

| | | |
|-------------------------------|--|--|
| Saturdays 2, 9, 16, 23 and 30 | AU-GUST 2003 Laser Series - NOR | Gosford Sailing Club |
| 2-3 August | Regional Youth Sail - NOR | Toronto Amateur Sailing Club |
| 9-10 August | Junior / Intermediate Youth Sail - NOR | Dobroyd Aquatic Club |
| 16-17 August | Senior Youth Sail - NOR | Bayview Yacht Racing Association HHSC |
| 23 August | NSW Interclub Teams Racing RESCHEDULED | NOR TEAM NOMINATION FORM |

September 2003

| | | |
|-------------------|--|------------------------------|
| 11 Sep to 22 Sept | 2003 ISAF Sailing World Championships | Cadiz, Spain |
| 28 Sep to 4 Oct | 2003 Laser Masters World Championships. | Cadiz, Spain |

October 2003

| | | |
|---------------|---|---------------------------------|
| 10-12 October | NSW Youth Championships - NOR | Belmont 16ft Skiff Sailing Club |
| 18-19 October | Coast Championships* | Great Lakes Sailing Club |

November 2003

| | | |
|------------------------|---------------------------------------|-------------------------------------|
| Wed 5 Nov to Sun 9 Nov | 9th Annual Australian Masters Games | Canberra Yacht Club |
| 14 Nov | Masters Golf* | ? |
| 15-16 Nov | NSW Masters Championships* | Munmora Sailing Club |
| ? | 4.7 Interclub Championship, Heats 1&2 | HHSC |

December 2003

| | | |
|-----------------|---------------------------------------|---------------------------|
| ? | 4.7 Interclub Championship, Heats 3&4 | WSC? |
| 13-16 December? | Sydney International Regatta | Yarra Bay 16ft Skiff Club |

Jan 2004

| | | |
|-------------|---|------------------|
| 2 to 10 Jan | 2004 Australian Laser Championships. | Royal Geelong YC |
|-------------|---|------------------|

February 2004

| | | |
|--------------|--------------------------------------|----------------------------|
| 7-8 February | 2004 NSW State Championships* | Georges River Sailing Club |
|--------------|--------------------------------------|----------------------------|

March 2004

| | | |
|-----------|----------------------------|--------------|
| 6-7 March | Metropolitan Championship* | Bayview BYRA |
|-----------|----------------------------|--------------|

April 2004

| | | |
|----------|---|-----------------------------|
| | 2004 Laser Radial Youth World Championships. * | |
| Easter * | 2004 Laser Radial Open and Women's World Championships * | Royal Queensland Yacht Club |

Editor's Lay Line



Once a year Big River Sailing Club holds its 'Bridge to Breakers' regatta which involves a kind of marathon up and down the Clarence River from the Harwood Island bridge to Yamba and back. The Lasers don't actually get to Yamba (too far, unless you are Paul Hargan and miss the turning mark!!! Then you go nearly all the way! My excuse is that the rounding mark is a green channel marker and there are green trees behind it and I was on the other side of the river, with salt on my glasses!?).

During this season's race the wind was fairly light and it paid to stay close to the shore when passing Kay Cottee's house on the southern bank. A couple of hundred metres further on is a barren piece of land with what looks like recycled building materials on it and on which is post the billboard pictured below.

It turns out that the land is a prawn

farm and the story goes that one night, persons unknown, landed there and managed to steal, literally, a ton of prawns from the tanks, load them onto a barge and make off with their booty. Lord knows how but they did. A fare haul as we all know that prawns, even on the black market, down the pub, off the back of a truck, may fetch \$20 a kilo!! On a sunny day you'd have to be quick though!

The farmer erected the sign and to my knowledge has had no trouble since. A couple of wandering Dobermans help!

I just had to get one of the rescue boats to take me back there with my camera as I had nearly fallen out of the Laser with laughing when I passed it during the race.

When I got back to the clubhouse, an hour after the last Laser had crossed the finish line they told me that I had started with the junior division anyway, five minutes after the senior Lasers. You can't win 'em all! I had a lovely day out though, I think?



Editor's Lay Line



On another note, and to take you back a few years, to when yours truly was crying from the pain of having my nappy changed whilst being dangled over mothers knees, head dangling one side and legs the other. Yes, I can still remember it. I was the first born and mother could not have had any idea of my anguish. Anyway, Father was fighting the foes in North Africa and later paid a visit, courtesy of His Majesty and Winston Churchill, to what was then, Palestine, today's Israel. Whilst there he bought a birthday present for his newly born son. A splendid pocket sized copy of the New Testament bound in leather with Olive wood covers back and front carved with a large crucifix. (There! You knew I'd get to mention wood sooner or later didn't you?). It's printed on the best quality paper with, every so often, a colour copy of paintings of parts of the Holy Land and Jesus and all the gang.

The important part is that every word that Jesus actually uttered is printed in red! While the rest of the text is in black as you would expect.

So, imagine my surprise when I opened the latest LaserWorld from England, (included with this newsletter) and turned to the second page. It stuck me as somewhat of a coincidence that the article on page two, three and seven entitled 'Interpretations of Rule 42, Propulsion' should have comments on those Interpretations by no less a person than the 'ILCA Executive Secretary' Jeff Martin, also printed in red!??? While the rest of the text is printed in black.

Interpret that any way you

like. It's just an observation on my part and I'm probably short of stuff to write about (Yes, and a winging pom into the bargain).

I've read the article twice now and I'm of the opinion that one should have as much fun as possible on the way out to the start line. Start the race sitting still and remain sitting still for the duration, crossing the finishing line, still sitting still, and only then get into the kinetics of sailing and make a race of it with other competitors on the return journey to the clubhouse. Then tell lots of lies in the bar after the great time you've had.

Hang by your toes, Paul Hargan

drlaser@roostergraphics.com

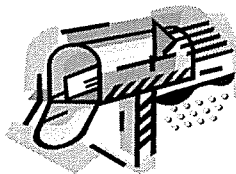
Association Members ONLY!

For anyone wishing to access the above web site's restricted pages as a member of NSW & ACT Laser Association, the following user name/password has been set up.

**Username.....NSW&ACT
Password.....01asnmem**

Welcome Aboard New Members

| | |
|--|----------------|
| Alexander Wheen | R. S. Y. S. |
| Nick Trebeck | R. S. Y. S. |
| Rebecca Taylor | R. S. Y. S. |
| Imogen Sturrock | R. S. Y. S. |
| Zac Skulander (welcome back) | G. S. C. |
| Jack Roxburgh | R. S. Y. S. |
| Lucas Roe | H. H. S. C. |
| Joris Meyboom | R. S. Y. S. |
| Sean Kirkjian (Welcome back indeed! Our records don't go back that far!) | R. P. E. Y. C. |
| Gabrielle Hunt | R. S. Y. S. |
| Heidi Skye Gordon (welcome back) | R. P. A. Y. C. |
| Andrew Chapman (welcome back) | Abbotsford FS |
| Nina Bretnall | R. S. Y. S. |
| Allan Woollard | Belmont S C |
| Amber Woollard | Belmont S C |
| James Vaughan | M. H. Y. C. |
| Martin Linsley | Canberra Y C |
| Adrian Amer | R. S. Y. S. |
| Mark Gleeson | M. H. A. S. C. |



Mail n' e-mail

More on Radial Specs

itself - and I understand the tolerances are relatively wide.

Dear Mark,

I am trying to find out what the specs are for the Laser Radial bottom section, internal and external diameter. There is a marked variation among the ones I have measured at our club, and as you would be aware they bend pretty easily! The last batch distributed were too small on the ID to fit the top section, dealers are recommending that they be sanded down to fit. I think this is unsatisfactory and creates orphaned parts, where the beauty of Lasers is the one design, one size, making everything interchangeable. The web site doesn't have the ID & OD details, but it did have yours! Can you help?

Thanks alot,
Harriet Woodrow
Big River Sailing Club

Dear Hariet,

You have opened a touchy subject with Radial bottom sections. The short answer is - I don't know the specs. They are not published anywhere - why I don't know - however the manufacturer does not release them. The long answer is - there has been quite a number of problems with them over the past few years. I believe that all sections come out of the factory within specification - however the spec seems a bit light. At the past couple of worlds there were some really bad brand new sections that bent in almost no breeze!

I am aware that there was a recent batch made in Australia that tried to beef up the strength by decreasing the ID to the minimum per tolerances (making a thicker wall) and this is why they can be difficult to put together. A stronger mast and sanding the plug is better than one that fits—but bends in 5 knots.

The problem is with the specification

try to get the worldwide specs beefed up - but I am not sure where this is up to - best to get along to the state championships and make a case to present to Australian Laser Assn who would then pass it on to the ILCA.

Sorry I could not be of more assistance regards

Mark Schroder

Paul,

Re: The manufacturers response in Lasernews on Radial bottom sections.

The manufacturer is saying that the sections he is supplying meet the specification set down by the class association.

So if we are not happy with some of the sections supplied we should lobby the class association to get the specification tightened so that the top sections fit into all the bottom sections that fall within the specifications.

Regards,
Yorky

Hi Paul, the quest for the better bottom section continues.

To: office@laserinternational.org

Sent: Thursday, May 08, 2003 1:24 PM

Subject: Fw: radial mast

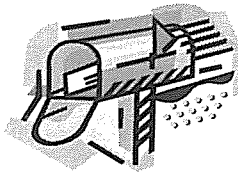
Dear Sir,

Since I last sent the following message I have persevered in vain to find out what is the specification for the radial mast bottom section. The only person who knows is the licensed builder, and he isn't telling. Consequently as a consumer of an end product I am unable to establish if indeed the radial mast sections supplied are up to spec. I have no wish to question the integrity of the builder, but I have to ask, who is checking the quality control if no one else knows the specification? ----- Original Message -----

From: nds

To: office@laserinternational.org

Sent: Friday, April 04, 2003 12:56 PM



Mail n' e-mail

Subject: Fw: radial mast
Dear Sir or
Madam,
I am sending this

e mail again as I have had no response.
Please respond. Sincerely,
R J King ----- Original Message -----

From: nds

To: office@laserinternational.org

Sent: Wednesday, March 19, 2003 1:20 PM

Subject: Radial mast

Dear Sir,

I am seeking information regarding the specification for the Radial bottom section tube ID & OD, and nominal wall thickness.

In Australia recently, changes have been made to the Radial mast in an effort to strengthen it as it was notoriously predisposed to bending. To add wall thickness the ID has been reduced such that now the normal top sections do not fit. The licensed builder and Laser dealers have advised everyone to sand down the top section plug & collar.

We are of the opinion that this is a short sighted solution. The Laser Class Assn Handbook promotes "The 'Laser Formula'..." "By changing only the lower mast and sail the Laser can be sailed comfortably in all wind conditions..." The Radial mast is now an "orphan" as an off the shelf top section doesn't fit. Furthermore any top section sanded down becomes sloppy on the standard or 4.7 rig. The whole Laser Formula has been compromised.

Question: Is there any reason why the extra strength (wall thickness) required can not be added to the OD, thereby maintaining a constant ID for all three mast sections, and The Laser Formula? Earlier Radial masts had an ID consistent with the other sections, and the OD was smaller giving it the typical Radial flexibility. I appreciate that they needed to be strengthened to minimise bending, however I feel it does not have to be at

the expense of The Laser Formula, a particularly good attribute of the Laser Class. So, back to those specifications. What are they, and are the specs a limiting factor? If so it may be a matter the World Council should address.

Is this situation unique to Australia?

I hope you can shed some light on this perplexing problem.

Yours sincerely,

Rodney King

PO Box 488, Maclean, NSW 2463 Australia

PS: We are the "formula" family with three Lasers, my wife in a Radial, and 12 year old daughter in a 4.7, club racing every Saturday, and we love them!

The KIWIS in Adelaide

KIWI LASER

THE NEW ZEALAND LASER ASSOCIATION NEWSLETTER
APRIL 2003

"SHE'LL BE RIGHT MATE"

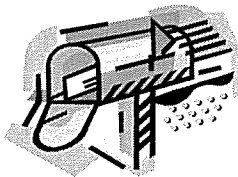


BUSTED!!!



Hi Paul,

Re. The NZ newsletter enclosed—reads like a 'Boys Own' story—you'll get my drift when you read their accounts of the Adelaide Nationals and how they were pulled over by the police for loading nine Lasers with beach trolleys and gear onto a six foot box trailer. They should have done what the Australian police did which



Mail n' e-mail

they were at pains to point out on the inside cover, and used some sense in the interests of Trans Tasman relations.

ADDENDUM TO FRONT COVER AND THE MAST STORY

After much correspondence the Australian Police were able to be convinced that the \$180 fine was not in the interests of good Trans-Tasman Relations

...and the Kiwi Laser Sailors lived happily ever after

With reference to the articles from KIWI Laser, (printed on page 10. Ed) The girls in question have some highly embarrassing photographs of some of the NZ sailors but thought that for the benefit of future NZ/Aust. Relations that these photos were not for publication! There will be no tit for tat levelled from the Australian side of the Tasman.
Lynne Hayes-Wade.

Postcard from Belmont

Dear Paul,

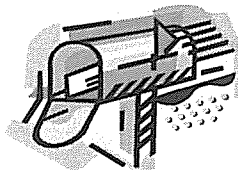
We will be glad to send you a report from Nelson Bay on the Winter in Paradise regatta. What a shame we won't see you there. Hope all is well in the bush. From the Belmont Lasers we send you our winter wishes and warm thoughts. Hang by your toes...
Garry Cutts

Thanks Garry, I look forward to hearing about it. Ed.

Brass Monkey Regatta



Dear Paul,
A little message from the Brass Monkey Regatta at Long Jetty. A small contingent of Lasers turned up. About 10 Standard rigs and 4 Radials. Saturday was quite a nice breeze and the racing was fun. Sunday it was clear that the organisation was good and all went well. I have it on good authority that the Standard Rig sailors heard of a plot by the 4 Radials (J. Sprague, C. Meech, W. Nichols and G. Cutts) that they intended to switch their rigs on the Monday and go FULL, and 'Lo and behold', some of the GUNS in the full rigs were not present. ie: Brett Beyer, Kevin Lim, Tom Slingsby. Never let it be said that Radial sailors are not keen to mix it with the 'others.' Also, 2 x 4.7's sailed the regatta. Next regatta will be at Nelson Bay for the 'Winter in Paradise'. Please feel free to alter this in any way you feel will make it more readable for the Lasernews.
Yours in Lasers,
Garry Cutts.



Mail n' e-mail

Winter Lasering?

GOSFORD SAILING CLUB LA- SER AU-GUST SERIES 2003

Gosford Sailing Club Lasers would like to welcome all and sundry to the second annual Au-Gust series. This is a short course pre-season training series intended to give everybody lots of starting and close quarters practice. It will provide ideal preparation for those going to the Senior and Masters Worlds in September, whilst providing a fast track development and fitness opportunity to normal people (?? Ed.)

Dates:- Every Saturday in August (2nd,9th,16th,23rd,30th)

Times:- 1pm first start, last start not after 4pm.

Racing Format:-

Trapezium courses with the start/finish line half way up the work. — One lap races.

Three minute countdown. Minimal time between starts.

As many races per day as will fit into the time available.

Series Format:-

60% of races to count. Therefore you can rock up a little late, leave when you're tired or miss a week and still qualify!

Prizes:-

Prizes to include 1st overall, Standard Rig, Radial, 4.7, Juniors - section prizes depending upon entries. Main prize (carbon fibre tiller) to be randomly drawn at the prize giving, anyone who has completed 60% of the races and is in attendance is eligible.

Fees:-

\$3 per day at sign on.

Eligibility:-

Anybody!

From anywhere.

Ideal opportunity for anyone who has fancied trying Lasering to borrow a boat and give it a go in a situation where the emphasis is on the process rather than the result.

Bonus:-

Free sausage sizzle on last day,
Planning training days on Sundays 10th & 24th.

Closing Argument:- More fun than renovating!

Cheers from:- Adam French 02 43 694876

*The lovely NSW girls from the Nationals in South Australia
Katherine Wade, Sam Boyd, Megan Groves, Nicky Souter.*

WOMEN'S REPORT



Well what a season!! The NSW women once again prove themselves to be some of the best in Australia!! With the nationals in Adelaide, many girls made the venture down south to sail. Our best result was Alana Slingsby, coming in second overall, just behind Krystal Weir from Victoria. We had a large amount of NSW women attending with 15 in the Radial, and one in the 4.7's Other ripper results of the nationals were as follows: Nicky Souter 5th overall, Katherine Wade 8th overall and Samantha Chidgey 10th overall (and 2nd Youth Girl!). Sailing conditions were favorable for some more than others, but the sun shined for all of our tanning legs, making Largs Bay an enjoyable nationals. There was great sailing, but obviously something missing, great men!! Some of us tried our luck with the Kiwi lads but as we're all aware, Sheep Shaggers make for shitty companions, even in the desperation and blind drunkenness of New Years Eve!

The weather at Lake Illawarra for our State Titles was cold, and it smelt funny, thanks to the drought and the falling water level. That's not to take away from the fabulous hospitality displayed by the locals and the good racing by the NSW girlies... 10 women attended with

Katherine Wade, Samantha Boyd and Nicky Souter rounding out the top 3 in order. Birdy, (Samantha Boyd) put in an awesome performance to tie 1st on points but was just piped on count back. She has a bright sailing future ahead of her, she's going to kick some arse this year in the youths! You go Girl! Speaking of bright sailing, congratulations to Nicky Souter for her current efforts in match racing and yachting, recently winning the New Zealand Women's match racing and soon venturing forth to England for the Admirals Cup in July.

The postponed Metropolitan Championship provided excellent late season women's racing, the light winds proved perfect for no one, but we all managed!! 9 women entered with myself, Heidi Gordon and Diane Sissingh making the top three in order! We've got good news for the Metros, there is now a Women's bucket for winning! Get excited, a bucket!! It's also great to see some of the younger girls giving the radials a go!! Stay tuned for their future arse kicking results and also for info on this season's Women's Coaching. More info will be available soon!!!

Fabulous sailing chickee babes!!
Katherine Wade

The Kiwis turned up to Sail Melbourne with a 12 strong team. Melbourne had a good range of conditions to offer. The standard rig fleet of 45 was very tough with seven international sailors ranked in the top 15 in the world.

Day 1. We had light winds and a slight chop. Standout performances came from Dave Weaver winning race one, and Andrew Murdoch. Weaver shared the overnight lead with Diegro Negri of Italy, a nervous night to remember.

Day 2. It turned out to be a bit of a leg buster as the steady 15 knot sea breeze made it a day for the big boys to hit their straps. Murdoch got his boat planing nicely all round the track and jumped into the overall lead. Weaver and Blakey also had a good consistent day. Meanwhile, Michael Blackburn was quietly hanging in, preparing to unleash.....

Day 3. There were similar conditions to day 2, and Blackburn was let out of his cage, completely dominating the day by winning all the races. The Kiwis had fun playing on the nice rolling swell. Again Murdoch and Weaver were the top placing Kiwis closely followed by Blakey Gair and Kitchen.

Days 4 & 5. These were the last days and it was close (apart from Blackburn of course), at the top of the leader board going into the racing. The breeze was a little lighter with a few more shifts. Murdoch and Weaver struggled a little with consistency but still placed well. Bullo pulled a race out of the bag and tussled with the champs to get a well earned 3rd. Flyweight Baker also showed what he was made of, having a blinder of a day and mixing it with the champs as well.

The overall results were close Murdoch was unlucky to lose 5th place on a count back and only be one point off from fourth place. Still 6th overall and top Kiwi

in the strong international fleet was a tremendous result. Weaver followed close behind in 7th place.

In the Radials, Jake Bartrom continued his world dominating form. He took out the Radial title with a race to spare, and was even seen handicapping himself off the start line to make the racing more interesting and challenging. Newcomer Chris Macky also sailed well in the fleet finishing 9th overall but showing some great potential in the class.

The general felling of the sailors was a tough regatta. But fun and there was a lot to be learnt with such international talent.

Chris Kitchen

(from the April KIWILASER) (And, from

Sail Melbourne through Kiwi eyes

Jake Bartrom on the new Radial sail at Sail Melbourne.....)

The only time I ever felt that the new cut Radial sail was any good was watching an Aussie guy called Richard Howard sailing upwind in 15—20 knots with big waves at Sail Melbourne. He was sailing with a really deep foot and not much Cunningham or vang.

Richard had a lot of power down low to keep him powering through the waves while the top of his sail was falling off at the top of waves or in big gusts, basically the sail was self-trimming. Also, having very little vang on when pounding over waves the boat can accelerate quicker to get over the next one. I tried this technique but I was just too light at 68 kilos while Richard was about 75 kilos.

In all other conditions above 6 knots the boat wouldn't drive like it did with the old sail. I had less height and it seemed more leeway with the new cut of sail, and I don't know the exact reason for it. What sail would I use for a big regatta? Answer.. The old one!!

Catchyalater

Jake Bartrom

Europe 2003

Hi there, a quick update before I exit Australia for three months Laser sailing in Europe.

I am departing slightly later than scheduled because the big steel box I put my boat inside in Melbourne in January went sightseeing. However, I'm much looking forward to ironing out some more kinks in my racing among the stronger European fleets.

This trip will have an Olympic feel to it for sure as I visit a number of past Olympic cities - Paris, Barcelona, Kiel (sailing venue) and Amsterdam with the aim in mind of an official visit to the oldest and newest Olympic city next year (you guessed it - Athens).

The Aussie Laser sailors have Olympic nomination events in Hyeres (France)

in April and Kiel (Germany) in June. Both are venues which are usually without great sailing conditions but have popular regattas nonetheless.

While I've done this sort of thing a few times before I like the fact that the wind and water conditions are always new and different from day to day and year to year. That keeps it exciting and encourages improvement.

Ok, enough about me, must get packing!

Thanks to Driveaway Holidays in Manly for assistance in leasing a Peugeot 307 wagon.

Regards, Michael.

Links to each regatta and results as they come are in the Program pages on my website at: <http://ourworld.com/userve.com/homepages/1MichaelBlackburn/tester.htm>.

Palma Regatta - Apr 2003

What is a Punt-o-Cash?*

Hi there from Hyeres, France on the lovely Mediterranean. It's still usually a little cool and damp at this time of year. I've just driven from Barcelona after catching an overnight ferry from Skase's old island home where I did the Palma Princesses' regatta. Actually, when she sailed a 470 a number of years ago she was the Princess but now she is the Queen. I know because I saw her at the Palace last night handing out the trophies.

Anyway, I finished 6th in that regatta which was somewhat disappointing. I got off to a good start in the windy races and lead the regatta after 2 days but failed to perform in the lighter winds of the last 3 races. Just not enough recent practice in starting and race management in top

Michael Blackburn's Olympic Update

quality fleets.

Back to Hyeres, which will be

Olympic selection regatta no. 2 for the Australian Laser sailors - yes, quite important, for the 4 guys in

contention. Coincidentally, this regatta was also used as an Australian Olympic trial back in 1995. I had a nail-biting set of Laser races against Adam Beashel for the Atlanta Olympic spot that year. I remember the second last day of the regatta well - it took just one decision in one race to create a big split on points between us and allow me to win. I guess sport can be like that and that's why I like it.

Apart from a few days' training on the race course here I've got a little list of items to do to boat and equipment and then we start racing on the 27th. The entry list indicates practically all the top guys are here.

Cheers,

Michael

*No, not a new Aussie rules kicking competition but a Spanish supermarket!

Hyeres Regatta

It's the morning after the end of the French Olympic Sailing Week and many tired bodies are packing their stuff up to ship out of the little Mediterranean town of Hyeres.

The regatta was mostly windy - the first day 20-35 knots - which I obviously liked, starting with two firsts on the first day and finishing a close 2nd overall. It was amazingly warm during the regatta, at least for this time of year - and the competition hot with all top 30 in the world here. A quick summary of the Laser placings and other Australians:

- 1 Roope Suomalainen (FIN), 23 points
- 2 MB (AUS), 24
- 3 Paul Goodison (GBR), 25
- 8 Brendan Casey
- 22 Jon Holroyd
- 28 Tom Slingsby

I had some good moments and not so hot as well. A low point was a capsize in the second last race in about 8 knots of wind. A freak wave popped up next to me and I had the boat at a bad angle to it and it just washed me over. Then, while upside down, I managed to push the centreboard into the hull and had to go back under the boat to push it out again so I could use it to right the boat. I think I would have won the regatta without that upheaval.

A top moment happened during the next race. I was improving on my downwinds the whole time during the regatta and finally found some great speed to pass about 5 boats on the last run of the last race. I didn't know it at the time but the last boat I passed at the final turn to the finish also turned out to be the guy I had to beat by a point to finish 2nd in the regatta. He also leads the world rankings at the moment. So that felt a little rewarding.

So that is the 2nd of 4 Olympic trial regattas over for the Laser class for Australia. After a tie between Brendan and me in the first regatta, I'm now in the lead, by 5 points with Jon and Tom

much further back now. I feel sorry for those two as they showed great form in the two lead-in regattas to Hyeres but had some bad luck in the big one.

Next, having had too much sun and relative warmth (about 20 deg most days) we're going to detour via Switzerland to see some mountains and have a snow fight. The next significant regatta is SPA at end May, then the 3rd Olympic trial at Kiel, at the end of June. I stay in Europe till then.

Good sailing,
Michael Blackburn

Kiel Week, Germany (June)

Two major things came out of this year's Kiel Week regatta for me.

1. I gained a lot of points on the next Aussie competitors in the race for Olympic selection in the Laser.

2. I finished the regatta relatively poorly due to sub-standard starting and ability to fight back through the fleet. This was compounded by a disqualification for starting too early in one race.

The first point obviously makes me quite happy by bringing a 3rd Olympics a lot closer - I'd have to finish worse than 25th in the Sail Melbourne regatta in January to loose (a regatta I've won a few times).

The second point irks me a fair bit. It showed I have a fair bit more to learn or at least refine in the next few months before the Worlds. Of course that's good because now the pressure is off and we all learn better when relaxed. So I'm in two minds at the moment - some people have congratulated me and some have said bad luck on dropping from the top 3 during the regatta to 10th at the end.

Although, in a way this was not entirely my fault. I can explain - as usual this regatta is in two parts - a qualifying series and a finals. As usual, we get to drop the worst scores. However, unique to Kiel week is that the qualifying and finals are scored separately and drops are allowed after 5 races in each only.

Turn to page 25

SYDNEY METROPOLITAN CHAMPIONSHIPS

STANDARD RIG
METROS Woollahra March 15-16 2003

| Sail No | Boat | Class | Helm | Club | Series Points | Series Place | Race 1 | Race 2 | Race 3 | Race 4 |
|---------|--------------------------|-------|---------------------|----------|---------------|--------------|--------|--------|--------|--------|
| 171104 | If | OA | Brett Beyer | WSC | 7 | 1 | 1 | 5 | 1 | 7 |
| 173460 | www.sailequipment.com.au | O | B. Casey | SYC/RQYS | 7 | 2 | 8 | 2 | 4 | 1 |
| 176151 | NB Laser Sales | OY | Tom Slingsby | GSC | 9 | 3 | 6 | 1 | 8 | 2 |
| 175979 | MAS | O | Kevin Lim | WSC | 14 | 4 | 3 | 9 | 3 | 8 |
| 177080 | - | OA | Sean Feeney | MHASC | 17 | 5 | 11 | 4 | 2 | 12 |
| 166826 | JPMorgan | O | John Holroyd | WSC | 18 | 6 | 5 | 3 | 10 | 45 |
| 1 | Carpediem | O | Sean Kirkjian | RPEYC | 22 | 7 | 13 | 10 | 9 | 3 |
| 168683 | Skulduggery | O | Nick Skulander | GSC | 22 | 8 | 9 | 6 | 7 | 45 |
| 173454 | Wiggle | O | Tom Lowndes | MHASC | 23 | 9 | 2 | 13 | 11 | 10 |
| 173476 | Frosty | O | Richard Bott | MHASC | 30 | 10 | 12 | 14 | 21 | 4 |
| 174341 | Itchy Richy | O | Richard Howard | B16SC | 35 | 11 | 4 | 8 | 23 | 45 |
| 176000 | Bella | OGM | Phil Peglar | RPEYC | 38 | 12 | 10 | 7 | 26 | 21 |
| 174356 | Vivacious | O | Luke Dewane | A12FS | 42 | 13 | 22 | 21 | 12 | 9 |
| 175983 | Mitnok | OA | Stuart Holdsworth | MHASC | 43 | 14 | 14 | 16 | 25 | 13 |
| 168163 | - | O | Johan Sjostedt | RSS | 45 | 15 | 16 | 24 | 18 | 11 |
| 176896 | - | OY | Josh Paine | CYC | 46 | 16 | 18 | 15 | 17 | 14 |
| 169679 | Unfinished Business | OGM | David Edmiston | HHSC | 48 | 17 | 20 | 22 | 13 | 15 |
| 175988 | Lizard Drnking | OGM | Steve Wawn | RPEYC | 51 | 18 | 27 | 17 | 15 | 19 |
| 174345 | Antipodean | O | G. Kirk | WSC | 53 | 19 | 23 | 27 | 14 | 16 |
| 172259 | Drovers Dog | OGM | Howard Taylor | WSC | 55 | 20 | 17 | 18 | 20 | 22 |
| 148662 | Voodoo Chilly | OA | Darren Davis | VYC | 57 | 21 | 45 | 45 | 6 | 6 |
| 176906 | U2 | OGM | Jon Simonds | RPEYC | 61 | 22 | 28 | 20 | 24 | 7 |
| 173456 | Do It | O | Andrew Foote | WSC | 63 | 23 | 31 | 31 | 5 | 27 |
| 166834 | Little Red Rooster | OGM | Colin Cain | MHASC | 64 | 24 | 26 | 23 | 16 | 25 |
| 177079 | Plan Right | OM | Rob Partridge | HHSC | 67 | 25 | 29 | 25 | 19 | 23 |
| 177090 | Incognito | O | Mark Gleeson | MHASC | 68 | 26 | 34 | 33 | 30 | 5 |
| 175984 | Imagine | O | Brett Kimmorley | RPAYC | 68 | 27 | 21 | 19 | 28 | 45 |
| 177072 | Grunt N Groan | OA | Grant Lovelady | RPYC | 76 | 28 | 19 | 12 | 45 | 45 |
| 172233 | One Foot Kick | O | Richard George | RPEYC | 78 | 29 | 24 | 26 | 34 | 28 |
| 176166 | Fat Cat | OA | Tony Walsh | MHASC | 79 | 30 | 32 | 30 | 29 | 20 |
| 55755 | Tank | O | David Parsons | RMYC | 81 | 31 | 25 | 11 | 45 | 45 |
| 173436 | Footloose | OM | Philip Hetherington | DBSC | 83 | 32 | 30 | 29 | 33 | 24 |
| 145547 | W.O.M. Consumption | OY | Andrew Stevenson | HHSC | 85 | 33 | 45 | 45 | 22 | 18 |
| 169682 | - | O | Jason Groves | MHASC | 87 | 34 | 15 | 45 | 27 | 45 |
| 166794 | Coconut | OA | W. Ker | VYC | 89 | 35 | 36 | 32 | 31 | 26 |
| 170501 | Escape | O | J. Landon | MHASC | 89 | 36 | 35 | 28 | 32 | 49 |
| 170543 | Jessebelle | OA | Larry Keast | RPEYC | 97 | 37 | 7 | 45 | 45 | 45 |
| 177073 | Lazy Susan | OM | Phil Daniels | HHSC | 112 | 38 | 33 | 34 | 45 | 45 |
| 150860 | Cnss Cross | O | Chris Bayliss | MHASC | 135 | 39 | 45 | 45 | 45 | 45 |
| 163176 | - | O | Dave Owen | SYC | 135 | 39 | 45 | 45 | 45 | 45 |
| 172252 | Dominator | OY | Mark Dorling | RSYS | 135 | 39 | 45 | 45 | 45 | 45 |
| 172264 | Marksman | OY | Mark Langford | B16SC | 135 | 39 | 45 | 45 | 45 | 45 |
| 176897 | NB Laser Sales | O | Ben Lamb | B16SC | 135 | 39 | 45 | 45 | 45 | 45 |
| 176910 | Sailing Scene | O | Michael Blackburn | MHASC | 135 | 39 | 45 | 45 | 45 | 45 |

SYDNEY METROPOLITAN CHAMPIONSHIPS

RADIALS METROS Woolahra 15-16 March 2003

| Sail No | Boat | Class | Helm | Club | Series Points | Series Place | Race 1 | Race 2 | Race 3 | Race 4 |
|---------|---------------------------|-------|------------------|-------|---------------|--------------|--------|--------|--------|--------|
| 168692 | Not Quite Scheidt | O | Zac Skulander | GSC | 5 | 1 | 2 | 2 | 1 | 3 |
| 176931 | Glutton For Punishment | O | Josh Chant | HHSC | 6 | 2 | 1 | 5 | 4 | 1 |
| 176907 | Katastrophe | OW | Katherine Wade | B16SC | 12 | 3 | 7 | 4 | 3 | 5 |
| 168167 | - | OSJ | Ian Quartly | RSYS | 14 | 4 | 4 | 3 | 15 | 7 |
| 167110 | Sailing Scene | O | Jason Marks | B16SC | 14 | 5 | 3 | 6 | 5 | 16 |
| 161209 | Jypness | OJ | Michael Chidgey | HHSC | 15 | 6 | 8 | 7 | 6 | 2 |
| 176937 | - | OY | Seve Jarvin | WSC | 18 | 7 | 29 | 1 | 2 | 15 |
| 169431 | Politesse | O | Andrew Chapman | A12FS | 24 | 8 | 6 | 29 | 8 | 10 |
| 172253 | Absolut | O | Stuart Pollard | RSYS | 26 | 9 | 14 | 8 | 14 | 4 |
| 15375 | Tavern's shopping trolley | OW | Heidi Gordon | RPAYC | 26 | 10 | 13 | 29 | 7 | 6 |
| 175292 | Kathleen | OA | Brian Conolly | HHSC | 29 | 11 | 9 | 11 | 13 | 9 |
| 141939 | Cool Running | OW | Emma Quartly | RSYS | 30 | 12 | 12 | 10 | 12 | 8 |
| 171125 | Old Girls Blouse | OAW | Diane Sissingh | B16SC | 32 | 13 | 15 | 9 | 9 | 14 |
| 167050 | Veneta | OGM | Geoff Lucas | HHSC | 34 | 14 | 5 | 13 | 16 | 20 |
| 173455 | Birdbum Inc | OWJ | Samantha Boyd | HHSC | 36 | 15 | 11 | 15 | 10 | 19 |
| 168145 | Maximum Effort | OSJ | Tom Reece | RSYS | 41 | 16 | 16 | 14 | 18 | 11 |
| 169720 | Dutch Touch | OSJ | Joris Meyboom | RSYS | 45 | 17 | 29 | 16 | 17 | 12 |
| 174343 | Caleche | OGM | David Flakelar | MHASC | 47 | 18 | 10 | 29 | 19 | 18 |
| 170549 | Geronimo | OSJ | Ben Barzach | RSYS | 53 | 19 | 29 | 29 | 11 | 13 |
| 71125 | What 4 | OW | F. Blair | DBSC | 54 | 20 | 20 | 17 | 20 | 17 |
| 169702 | Pandamonium | OWJ | Alexandra Conroy | RSYS | 60 | 21 | 19 | 12 | 29 | 29 |
| 141898 | Blazer | OJ | Daniel Aquilina | RPAYC | 64 | 22 | 17 | 18 | 29 | 29 |
| 169703 | The Taming | OWSJ | Catherine Conroy | RSYS | 66 | 23 | 18 | 19 | 29 | 29 |
| 153149 | Impact | OJ | Nick Trebeck | RSYS | 71 | 24 | 29 | 29 | 21 | 21 |
| 101459 | Snazz | OSJ | Jack Roxburgh | RSYS | 73 | 25 | 29 | 29 | 22 | 22 |
| 131784 | Black Sabbath | OW | Annabelle Frost | RSYS | 87 | 26 | 29 | 29 | 29 | 29 |
| 151980 | Vertically Challenged | OSJ | Ian Dorling | RSYS | 87 | 26 | 29 | 29 | 29 | 29 |
| 167055 | Malibou | OJ | Anthony Proud | RYSY | 87 | 26 | 29 | 29 | 29 | 29 |

WOMEN METROS Woolahra 15-16 March 2003

| Sail No | Boat | Class | Helm | Club | Series Points | Series Place | Race 1 | Race 2 | Race 3 | Race 4 |
|---------|---------------------------|-------|------------------|-------|---------------|--------------|--------|--------|--------|--------|
| 176907 | Katastrophe | OW | Katherine Wade | B16SC | 3 | 1 | 1 | 1 | 1 | 1 |
| 15375 | Tavern's shopping trolley | OW | Heidi Gordon | RPAYC | 8 | 2 | 4 | 8 | 2 | 2 |
| 171125 | Old Girls Blouse | OAW | Diane Sissingh | B16SC | 9 | 3 | 5 | 2 | 3 | 4 |
| 141939 | Cool Running | OW | Emma Quartly | RSYS | 9 | 4 | 3 | 3 | 5 | 3 |
| 173455 | Birdbum Inc | OWJ | Samantha Boyd | HHSC | 11 | 5 | 2 | 5 | 4 | 6 |
| 71125 | What 4 | OW | F. Blair | DBSC | 17 | 6 | 8 | 6 | 6 | 5 |
| 169702 | Pandamonium | OWJ | Alexandra Conroy | RSYS | 21 | 7 | 7 | 4 | 10 | 10 |
| 169703 | The Taming | OWSJ | Catherine Conroy | RSYS | 23 | 8 | 6 | 7 | 10 | 10 |
| 131784 | Black Sabbath | OW | Annabelle Frost | RSYS | 28 | 9 | 9 | 9 | 10 | 10 |

SYDNEY METROPOLITAN CHAMPIONSHIPS

4.7 Rig
METROS Woollahra March 15-16 2003

| Sail No | Boat | Class | Helm | Club | Series Points | Series Place | Race 1 | Race 2 | Race 3 | Race 4 |
|---------|----------------|-------|-----------------|--------|---------------|--------------|--------|--------|--------|--------|
| 168151 | Storm | O | Jye Murray | A12 FS | 4 | 1 | 1 | 2 | 2 | 1 |
| 169687 | | O | Marc Jarvin | WSC | 6 | 2 | 3 | 4 | 1 | 2 |
| 168656 | Jeremy's Laser | O | Jeremy Wawn | RPEYC | 6 | 3 | 2 | 1 | 3 | 4 |
| 172265 | Fast As | O | Edward Quartly | RSYS | 10 | 4 | 4 | 3 | 5 | 3 |
| 154291 | - | O | Janenne Boyd | HHSC | 16 | 5 | 5 | 5 | 7 | 6 |
| 166790 | Flying Venison | O | Xander Wheen | RSYS | 21 | 6 | 10 | 10 | 4 | 7 |
| 145493 | Splat | O | Imogen Sturrock | RSYS | 21 | 7 | 10 | 10 | 6 | 5 |
| 36260 | Touchdown | O | Ashley Grant | HHSC | 26 | 8 | 6 | 10 | 10 | 10 |
| 165862 | Hazmat | O | Matt Perini | RSYS | 30 | 9 | 10 | 10 | 10 | 10 |

'Scuttlebutt'

from Collin Chidgey (on April 1st.)

DALTON TO SAIL IN VENDEE GLOBE

Southampton, England: Graham Dalton today announced that he will be participating in the 2004 - 2005 Vendee Globe, with dual sponsorship by Midland Bank PLC and an as yet unnamed spar manufacturer. Sir Reginald Smythe-Liphook, MD for Midland Bank said in a ceremony at the Wolverhampton Branch drive-through ATM: "We are honoured to have a sailor of Mr. Dalton's fame and experience carrying the flag of Midland Bank. With his victory in The Race and his extensive Volvo Ocean Race experience, he is a symbol of both the team leadership and personal achievement ethics that embody everything we want in our tellers."

A spokesman for the spar manufacturer added on condition of anonymity "with the majority of sponsorship money going into the development and production of spars for Midland (the new name for the ex-HSBC Open 60) we thought we should give some back in the way of sponsorship and naming rights. We are confident that we will get a great deal of publicity and media attention throughout the race, or at least as far as Capetown." www.vendee.fr

MARIJUANA TAKEN OFF BANNED LIST FOR BOARDSAILING

Lausanne, Switzerland: Sources inside the I O C have told Scuttlebutt Europe that they will have "like, no problem man" removing marijuana from the list of banned drugs for the Olympic Games, but only for specific sports. "This was a problem in the last Winter Olympics" said an IOC official. "Snowboarders are apparently unable to compete without significant, levels of THC (one of the psychotropic drugs in cannabis). The same situation exists in boardsailing. Random testing has been a nightmare which we simply cannot sweep under the rug any longer. Fully 93% of all the 'boardheads' competing at the world level have tested positive for marijuana. This is simply a cultural thing" The ISAF has refused comment on this story, but staff have expressed a similar level of frustration. One source said "well, it's not a performance enhancer, and while it will produce the growth of male breasts, we can always move those persons into the Women's event or use our Olympic Solidarity funds to help with reduction surgery. At least it's not showing any of the hideous side effects of some steroids, like uncontrolled flatulence. We have come to view that symptom as a propulsion method simply not allowed under any Class Rules." www.olympic.org



Northern Territory District

Laser Association

2003 Laser Asia Pacific Championships

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Series Results up to Race 12 (Drops = 2)

Laser Full Rig - Open

| Place | Bow No | Skipper | From | Agg Score | Race 12 | Race 11 | Race 10 | Race 9 | Race 8 | Race 7 | Race 6 | Race 5 | Race 4 | Race 3 | Race 2 |
|-------|--------|-----------------------|-------|-----------|---------|---------|---------|--------|--------|--------|--------|--------|--------|--------|--------|
| 1 | 15 | Kevin Lim, O | MALAY | 20 | 2 | 3 | 1 | 3 | 3 | (6) | 1 | 1 | (4) | 3 | |
| 2 | 21 | Brett Beyer, A | NSW | 27 | 3 | 4 | 2 | 4 | 4 | 3 | (4) | (6) | 1 | 1 | |
| 3 | 23 | Sean Feeney, A | NSW | 35 | 5 | 2 | 4 | (420) | (10) | 9 | 2 | 5 | 2 | 2 | |
| 4 | 9 | Stanley Tan, O | SING | 44 | 6 | 5 | 7 | 6 | 2 | (7) | 3 | 3 | 3 | (7) | |
| 5 | 73 | Mark Orams, A | NZ | 50 | 8 | 1 | 5 | 2 | 5 | 8 | 6 | (8) | (42R) | 5 | |
| 6 | 6 | Yoshihiro Okinishi, O | JAPAN | 50 | 4 | 10 | 6 | 1 | 6 | (10) | 5 | 4 | 5 | 4 | |
| 7 | 3 | Ian Hall, Y | JAPAN | 76 | 11 | 9 | (13) | 8 | 1 | 12 | 7 | 2 | (17) | 8 | |
| 8 | 2 | Andrew Darcy, O | SA | 95 | 10 | 12 | 8 | (17) | 9 | 5 | 10 | (19) | 9 | 13 | |
| 9 | 14 | Shinnosuke Yasuda, Y | JAPAN | 101 | 9 | (18) | 10 | 5 | 7 | 13 | 13 | 13 | 12 | 12 | |
| 10 | 5 | Leigh McNally, O | QLD | 102 | (31) | (31) | 3 | 7 | 16 | 19 | 9 | 7 | 7 | 6 | |
| 11 | 13 | Martin Watt, O | VIC | 106 | 12 | 22 | 9 | 10 | (42F) | (25) | 8 | 9 | 6 | 9 | |
| 12 | 95 | Trent Rowell, O | QLD | 128 | (21) | 13 | 16 | 11 | 15 | (26) | 16 | 10 | 8 | 10 | |
| 13 | 1 | Chris Batenburg, O | NT | 130 | 20 | (25) | 11 | 15 | 12 | (21) | 12 | 18 | 11 | 11 | |
| 14 | 38 | Brian Watson, M | QLD | 142 | 13 | (20) | 19 | 12 | 19 | (29) | 17 | 14 | 10 | 14 | |
| 15 | 12 | Shingo Watanabe, O | JAPAN | 144 | 7 | 7 | 17 | (27) | 24 | 4 | (25) | 11 | 18 | 15 | |
| 16 | 25 | Franz Lintl, A | SA | 155 | 23 | 19 | 15 | 20 | 8 | 15 | 11 | 12 | (24) | (26) | |
| 17 | 33 | Warren Kerswill, M | QLD | 156 | 15 | 14 | 18 | (25) | 18 | 2 | 22 | 17 | 15 | 18 | |
| 18 | 35 | Teruki Murakami, M | JAPAN | 162 | 1 | 6 | 28 | 22 | 14 | 1 | (31) | 22 | 26 | (30) | |
| 19 | 26 | Rob Way, A | NT | 164 | 22 | 11 | 26 | 13 | (42C) | (42C) | 14 | 16 | 19 | 16 | |
| 20 | 50 | Kerry Waraker, GM | QLD | 167 | 16 | 16 | 14 | 9 | (26) | 17 | 19 | 23 | 14 | 19 | |
| 21 | 37 | Lyndall Patterson, M | QLD | 168 | (25) | (28) | 12 | 23 | 11 | 14 | 18 | 15 | 22 | 21 | |
| 22 | 79 | Gary McCrohon, GM | QLD | 184 | 14 | 21 | 22 | 14 | 17 | 24 | 15 | 24 | 13 | 20 | |
| 23 | 24 | Doug Kane, A | NT | 201 | 18 | 8 | (42F) | 30 | 20 | 16 | 24 | 21 | 25 | 24 | |
| 24 | 34 | Wayne Hale, M | NSW | 217 | (35) | 24 | 25 | 24 | 13 | 18 | 23 | 20 | 32 | (34) | |
| 25 | 47 | Michael Mills, GM | NSW | 219 | 24 | 15 | (42F) | 21 | 25 | 22 | (28) | 26 | 21 | 23 | |
| 26 | 22 | Alan Downes, A | NSW | 231 | (36) | 27 | 20 | 18 | 30 | 27 | 21 | 34 | 16 | 17 | |
| 27 | 46 | Stuart Allan, GM | NSW | 232 | (32) | 23 | 23 | 16 | 22 | 28 | 26 | 29 | 20 | 27 | |
| 28 | 32 | David Heames, M | NT | 256 | 17 | 17 | 33 | 32 | 23 | 11 | 29 | 33 | (34) | (35) | |
| 29 | 7 | Jamie Richardson, O | NT | 262 | 27 | 32 | 21 | 19 | 31 | (36) | (32) | 27 | 30 | 22 | |
| 30 | 59 | Ashley Lloyd, Y | QLD | 269 | 28 | 26 | 29 | (33) | 27 | 32 | 20 | 30 | 23 | 28 | |
| 31 | 78 | Geoff Lucas, GM | NSW | 272 | 19 | (36) | 24 | 26 | 28 | (34) | 33 | 28 | 28 | 25 | |
| 32 | 36 | Gary Martin, M | NT | 281 | 30 | (35) | 27 | 28 | (33) | 31 | 30 | 25 | 27 | 31 | |
| 33 | 10 | Stuart Templeton, O | NT | 282 | 26 | 29 | 31 | 31 | 21 | 23 | (37) | 35 | 35 | (37) | |
| 34 | 27 | Sean Hackett, A | SA | 297 | 29 | (33) | 30 | 29 | 32 | 30 | 27 | 31 | 29 | 29 | |
| 35 | 31 | Rick Edmonds, M | NT | 319 | 34 | 30 | 32 | 34 | 34 | 20 | 35 | 32 | 33 | (36) | |
| 36 | 48 | Ray Rowell, GM | QLD | 351 | 37 | (39) | 35 | 35 | 35 | (42F) | 36 | 36 | 31 | 33 | |
| 37 | 49 | Warwick Thomson, GM | NSW | 357 | 33 | 34 | 34 | 36 | 36 | 35 | 38 | 37 | 36 | 38 | |
| 38 | 63 | Jack Benson, Y | NT | 366 | (420) | 38 | 36 | 37 | 29 | 33 | 39 | 38 | 38 | (42F) | |
| 39 | 8 | Schoolmeister, O | NT | 367 | 38 | 37 | 42.00C | (42F) | 37 | (42F) | 34 | 39 | 37 | 32 | |
| 40 | 39 | Andrew York, M | NSW | 420 | 42C | 42C | 42C | 42C | 42C | 42C | 42C | 42C | 42C | 42C | |
| 40 | 11 | Steve Vlahovic, O | NT | 420 | 42C | 42C | 42C | 42C | 42C | 42C | 42C | 42C | 42C | 42C | |

Laser Radial - Open

| Place | Bow No | Skipper | From | Agg Score | Race 12 | Race 11 | Race 10 | Race 9 | Race 8 | Race 7 | Race 6 | Race 5 | Race 4 | Race 3 | Race 2 |
|-------|--------|-------------------|------|-----------|---------|---------|---------|--------|--------|--------|--------|--------|--------|--------|--------|
| 1 | 93 | Seng Leong Koh, O | SING | 17 | 1 | 2 | 1 | 2 | 2 | 1 | 2 | 4 | 1 | 1 | |

| | | | | | | | | | | | | | |
|----|-------------------------|-------|-----|-------|-------|-------|-------|-------|-------|------|------|-------|-------|
| 2 | 18 Hiromitsu Eiraku, O | JAPAN | 19 | 4 | (11) | 2 | 1 | (7) | 4 | 1 | 1 | 2 | 2 |
| 3 | 69 Justin Tan, Y | SING | 41 | 2 | 7 | 5 | 4 | 1 | 3 | 8 | 3 | (11) | (9) |
| 4 | 94 Shoichiro Onodera, O | JAPAN | 60 | 3 | (16) | 9 | (24O) | 3 | 2 | 3 | 6 | 6 | 11 |
| 5 | 92 Shun Fujino, O | JAPAN | 64 | 7 | 6 | (13) | 3 | 8 | 9 | 10 | 2 | 5 | 6 |
| 6 | 83 Jan Kemp, M | QLD | 69 | 10 | 3 | 8 | (24F) | 4 | 8 | 11 | 12 | 9 | (12) |
| 7 | 61 ZhiChad Zhi Lolt, SJ | SING | 71 | 8 | 5 | 6 | (18) | 6 | 7 | 7 | 7 | (13) | 10 |
| 8 | 84 Katherine Wade, O | NSW | 74 | 6 | 8 | 7 | (13) | 12 | (24O) | 4 | 10 | 3 | 7 |
| 9 | 66 Paul Brinkley, SJ | QLD | 89 | (18) | 1 | 10 | 7 | 5 | 5 | 5 | 11 | 17 | 14 |
| 10 | 71 Brian Conolly, A | NSW | 95 | (20) | (20) | 12 | 11 | 11 | 16 | 13 | 8 | 4 | 3 |
| 11 | 85 Claire Wharton, O | NT | 101 | 15 | 12 | 3 | 9 | (17) | 13 | 12 | 9 | (15) | 4 |
| 12 | 62 Mabel Ong, SJ | SING | 108 | 9 | 10 | 17 | 15 | (24O) | 12 | 9 | 5 | (18) | 16 |
| 13 | 81 Taryn Batenburg, O | NT | 112 | 13 | 14 | 15 | 10 | 13 | (19) | 6 | (17) | 14 | 13 |
| 14 | 80 Barry Pownall, GGM | NSW | 117 | 14 | (24O) | 4 | 8 | 16 | 6 | 16 | 15 | 7 | (24R) |
| 15 | 72 Greg Kemp, A | QLD | 117 | 12 | 13 | 11 | 14 | 14 | 14 | (14) | 13 | 8 | 8 |
| 16 | 58 Rowan Langworthy, SJ | NT | 118 | 11 | 4 | 18 | 6 | 15 | 10 | 15 | (18) | 12 | 17 |
| 17 | 56 James Chilman, SJ | NT | 118 | 5 | 9 | 14 | 5 | 9 | 15 | (18) | 16 | 16 | 15 |
| 18 | 76 Gordon Azzopardi, M | NSW | 134 | (21) | 18 | 16 | 12 | 10 | (24F) | 17 | 14 | 10 | 5 |
| 19 | 68 Leigh Richardson, Y | NT | 181 | 19 | 15 | 19 | 16 | 19 | (20) | (20) | 19 | 19 | 18 |
| 20 | 60 Kym Neenan, SJ | NT | 186 | 16 | 17 | (24C) | 20 | 18 | 11 | 21 | 20 | 21 | 21 |
| 21 | 67 Conor Gollow, Y | NT | 193 | (24F) | 19 | 20 | 17 | (24O) | 18 | 19 | 21 | 20 | 19 |
| 22 | 57 Mark Edmonds, SJ | NT | 204 | 17 | 21 | 24C | 19 | 20 | 17 | 22 | 22 | (24F) | 20 |

Laser Radial - Women

| Place | Bow No Skipper | From | Agg Score | Race 12 | Race 11 | Race 10 | Race 9 | Race 8 | Race 7 | Race 6 | Race 5 | Race 4 | Race 3 | Race 2 |
|-------|-----------------------|------|-----------|---------|---------|---------|--------|--------|--------|--------|--------|--------|--------|--------|
| 1 | 83 Jan Kemp, M | QLD | 21 | 3 | 1 | 3 | (7F) | 1 | 1 | 4 | 4 | 2 | (4) | |
| 2 | 84 Katherine Wade, O | NSW | 21 | 1 | 2 | 2 | 3 | 2 | (7) | 1 | 3 | 1 | 2 | |
| 3 | 85 Claire Wharton, O | NT | 31 | 5 | 4 | 1 | 1 | 4 | 3 | 5 | 2 | 5 | 1 | |
| 4 | 62 Mabel Ong, SJ | SING | 34 | 2 | 3 | 5 | 4 | (7) | 2 | 3 | 1 | 6 | 6 | |
| 5 | 81 Taryn Batenburg, O | NT | 34 | 4 | 5 | 4 | 2 | 3 | 4 | 2 | (5) | 4 | (5) | |

The 2003 Asia Pacific Championships finally managed to be held in Darwin over the week of 17 to 23 May. The event was up in the air just three weeks before when the SARS epidemic in Asia and low participation numbers for the Arafura Games resulted in the cancellation of this associated event. Despite this the NT Laser Association still managed to run a very well attended ASPAC's with nearly 70 competitors from around Australia, New Zealand, Singapore and Japan.

The lure of warm weather and a \$200 voucher for competitors handed out by the Northern Territory tempted 13 from NSWACT and 12 Queenslanders to make the trip north. (The vouchers almost covered Leigh McNally's rum bill, but the chemist wouldn't accept them for Leigh's berocca bill!)

Loading 11 Lasers and equipment into a single container for the Queenslanders was a huge task in itself, greatly assisted by the nimble and juvenile. (thanks Trent, Paul and Ashley).

Darwin's heat and excessive humidity lived up to its reputation and of course, the locals proclaimed "it's not normally as hot as this at this time of the year". Also out of sorts was the wind, which rarely blew above 10 knots. (No problem said Jan Kemp (Qld).

The racing was held in the scenic Fannie Bay and the Darwin Sailing Club has one of the most picturesque settings of any sailing club in the world with sunsets to die for!! Shame about the irigangi, lethal jellyfish and the odd croc or two patrolling the area!

Overseas competitor numbers were down due to SARS but Singapore and Japan sent two very strong teams.

On the first day a strong current, flat water and light winds (sc, fw, lw) greeted 39 full rigs and 22 radials as they headed out to go into battle - the full rigs and radials shared the same course but with separate "outers" and "inners". In the radials Jan Kemp scored two seconds much to the be-

musement of the overseas competitors who thought she was someone's Mum and not a competitor!!

The conditions for the second day's racing were also sc, fw, lw!! And at the start of the first race, Lyndall Patterson (Qld) spectacularly crossed the whole fleet of full rigs on port tack which gave her the best result in the series.

The wind gods offered a little more breeze for the third day's racing but the leaders still remained in their top positions.

Refreshed after the rest day, day 4 racing conditions were again - sc, fw, lw! In between endless postponements, many threw off the threat of lurking crocs and jellies and cooled off in the water.

Day 5 and the business end of the racing emerged with a sc, fw but with a sea breeze!

The final day's racing was held in even

lighter breezes (could they get any lighter??) and racing concluded in the early afternoon - enough time for the boys and Lyndall to load up the container again.

A special mention to youth, Ashley Lloyd (Qld.) for slugging it out with the big boys in the full rigs and Paul Brinkley (Qld. Radial sub junior) for his superb win in Race 11.

A huge vote of thanks to the following:

Our Manager, Denise Rowell - the paperwork involved in organizing the team was enormous. Mark Patterson of Patterson Sailing for all his efforts and especially for arranging the container transport. Tom Anderson for brilliantly designing the frame for the boats to sit on whilst in the container.

Anyone for Korea next year????!!

Greg Kemp QLA

More 'Scuttlebut'

from Colin Chidgey (on April 1st.)

DISSIN' THE VENDEE

Tired of seeing "nancy boys in yellow oilskins with their satcoms and GPS sets" depart on round the world races Sir Francis Tilman-Rose has announced details of a new back-to-basics single-handed round the world race that will really test the manhood of competitors. The new Gypsy Moth Challenge will hark back to the heyday of ocean voyaging and any mod cons will be strictly prohibited. Yachts will be 40 foot long and must be built singlehanded by the competitor using a race committee approved DIY technique such as ferro-cement. A scheme to use recycled fibreglass is also being considered. "The Vendee Globe is for sissies," said Sir Francis Tilman-Rose. With all manner of races held around the world, eastabout, westabout, crew or singlehand, amateur or prof. the

race will be extra testing for competitors. From a start line in Greenland they will sail the length of the Atlantic before hanging a right and making two westabout laps of the Southern Ocean against the prevailing winds before returning up the Atlantic. However, to reduce the duration of the event, the race committee have done their utmost to shorten the course and have introduced waypoints to keep competitors south of 60degS thereby saving many 1,000s of miles and reducing the time they have to contend with icebergs. However to add to the sense of achievement the race will commence in February thereby ensuring the maximum time in the Southern Ocean during the winter months of the southern hemisphere.

Full story at TheDailySail.com: www.thedailysail.com

'Scuttlebut'

from Colin Chidgey (on April 1st.)

LIECHTENSTEIN CHALLENGE FOR THE AMERICA'S CUP

In what is seen as a "get even" challenge, the Bank of Vaduz Yacht Club has challenged the Societe Nautique de Geneve for the America's Cup. In his press release, the Commodore of the BVYC, said, 'We have the money, we have the technology (or can buy it), and there is no reason to suppose that a small nation cannot succeed - after all, our soccer team came within two goals of mighty England here on Saturday.'

He further elaborated, 'We have so much spare money in accounts from previous international conflicts that is doing nothing, that we feel it should be used in a good cause to promote this Principality, the fourth smallest country in the world, after what our neighbours, Switzerland, have achieved. We hope that we can convince the Societe Nautique de Geneve of the seriousness of our intent.'

To conform to the Deed of Gift of the Cup, the Commodore pointed out that many of the Club's membership keep their yachts in Monaco and race them from there in an annual regatta. 'Sailing,' he declared, 'is the number one sport of many Liechtensteiners.'

The Alinghi team is treating the challenge with all seriousness as the team's owner, Ernesto Bertarelli was keen to point out. 'Sure, I have money in their bank and I welcome the challenge, but I hope they leave enough for me to play with.'

Michel Bonnefous, who is responsible for the Alinghi defence, said that he thought it was strong enough to warrant a separate event. 'We are thinking of offering the BVYC a match next year in order to keep the momentum of the Cup run-

ning. We could hold it in the 80 foot Maxi One Designs, since Ernesto owns eight of them and we would be prepared to let the Liechtenstein team use two for the Cup.' That was until he had heard that the BVYC had signed Pierre Fehlmann as its skipper.

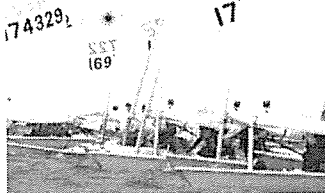
Speaking by satellite telephone from his mega-yacht, Katana, cruising somewhere on the world's oceans in the sunshine, Larry Ellison said, 'My club, the Golden Gate Yacht Club of San Francisco, approves of Michel's way of dealing with this challenge. I looked into buying the yacht club in Liechtenstein, but it appears that its owners have more money than I do.'

In a move with tradition, the news agency, Reuters, distributed the BVYC release in an 1851 manner - by carrier pigeon.

A BRETON CHALLENGER FOR THE AMERICA'S CUP

Lorient, France: Following numerous announcements from cities in the west of France about hosting the America's Cup, official (and unofficial) French teams like K-Challenge, Le Défi and Loïck Peyron's personal challenge, a Breton team has decided to enter the most important sailing event of the new century. Team Breizh Land, based in Lorient, will follow Oracle BMW Racing to challenge Alinghi under the black and white colours of Brittany.

A black hull. A white stoat. These are the symbols of this new challenger. Olivier



de Kersauson, nobleman of this region, is said to be at the head of this 'Défi Breton'. But others said that the skipper of Geronimo may pass the helm to another skipper. The designers of the team are also unknown but Gilles Ollier, manager of Multiplast shipyard in Vannes, designers of the Jet Services and Orange / Club Med sisterships, could be in the list. As is said to be Pierre Rolland, based in Brest. The designer of Bernard Stamm's Open 60, leader of Around Alone, is already working with Denis Gléhen from Hervé Devaux Structures, the office responsible of the structural studies for most of the 60 multihulls in France and for both 6e Sens and Areva IACC boats...

Team Breizh Land's managing team is also said to be in contact with Seattle OneWorld Challenge to purchase its last two fast boats of the 2002 edition of the Louis Vuitton Cup. Following the XXXI-Ind Protocol for the next America's Cup, the Breton Challenge would then be able to buy the boats and also all the design and technical information's from the American Challenger. Both boats will wear the black and white colours of the Breton flag. They will join an older one, seen this weekend in the bay of Lorient, sailing under its new colours. This one could be the old 6e Sens, rented to Defi Areva. She was wearing the name of 'Gwen Ha Due' (Black and White in Breton language and also name of the Breton flag). The two American boats will be named 'Amoco' and 'Erika' to pay tribute to the oil tankers which had sunk not far from the coast of Brittany, making historical and unforgotten pollutions in the heart of Breton -- www.seasailsurf.com

BERTARELLI LEASES PENZANCE

Penzance, Cornwall: In a move that some say will lead to the America's Cup races being held in the United Kingdom for the first time in over 150 years, Alinghi syndicate head Ernesto Bertarelli has apparently leased the entire town of Penzance for the next five years.

"I was surprised at how inexpensive it is to rent an entire British resort town", Bertarelli stated in an interview at the Admiral Benbow pub in Penzance last week. "There is a great sheltered harbour, it's a short sail out to bang around the Scilly Isles, we've got all the dock space we need on the Albert Pier, this is a great training ground for Alinghi."

The town reportedly came to Bertarelli's attention after watching a London production of the famed Gilbert and Sullivan opera "Pirates of Penzance". "Wow, we could rename our team The Pirates" Bertarelli was reportedly heard uttering as the curtain went down.

Neither Bertarelli or his spokesmen would comment on rumours about holding the America's Cup here, but reports from Penzance are that all town owned dockspace and moorings have been rented by a secretive corporation based in Lausanne, starting in 2004, and that all locals have been told to find alternate dockage for a period of at least 3 years. All restaurant tables and hotel rooms have also reportedly been reserved starting 2 January 2004 for three years, with substantial deposits securing the reservations. "Time to stock up on Swiss cookbooks" said M. J. Waters, chairman of the Penzance Chamber of Commerce and owner of the Slap and Tickle restaurant at Knight's Court. "Other than fondue and chocolate, does anyone have the slightest idea what the Swiss eat? Mountain goat perhaps?" -- www.penzance.co.uk

COUTTS AND TEAM RETURN TO NEW ZEALAND

Auckland, New Zealand: Russell Coutts and his core team of Brad Butterworth, Simon Daubny, Warwick Fleury and Murray Jones have left Team Alinghi. Coutts & Co. have signed on to head a new group to lead Team New Zealand. Apparently Russell was so moved by the affect of the loss of the Cup on New Zealand that he felt it was his duty to try and win back the Cup for the tiny island nation. The new group will be headed by

Coutts, his core team from Alinghi and backed by the old trustees from the 2000 campaign. "We've mended our fences in an effort to win back the Cup for New Zealand" said Coutts. A trustee from the 2000 campaign was quoted as saying "We made a huge mistake when we screwed them in 2000 and were glad to have them back". "Russell and I were very upset to learn that we may lose our membership to the Royal New Zealand Yacht Squadron." said Brad Butterworth "We're hoping that this will keep us in good stead with the club and it's members. We just couldn't afford to lose our membership" Coutts & Co. will head back immediately to NZ to begin the process of rebuilding the team where the Blackhearts campaign said they would welcome them with open arms.

Ernesto Bertarelli was not available for comment but a spokesperson for Alinghi could only say ... "Merde" No one at Alinghi expected such a move but it is widely been known that the recent strength of the New Zealand dollar could have easily have swayed Coutts & Co. to reconsider sailing for TNZ. "We love New Zealand, after the way we were treated during the last event we couldn't wait to get back and sail for TNZ" said a former TNZ crewmember.

In another move, Dean Barker has signed to sail for the French team along with his last campaign team member Bertrand Pace. "I am very excited about sailing for the French during the next event, the colour of their boats, their sponsor and their recent political stance have really gotten me excited about this team".

WINTER WONDERLAND

Geneva, Switzerland: Scuttlebutt Europe has learned that the search for the next America's Cup venue has ended almost as soon as it started, with a pair of remarkable new wrinkles.

The competition will be in the European winter . . . in ice boats.

Alinghi will put the auld mug on the line in December 2006 through February 2007 at Lake Geneva in the heart of the

Alps, the home of Societe Nautique de Geneve, the club that sponsored its successful campaign at Auckland, N.Z.

Ernesto Bertarelli, head of the Alinghi syndicate, said, "What better way to combine Switzerland's new status as a leading sailing nation with its long-established prominence as the world's finest winter playground?"

Switzerland is the first landlocked nation to hold the Cup. That alone is an America's Cup precedent, and organizers believe that other contradictions to the 1887 Deed of Gift that set the original guidelines for defences will be easily overridden by the concept of mutual consent that in the past has altered the traditional Cup race course and other considerations.

The revolutionary concept is partly the product of reviews of the recent defence that drew criticism for long periods of boredom in too long an exercise. The Swiss plan obviously is limited by the season. Research shows that Lake Geneva will remain frozen from December through February.

"That's all the time it should take," Bertarelli said.

The dazzling speed of ice boats, which have been known to exceed 100 m.p.h., is expected to attract even non-sailing visitors to a new level of excitement in the game.

Yacht designers around the world will be challenged to create a totally new breed of boats with limited outdoor testing, but computer mock-ups should serve the purpose. They may rely heavily on proven concepts developed at another Lake Geneva---the one in Wisconsin that has been the centre of ice boating in the U.S. for decades.

"It's a wonderful and exciting idea," said Buddy Melges, of Zenda, Wis. who sailed Bill Koch's America3 to victory at San Diego in 1992. "I may get back into the game myself."

Alinghi skipper Russell Coutts wasn't quite as enthusiastic.

"I've never sailed an ice boat," Coutts said. "But I never skied much until

moved to Switzerland, either." -- Rich Roberts

MEASUREMENT ERROR MAY INVALIDATE AMERICA'S CUP

Auckland, New Zealand: In a startling revelation today, America's Cup technical director Ken McAlpine stated that a computer error may invalidate the recently concluded America's Cup competition. "When we measured Alinghi's boats in Switzerland and then analysed the data here in New Zealand, we used an old computer that produced mathematical errors. When we ran the results through my new laptop last week, we found that they didn't add up... both SUI 64 and SUI 75 don't adhere to IACC rules. Hey, NASA made a mistake like this with their Mars Lander, and that cost hundreds of millions of dollars. In that context this really isn't a big deal, is it?"

Solicitors for Team New Zealand were reportedly working around the clock this past weekend to determine what, if any, remedies were available to them.

www.americascup.com

T A X W R I T E O F F

Scuttlebutt Europe has a copy of a leaked document from the Australian Department of Health suggesting that sailing in Australia will receive a boost from the government. The document describes sailing as 'a non polluting healthy outdoor activity for all the family, which encourages participants to work as a team and use their minds while keeping fit, thus reducing the need for medical and family support services'. The aim is to replace popular contact sports such as football, which impose a cost on the community due to injuries with a safer, healthier alternative.

To encourage more people to participate in sailing, the Australian Taxation Office has declared all sailing vessels to be tax deductible. The expected increase in boat sales will create jobs as boat builders and the marine industry attempt to keep up with demand in the industry.

The Australian Tourism Commission an-

nounced a Sailing Downunder campaign in Europe due to go ahead when the war in Iraq is over. An ATC spokesperson says that 'Europeans are embracing sailing as a sport after the publicity generated by the Swiss winning the America's Cup. Europeans can cruise, race or learn to sail all year round in Australia as the Australian winter compares favourably with a European summer. Sailing in Australia is also affordable and considered to be an authentic travel experience.' www.boatingoz.com.au

IRC/IMS STUMPED BY MYSTERY KEEL MATERIAL

Measurement experts from both the RORC and ORC are meeting in an undisclosed location this week to examine a new maxi-yacht that simply defies rating. The boat, reportedly has a keel bulb that changes weight as conditions warrant. Whether this is controlled telekinetically by the skipper, or just as a self-generated reaction to hull and rig loads is unknown at this time. The builder claims to have found the bulb's core material inside a glowing meteor that struck the outskirts of Portsmouth late last year.

"This is beyond anything I've ever seen", said RORC measurement guru Mike Urwin. "In the harbour it has one weight, add 20 knots and it clearly weighs far more... the righting moment shifts to compensate for wind speed. We hauled the boat and examined the keel. Its warm to the touch, and when I drilled a small hole in it for a sample a huge thunderclap rent the heavens, I heard a deep, satanic growl and saw what I sincerely believe to be a vision of End Time. Nicola Sironi looked like a ghost, the last I saw of him he was grasping a rosary and running in the opposite direction. We don't need measurers here, we need a bloody exorcist..."

T H E L A S T W O R D

The first of April is the day we remember what we are the other 364 days of the year. -- Mark Twain

SPA Regatta Results

Results Laser

| Rank | Country | Sail Nr | Start Nr | Helmsman | R1 | R2 | R3 | R4 | R5 | R6 | R7 | R8 | R9 | R10 | R11 | Points |
|------|---------|---------|----------|----------------|----|----|----|----|----|-----|----|----|-----|-----|-----|--------|
| 1 | BRA | 171247 | 4 | R Scheidt | 1 | 1 | 1 | 1 | 3 | 3 | 1 | 4 | 1 | DNF | | 12 |
| 2 | SWE | 175302 | 3 | K Suneson | 2 | 3 | 4 | 1 | 2 | 4 | 1 | 2 | 1 | DNF | | 16 |
| 3 | GBR | 175461 | 1 | P Goodison | 12 | 2 | 1 | 2 | 1 | 2 | 3 | 3 | 4 | OCS | | 18 |
| 4 | SWE | 174361 | 2 | D Birgmark | 1 | 1 | 2 | 5 | 13 | 7 | 3 | 2 | 4 | OCS | | 25 |
| 5 | AUT | 173474 | 10 | A Geritzer | 4 | 11 | 2 | 4 | 4 | 1 | 13 | 1 | 1 | DNF | | 28 |
| 6 | AUS | 176910 | 25 | M Blackburn | 3 | 1 | 4 | 10 | 3 | 2 | 11 | 1 | 5 | OCS | | 29 |
| 7 | NOR | 177077 | 13 | P Moberg | 6 | 8 | 14 | 2 | 12 | 2 | 1 | 2 | 2 | 10 | | 33 |
| 8 | RSA | 174838 | 6 | G Blanckenberg | 8 | 3 | 9 | 11 | 20 | 6 | 7 | 6 | 2 | 3 | | 44 |
| 9 | NED | 177531 | 126 | P Postma | 1 | 9 | 12 | 2 | 27 | 3 | 2 | 12 | 3 | 16 | | 44 |
| 10 | POR | 176382 | 20 | G Lima | 5 | 5 | 2 | 3 | 11 | 9 | 8 | 8 | 5 | OCS | | 45 |
| 11 | FIN | 177076 | 8 | R Suomalainen | 3 | 14 | 8 | 5 | 2 | OCS | 6 | 6 | 3 | OCS | | 47 |
| 12 | USA | 151827 | 178 | M Mendelblatt | 11 | 7 | 12 | 11 | 7 | 11 | 3 | 4 | 4 | 1 | | 48 |
| 13 | BEL | 176505 | 12 | P Bergmans | 4 | 3 | 9 | 9 | 8 | 16 | 10 | 3 | 6 | 7 | | 49 |
| 14 | SWE | 174647 | 14 | R Myrgren | 7 | 6 | 7 | 3 | 3 | 5 | 8 | 26 | OCS | 11 | | 50 |
| 15 | AUS | 176901 | 24 | J Holroyd | 13 | 2 | 10 | 9 | 10 | 6 | 4 | 8 | 6 | OCS | | 55 |
| 16 | GER | 174074 | 102 | M Rieck | 8 | 5 | 1 | 8 | 17 | 13 | 6 | 7 | 14 | 9 | | 57 |
| 17 | AUS | 177082 | 26 | T Slingsby | 7 | 13 | 6 | 17 | 6 | 5 | 10 | 5 | 8 | OCS | | |

Missing Laser!!! Anyone seen it???

Hello Paul,

I was given your contact email from my brother, Rod Gardiner, who sails at Belmont. He mentioned that you might be able to include a short notice in the next Lasernews with regards to my boat that was stolen at the Sail Sydney Regatta. I would very much appreciate it if you can.

The boat was stolen at the Sail Sydney regatta at Easter at Goerges River 16ft Sailing Club on Botany Bay. It was a red to the waterline hull with the number (140162) painted on the transom in black and the name (Wanderer) and club (Altona YC) stuck on the transom in black lettering. The hull has (had) a stick-on white pinstripe a few inches below the gunwale which is broken for 3-4 ft towards the stern. The boom, radial bottom section, and a top section were also taken. A standard rig was stolen from another boat at the same time with a 15K number so it may be carrying that rig.

Any sightings, please call Craig Gardiner (03) 9376 9457.

Many Thanks Paul. Best Regards,

Craig Gardiner (03) 9376 9457

(Craig also had his car written off on his way back to Victoria by a truck which selected reverse instead of first!!! Victoria—the place to be?? Ed.)

From page 13.

Going into the regatta I thought "I hope I don't do what I did last Olympic tri-

Michael Blackburn's Olympic Update

als at Kiel in 1999 and have to count a disqualification in the finals because there weren't enough races for a drop!" And guess what happened this time! Yup, had to carry a dsq because there were only 4 races in the finals - none on the last day due to a dying breeze. I had to drop a 3rd in an earlier race, so wound up in 10th overall rather than 5th. Maybe next time I'll learn!

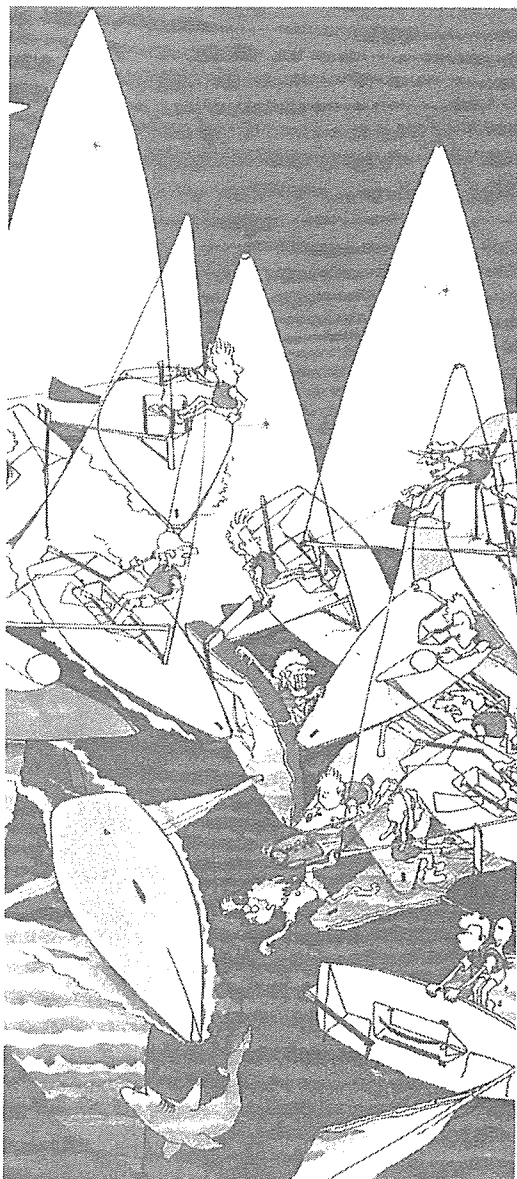
I took the race committee to the protest room to try to avoid the dsq. On the tape recording of the start the race officer called my sail number about 8-10 seconds after the start signal. So I thought, "I've got a chance here", reasoning that you're allowed to be over the start line after the start signal! But nup, the chief Jury German guy said Nien! Das is still a dsq.

But ha! I get to go home now after 3 months in Europe. It's a 3 week stay -

time enough to organise the next trip and get a bit of a break from on-water training.

The next trip involves the Laser Europeans in Croatia, then the Pre-Olympic regatta in Athens and finally, the next target event, the Worlds in September in Spain. All should involve hot weather sailing which I love.

Good sailing,
Michael Blackburn





Man trapped in sofa bed

March 26 2003

Kenzingen, Germany: A German was trapped for hours in his folding sofa bed after it sprang shut on him when he tried to get something out of it, police in the western

town of Kenzingen said, "Unfortunately, he was so stuck that he couldn't move," a police spokesman said. It was only after he had been knocking and shouting for several hours that neighbours in his apartment block alerted police and he was hospitalised. AFP

Roger A-J Sydney

The Love Dress

A woman stopped by, unannounced, at her recently married son's house. The door was open so she rang the doorbell and walked in. She was shocked to see her daughter-in-law lying on the couch, totally naked. Soft music was playing and the aroma of perfume filled the room.

"What are you doing?" she asked.

"I'm waiting for my husband to come home from work," the daughter-in-law answered.

"But you're naked!" the mother-in-law exclaimed. "This is my love dress," the daughter-in-law explained.

"Love dress? But you're naked!"

"My husband loves me to wear this dress," she explained. "It excites him no end. Every time he sees me in this dress, he instantly becomes romantic and ravages me for hours on end. He can't get enough of me."

The mother-in-law, when she got home, undressed, showered, put on her best perfume, dimmed the lights, put on a romantic CD and laid on the couch waiting for her husband to arrive.

Finally, her husband came home. He walked in and saw her laying there so provocatively.

"What are you doing?" he asked.

"This is my love dress" she whispered, sensually.

"Needs ironing," he said, "What's for dinner?"

Roger A-J Sydney

Subject: EMOTICONS

We all know those cute little computer symbols called "emoticons,"

Where : (called a colon!? Ed.)

:) means a smile and :(is a frown. Sometimes these are represented by :-)) and :-:(respectively.

Well, how about some "assicons"? Here goes:

(!_) a regular ass

(!_) a fat ass

(!) a tight ass

(*_) a sore ass

{!_} a swishy ass

(_o_) an ass that's been around

(_x_) kiss my ass

(_X_) leave my ass alone

(_zzz_) a tired ass

(_E=mc2_) a smart ass

(_\$_) Money coming out of his ass

(_?) Dumb Ass

Andrew York

His & her side of the story

Hers.

He was in an odd mood on Sunday night. I thought it could have been my fault as I was a bit late at the meeting place. I don't remember doing anything to upset him but I could tell something was wrong.

The conversation was slow so I suggested we go some where more intimate and talk more privately. We went to a restaurant and he was still acting a bit funny. I was getting worried, what did I do? What had I said? I asked if it was me and he said no, but I wasn't really sure. In the car on the way home I told him that I loved him deeply and he just put his arm around me. I don't know what the hell that meant as he didn't say it back or anything.

We got home and I tried again to get him to talk but he just turned on the TV and I reluctantly went to bed. After about 10 minutes he joined me and to my surprise we made love. He still seemed distracted and afterwards I wanted to confront him, but I just cried myself to sleep instead. I just don't know what to do anymore. I mean, I really think he's seeing someone else!

His.

Sailed really badly today—missed that shift on the first beat. Going slow down wind too. Got laid though!

A gem from the April KIWILASER.

Dead Rabbit

A man is driving along a highway and a rabbit jump out into the middle of the road. He swerves, but unfortunately the rabbit jumps right in front of the car. The driver, a sensitive man as well as an animal lover, pulls over and gets out to see what has become of the rabbit. Much to his dismay, the rabbit is dead.

The driver feels so awful that he begins to cry. A beautiful woman sees a man crying on the side of the road and pulls over. She steps out of the car and asks the man what's wrong.



Dept. of Mirth

"I feel terrible," he explains, "I accidentally hit this rabbit and killed it." The blonde says, "Don't worry." She runs to her car and pulls out a spray can. She walks over to the limp, dead rabbit, bends down, and sprays the contents onto the

rabbit.

The rabbit jumps up, waves its paw at the two of them and hops off down the road. Ten feet away the rabbit stops, turns around and waves again, he hops down the road another 10 feet, turns and waves, hops another ten feet, turns and waves, and repeats this again and again and again, until he hops out of sight.

The man is astonished. He runs over to the woman and demands, "What is in that can?" The woman turns the can around so that the man can read the label. It says...

(Are you ready for this?).....

(Are you sure?).....

(This is bad!).....

(You know you're gonna be sorry).....

(Last chance).....

(OK, here it is).....

It says:- "Hair Spray - Restores life to dead hair, adds permanent wave."

from **Yvonne Whitecross**

'Scuff!ebut'

from Colin Chidgey (on April 1st.)

TRANSSEXUAL CONTROVERSY ROCKS HYERES ORGANISERS

Hyeres, France: Regatta organisers here are faced with a dilemma reminiscent of the 1970s East German weightlifting scandals, except that this time the athlete is not trying to conceal his sex change.

An unnamed male Europe Dinghy sailor, reportedly high on the rankings for the men's class, has reportedly undergone an sex change operation in his Eastern European nation and is now practicing, and competing, in the women's class -- with an eye towards the Olympics. He/she is registered for the upcoming Se-

maine Olympique Français.

"We are waiting guidance from the ISAF in this matter" said an FFV official. "One assumes that anatomically the sailor is female, but we have no way to check chromosomes here. We will have a doctor and nurse examine the sailor, but we are a bit of a loss as to what to do after that 'inspection'. I have met the sailor and he/she certainly looks female. Quite an impressive rack, I might add." hyeres. ffvoile.net

(And there's more!??? Ed.)

OLYMPICS POSTPONED, VENUE CHANGE CONSIDERED

Athens, Greece:

Citing widespread delays in construction and what an IOC official speaking off the record called "organisationally a complete basket case", the International Olympic Committee today voted to postpone the scheduled 2004 Games until at least 2005, and are seriously considering a change of venue. "The cycling track is 30 metres too short, the main track and field stadium probably won't be finished until 3 months after the Games are done, and the proposed price of a lamb souvlaki at the Athlete's Village is 6800 Drachmas (nearly 20 Euros). That's the last straw."

Greek Olympic officials angrily responded:

"OK, so we have had some delays in building permits, designs, land leases, construction contracts, work permits for foreign contractors, materials shipping, substandard materials, widespread bribery, theft of heavy equipment, inadequate transportation, lack of water pipes and sewage treatment, inaccurate land surveys, deed restrictions, airport security issues, coliform counts in the water that are off the chart... but the gyros are only 5300 Drachmas."

The ISAF is reportedly lobbying the IOC to allow sailing to take place as scheduled, as it appears to be the only sports venue that's on time and under budget. www.athens2004.com



The VICTORIAN LASER ASSOCIATION
PRESENTS

in conjunction with the
Royal Geelong Yacht Club

2004 Australian Laser Championships Royal Geelong Yacht Club, Victoria

2nd January 2004- Measurement & Registration

3rd January 2004- Measurement & Registration

WELCOME FUNCTION

4th January 2004 - Heat 1 & 2

5th January 2004 - Heat 3 & 4

6th January 2004 - Heat 5 & 6

MID REGATTA FUNCTION & ALA AGM

7th January 2004 - Resail / Lay day

8th January 2004- Heat 7 & 8

9th January 2004 - Heat 9 & 10

10th January 2004 Heat 11 & 12

PRESENTATION FUNCTION

LEAD UP REGATTA'S

2003 Victorian Laser Championships

(March 15 & 16 2003 at Royal Geelong Y.C.)

2003 Victorian Port Phillip Championship

(December 2003)

More information from Victorian Laser Association

at www.vla.vyc.com.au

or email viclaser@hotmail.com

Information on 2004 Nationals, Vic Laser Regatta's

call Frant on 0419 876 995

Membership enquires call James on 0411 519 877

Other Events in Melbourne in January 2004

2004 Sail Melbourne

2004 Australian Youth Championships

(more information for these from www.sailmelbourne.com.au

or email info@sailmelbourne.com.au or 03 95970588)

2003/4 Association
Membership

Falls due on October 1st.

NSW & ACT District Laser
Association membership year runs from
Oct. 1st. 2003 to Sept. 30th. 2004.

Make sure you are financial by sending in your subscription.

Name(block caps please) _____

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Date of Birth _____ **Age (@Oct 1st 2003)** _____

Yacht/Sailing Club _____

Occupation _____

E-Mail Address _____

Please Circle Your Division

FULL RIG

Youth (-19@Dec. 31st 2003)

Open

Apprentice

Master

Grand Master

RADIAL RIG

Junior (-18@Dec 31- 2003)

Youth (-19@Dec.31- 2003)

Open

Masters(35 +)

Grand Master

Great Grand Master

Women

4.7 RIG

Junior

Open

By the rules of the International Laser Class Association you are
required to be a member of a District Association to race in
association events. Metros - Coastal - Masters - States - Nationals &
Teams Racing Championships

Part of your subscription is paid to the ILCA and A.L.A. on your behalf.

Cheques payable to: NSW & ACT Laser Association.

Postal Address:

The Membership Secretary

PO Box K315. Sydney 2000.

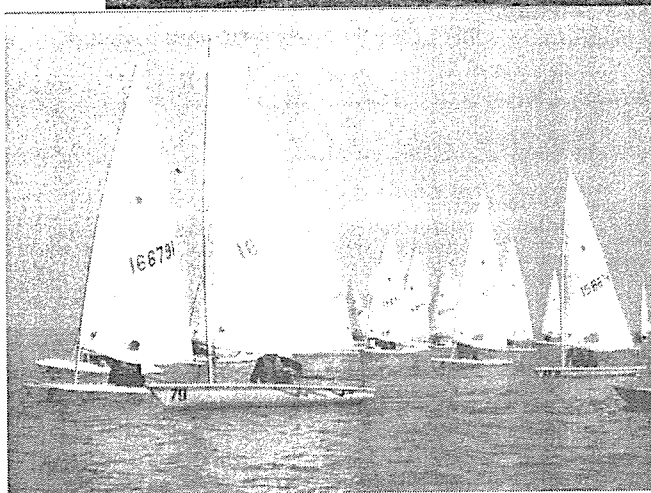
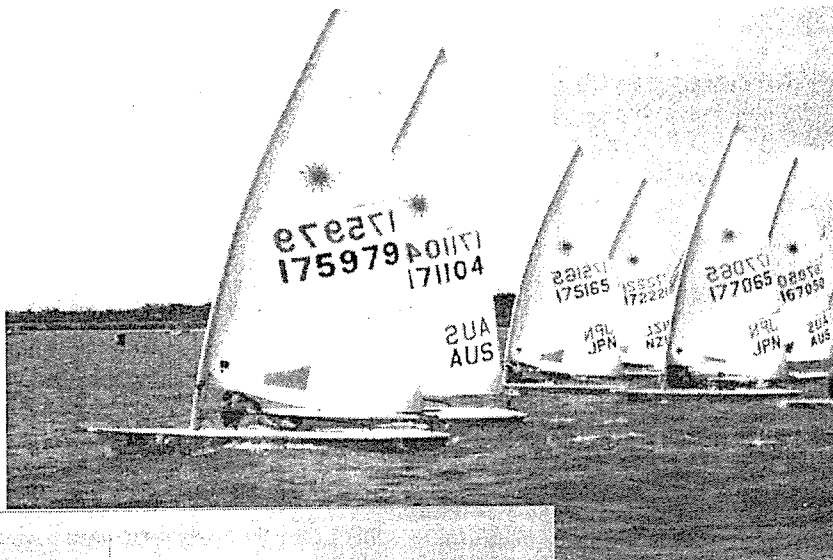
FULL MEMBERSHIP \$40

YOUTH MEMBERSHIP \$20

INTERSTATE MEMBERSHIP \$20

Credit card facilities will be available at all 2003/4 Association
events.

(a surcharge of 5% will apply on each transaction to cover costs)



Asia/Pacific pictures from Darwin

