

The Laser News



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Art Warrener, World Executive Secretary
Jeff Martin, European Executive Secretary

All systems go for the first

World Championship in Bermuda

October 13-19

Kirk Cooper of the Royal Bermuda Yacht Club has confirmed to the World Council that all plans for hosting the World Championship in Bermuda are in hand. The host club, the Royal Bermuda Yacht Club, has a complete organisation working with Bud Roulstone and Art Warrener of the World Council on completing the final plans and details; and the racing instructions over Olympic and double triangle courses.

Racing is scheduled for the Great Sound, and final confirmation is awaited that the Spanish Point Yacht Club will make their facilities available for the storage and launching of boats. This would put the racing course within a mile of the beach.

All boats for the Worlds (approximately 115) will come brand new from the Montreal plant of Performance Sailcraft and will be complete in every respect. Competitors will be allowed to bring only their tiller, if they prefer their own, and wind pennant; but sails, rudders and til-

lers will all be supplied with the boats.

The Laser Association boasts another 'first' in fitting 115 Lasers in a 707 freighter thanks to the hard work of shipping expert and Laser sailor Max Waddington. Somehow or other, shipping by air turns out to be cheaper than shipping by ocean freight!

Kirk has confirmed that all competitors, together with wives or girlfriends will be privately billeted with residents of Bermuda, and the class is more than appreciative of this great generosity being extended to us. Out of consideration for our hosts, we have been asked that competitors refrain from bringing children unless they intend making their own accommodation arrangements.

All districts have been notified of the requirements for holding qualification meets. Typical of the level of competition one can expect to meet are Jim Hahn of Annapolis and John Dane of New Orleans, the first two qualifiers who placed first

and second in the recent New Orleans North American Mid-Winter regatta, which is reported elsewhere in the Laser News by Judy Lawson. John Dane is a two-time US intercollegiate champion, a former Sears Cup (North American Junior) champion, and a North American champion in both the Luders-16 and Soling. Jim Hahn is perhaps better known to Laser sailors as the winner of the 1973 O'Day Trophy, the senior men's singlehanded North American championship, which was sailed in Lasers last September. No other qualifiers from any other districts have as yet been reported, but district championship events really only get under way in May, June and July. The complete schedule of qualifying events can be found on page 2.

Of course, the Bermudans are planning full scale hospitality, dinners and other entertainment fitting to a real championship of champions.

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Greetings to all Laser owners,

wherever you may be, and wherever your Laser may be.

You've been telling us you want to hear what's going on in other parts of the Laser world so here's a sampler:

On the Island of Saipan in the Marianas, about 1400 miles East of the Phillipines, Wendell Calkins sails Laser No. 9605. He bought the boat in Guam, and he's a Naval Architect. What does a Naval Architect do in Saipan besides sail, Wendell? Drop us a line and tell us about yourself and sailing in paradise. Like to hear from your dealer in Guam, too. He has 10 Lasers there, and 7 more on order.

Daniel Mareno Grob took his Laser from Miami to Barranquilla, Columbia; how, I don't know, but he wants information about the Association, and where the action's at. So we're putting him in touch with Cris Seaver in Bogota, and Peter Baillie in San Juan.

This piece should have started with Ski Heil, because Laser sailors have been mixing skis and Lasers in various places such as North America, Switzerland and Norway. (The President of Performance tells me he snow-plowed straight down a giant slalom course about 10° off the vertical and a mile long, right behind the National team!). Vancouver cancelled their Ski/Sail races at the last minute because the gondola on the mountain broke down (another Laser first). The Water Rats in Toronto sailed first, ran a car rally to the mountains and then skied. Try that on your results computer.

Well, these random items illustrate the tremendous enthusiasm among fun-loving Laser sailors. The mail that comes into the Association makes fascinating reading, and we want more.

So tell us what you are doing -- as a District, Fleet or Individual.

Better polish up your starts, too. We've just received confirmation of the first two competitors to win the right to race at the Laser Worlds in Bermuda. Congratulations to Jim Hahn of Annapolis, Maryland and John Dane III of New Orleans. They placed 1st and 2nd in the New Orleans Midwinters.

I hope to get around and talk with many of you during the coming year, and I'll see about 110 of you in Bermuda!

Happy Lasering,

Art Warrener
World Executive Secretary



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Allotment of World Championship Places

The World Council has issued the allocation of positions for the Worlds after a full analysis of all the possible problems. The first decision was to limit entries to approximately 118: having done this, the Council immediately issued one place for each country and district for a total of 53. Fourteen additional places were awarded for top finishing positions in major regional events. Of the balance of 48, seven are held back for new districts or to correct errors, and the rest were allotted based on boat population per district.

Here's the line-up:

Regional Championships	Events
European Championships	top 5
North Amer. Championships	top 3
US Nationals	top 2
Canadian Nationals	top 2
North American Mid-Winters	top 2
	14

Districts (not yet regions)	North American Region	
Japan	District 1	1
Hong Kong	District 2	5
Australia	District 3	5
New Zealand	District 4	1
Puerto Rico & Virgin Islands	District 5	1
Nassau	District 6	2
Brasil	District 7	5
Venezuela	District 8	2
South Africa	District 9	2
Host District extra (Bermuda)	District 10	3
	District 11	2
	District 12	2
	District 13	1
	District 14	2
	District 15	1
	District 16	1
	District 17	1
	District 18	3
	District 19	2
	District 20	3
	District 21	1
	District 22	1
	District 23	2
	District 24	3
	District 25	1
	District 26	1
	Open places held by Committee to adjust for inequities or new districts	54
		7
	Total	118

European Region

Austria	1
Belgium	1
Denmark	3
Finland	1
France	1
Germany	3
Holland	3
Ireland	1
Italy	1
Norway	1
Portugal	1
Spain	1
Sweden	2
Switzerland	2
United Kingdom	9

Qualification Procedure for the World Championship

1. A competitor will qualify in the first regatta in which he wins a place. He must accept in writing within one week, or reject.
2. If he accepts, any placing in subsequent qualifying events will be deleted from scoring to determine qualifiers from that event.
3. If he does not accept within one week, the next competitor in order of finish in that regatta will be the qualifier under (1).
4. If a successful competitor does not accept within one week, he is still eligible to win a place in a subsequent qualifying event.
5. If a competitor, after accepting, later withdraws, the place will be offered to the next competitor in order to finish in that regatta, who will then have one week to accept or reject the place etc.
6. Once a competitor withdraws, he cannot take that place again unless no other qualifying competitor accepts.
7. A competitor cannot qualify in a district event other than his own district.



Aer Lingus to operate charter flight to World Championship

Aer Lingus is in the final negotiation stages with the World Championship Committee in Montreal for organisation of a charter flight from Europe to Bermuda. Preliminary estimates indicate that the average return charter flight to Bermuda from a central point in Europe will be extremely attractive at about \$300 (Canadian), and the total cost from even the farthest away point (Helsinki, Finland) should come under the previous estimate of \$400.

More particulars will follow as

soon as agreements have been reached but Aer Lingus is determined to make it so attractive that the Association cannot refuse.

Negotiations are still proceeding for charter rates for North American participants and those coming from the Pacific area: more about that next month.

As most of you already know, both the accommodation and the boats will be provided so this should also make the trip to Bermuda a most enjoyable, inexpensive and, we hope, unforgettable holiday.

Wind Data for Bermuda Worlds

Bermuda October wind data supplied by the US Navy, 1949 through 1967:

Direction	%	Speed (knots)	%
N	9	1 - 6	20.5
NE	16	7 - 16	64.4
E	16	17 - 21	8.4
SE	11	22 - 33	2.6
S	17	34 - 47	0.7
SW	13	48 & up	0
W	8	Calm	4.0
NW	6		
Calm	4		
Maximum Wind and direction		59 knots South	

International Status

IYRU accepts concept of Laser

Portofino, Italy - May 4
Agreement of all details respecting the granting of International Status were worked out here today by the Class Policy and Organisation Committee of the IYRU, in negotiation with the World Council and Performance Sailcraft. Nigel Hacking, Secretary General of the Union, hopes that formal announcement can be made by July 1.

Since November 1972, the World Council of the Laser Association and the officers of Performance Sailcraft have been negotiating with the IYRU the terms upon which the provisional qualification would be lifted and the class would be granted full International Status.

At the IYRU meetings last November, the principles upon which both the company and the class are founded were reviewed and confirmed, and a resolution of the Permanent Committee was passed declaring that International Status should be granted only upon the approval of the Rules by the Centreboard Technical Committee and approval of the Constitution by the Class Policy and Organisation Committee, and necessary agreements respecting royalties. At the mid-year meetings of the Centreboard Technical Committee in March in Genoa (reported elsewhere on page 8) and the Class Policy and Organisation Committee and Executive Committee in May in Portofino, final negotiations were completed and only the signing of the final agreements between the class, Performance Sailcraft International and the IYRU remain to be completed.

Draft Agreement

A draft agreement confirms that the acceptance of International Status does not in any way affect the basic principles or philosophy respecting the construction of the boat or the sail, the marketing of the boat or, most importantly, any factors which relate to the maintenance of the Laser in exactly the same way in which it was conceived as a rigid yet simple one design class.

The agreement further provides that, if additional builders are to be licensed, this can only happen with the express approval of Performance Sailcraft and in circumstances where the boat can continue to be mass produced from tooling made in Montreal and under the same strict controls now exercised by the present builders.

In respect of the maintenance and the quality of the one design of the boat, there has been added a further protection by way of the right of the IYRU to make periodic inspections of the plants to ensure that production of boats, including the sail, are strictly maintained in accordance with the company's Construction Manual, which has been turned over to the IYRU as a confidential document and only for this specific purpose.

Mr. Art Warrenner - World Council Executive Secretary - agreed

with IYRU to submit to the Laser Association in due course, but not as a condition of International Status, some minor amendments to the wording in the Rules and this has been agreed to on the very express understanding that no principles respecting measurement or otherwise are involved in such changes, but simply clarifications in the wording. He reports that the World Council also has additional minor amendments to the Rules which are being reviewed. As a result, the IYRU agreed that International Status will be granted when the class has submitted the proposed rule changes to the Centreboard Technical Committee and they have received its blessing. This work is being carried out by the company and the World Council in conjunction with the Centreboard Technical Committee of the IYRU, and it is anticipated that the final agreement and announcement of International Status can be made by July 1, 1974.

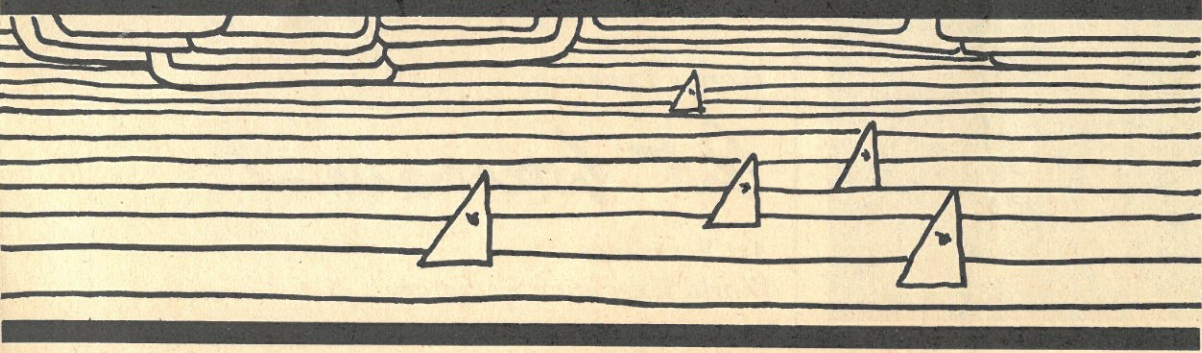
Although the proposed Rule changes will not be a condition of International Status, they will have to be submitted to each district later this year for approval in accordance with paragraph 22 of the Rules. Similarly, any minor adjustments in the wording of the Constitution will have to be submitted for consideration and approval.

New Dimensions to Class

The acceptance of the International Status does, of course, give to the class a totally new dimension. Principally, it allows the Laser to be accepted as a class in many countries that restrict sailing to IYRU classes. Thus the class can be extended and can grow in strength through many countries in the world not now so favoured. Concurrently International Status will allow the Laser to be associated in many IYRU-sponsored or sanctioned events which are naturally restricted to International classes. These include the Youth Championships and similar events of that kind.

International Status has been questioned by some, and seriously, on the grounds that it might permit the control of the class to fall outside of the present area of joint responsibility shared by the Association and Performance Sailcraft. The World Council was concerned also that the class might be subjected to many of the rules of the IYRU respecting measurements and other principles such as published tolerances, which would only encourage builders playing with these tolerances for what in reality were essential marketing purposes and to the extreme detriment of the class.

The proposed agreement expressly precludes any changes in the principles on which our class was established and the areas which concerned many should no longer be a concern. The agreement to accept International Status has the unanimous consent of the World Council, which met to review the agreement on April 30.



Around the world



Photo Alan Stevens

What's "starboard" in Chinese?

New Zealand

The Laser Association in New Zealand now has approximately 95 members and they ran an inaugural regatta in January. Errol Candy is District Chairman, and Bill Thomson District Measurer.

Lasers also participated in a three-of-a-kind Regatta in December, finishing 1st and 2nd in the centreboard division. The following is quoted from a tape describing some of the exhilarating sailing:

"Saturday winds were 18 to 20. Sunday was fabulous -- blowing harder than Saturday and gusting to 35. Going downwind, we were shooting off long rollers 4 to 5 feet high with these gusts simply lifting the boats clear out of the water.

Twice I lifted off the crest of a wave and dove straight into the back of the wave ahead, and the boat just buried - there was nothing visible; cockpit full of water and you're nearly thrown over the side with this wall of water that comes at you. But these blooming Lasers just climb right out, absolutely full of water and careen off again on a screaming plane passing everything in sight."

Wouldn't that make a fantastic movie, filmed from a helicopter?

South Africa

So far, only 37 Lasers have been sent out to 'our man in South Africa' - Bruce McCurrach. However, Bruce - a well known and well liked yachtsman already has a waiting list for future shipments.

As Manager of the Elvstrom loft in Durban and a sailor of some repute, Bruce is a family name in most yachting circles in South Africa. He is now, following his initial sales success, formulating a small dealer network to alleviate the necessity of Durban being the only point of sale and after-sale service. It's alright if you happen to be the Manager of the Mercedes Benz outfit in Port Elizabeth and can send your own truck up to Durban to pick up some of the Redhouse Laser fleet! but it involves intricate transportation arrangements if you live way out in the veld or in South-West. We're trying to get Geoff Paterson in Windhoek to

follow his father's footsteps and become a Laser fiend. Perhaps by next season there will be inter-South African Laser regattas.

Bruce also has his eyes on the resurgent African countries of Kenya, Uganda, Tanzania, Rhodesia and Malawi as well as the offshore Seychelles Islands, where a lot of yacht chartering goes on.

Guam

Guam has applied for a place in the World Championship. Ten Lasers sail there regularly now, and seven more are on order, according to District Chairman G.L. Edgeley in his letter to Executive Secretary Art Warrenner. The World Council at its April 28 meeting granted District status to the group of Pacific islands including Micronesia and have awarded a place on the Worlds to them, subject to the condition that they run a District championship to determine their representative.

Australia

The Laser continues to be Australia's fastest growing class with now more than 200 sailing around the country. To date, District Associations have been formed in Tasmania, Victoria, New South Wales and Queensland. The other States will follow shortly.

Later this month and early next month, Rob Mundle will be travelling around Australia to meet Laser owners and discuss the development of their Associations with them. He will also be putting forward proposals for the Australian World Championship eliminations which stemmed from the inaugural meeting of the New South Wales District Laser Association. These proposals were for an open elimination to be held on Botany Bay, Sydney on August 30-31, and September 1. September 2 would be held as a reserve day.

Unfortunately, there was no long weekend available around this time for a series, so it will be necessary for competitors to have their priorities right and skip a day from work if they want to contest one of the two Australian World Championship berths that are available.

It was proposed that it would be a six-race series, with five races to count and be scored under the Olympic point scoring system. It was also suggested that the series be open to all Australian Laser sailors, as the World Championship was to involve more than 110 Laser sailors representing 30 countries. This way, the two Australian representatives will have already experienced big fleet racing. Details of the eliminations should be finalised during May and all Laser owners will be notified as soon as possible.

Hong Kong

The first hot bed of the Laser in the Pacific is Hong Kong. Having started over a year ago with boats imported from the UK, 52 Lasers now regularly race in famed Repulse Bay and Middle Island; or Hebe Haven and Castle Peak in the New Territories - with mainland China on the horizon; or fight their way through junks, oil tankers, freighters, cruise ships, oil slicks and debris at the Royal Hong Kong Yacht Club in the middle of the fantastic harbour.

Last month a total of 51 competitors, comprising many of the leading helms from all classes of yachts, took part in a spectacular Open

Japan

先日は 別荘いっし Mid Winter Regatta に
参加下さり 誠にありがとうございました。
天候も悪く、皆様のご参加で無事終了するまで
出来た事に 誠に御礼申し上げます。
今後この別荘は レーサーのレースを企画し
行うこと 思っております。以後 宜しく お願い申し上げます。
レース成績表、レーサー級協会会員カード 等 同封
致しております。 宜しく。

Helmsman Championship held on the harbour off the Royal Hong Kong Yacht Club. Three qualifying heats were sailed off, and the top six from each went into a grand final consisting of eighteen boats.

Cees Nater, the local 505 champion, narrowly won from Tim Parsons and Hong Kong's Laser representative, Alan Stevens. Racing was extremely close throughout and only a couple of seconds separated the first three boats at the finish. Equally close were the next boats to finish and spectators were treated to an exciting display of sailing in the moderate winds prevailing on that day.

Dunhill, who have always shown a great interest in sailing elsewhere in the world, came forward on this occasion and presented some very fine trophies to the winners of each heat as well as the finalists. There was also a prize for the best performance by a junior under sixteen, which was won by David Yourieff, who placed seventh.

There are 30 more boats presently on order for Hong Kong.

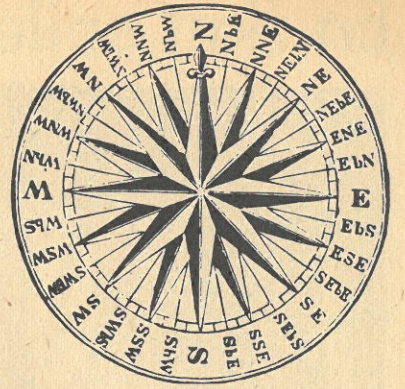
Association Chairman in Hong Kong is Clive Brook Fox, who is also mister everything of sailing in Hong Kong including Chairman of the Yachting Federation, Vice Commodore of the RHKYC. Alan Stevens, who has done a remarkable job in stimulating the class and promoting it, reports Laser fever is higher than ever. Hong Kong has already geared up to fill their place in the Worlds.

Brazil

There may be an awful lot of coffee in Brazil, but there is only one Laser! But that's a very temporary situation.

Mario Innecco, who heads up a new Brazilian venture to build Lasers, has already reported sales of 164 Lasers to existing yacht club members from beautiful Porto Alegre in the south, bustling Sao Paulo and up as far as fabulous Rio de Janeiro and its environs. All of the boats have, for Customs purposes, been purchased through yacht clubs and will be shipped by Performance Sailcraft Montreal in May and June, as soon as import formalities in Brazil have been completed.

Performance Sailcraft do Brasil Limitada has already been incorporated and Mario is presently negotiating for land in the Rio area for a plant site. Production will commence as soon as tooling can be manufactured and made available from the Montreal facility and the hoped-for target date is still September 1974. In the meantime, Mario is hard at work completing all of the other arrangements necessary to get the Laser Association on its feet and is very enthusiastic about the



first Secretary of the Association, Cornelia Buckup. Mario, of course, is a well known international competitor, having sailed extensively in the Star and now in the Soling classes. Cornelia, on her own merit, is also a champion sailor in Snipes. She took her university education in the United States, is a social worker by profession and is now converted to a much broader social activity: the development of sailing in Brazil -- sailing in Lasers that is.

Performance Sailcraft staff came back with glowing reports of Brazil. "Fantastic country, both in its size and its beauty." It has a reported 4,000 miles of golden beaches and fresh trade winds. No wonder that Brazil has had such extremely fine sailors.

Venezuela

Holger Persson, a fantastic exponent of sailing and devoted sailing instructor, has formed a partnership with Swiss ex-patriate Fernand Ecoffey to import the Laser into Venezuela.

Operating out of the Puerto Azul yacht club, Holger has been teaching sailing to juniors and feels the Laser has great opportunity for growth in Venezuela, as well as its being able to extend the sport's facilities to many Venezuelans.

Ten boats will be going from Montreal to Caracas very soon and the Association will be formed immediately and run by Fernand with Swiss precision. It is hoped fleets will also be formed on Lake Maracaibo in the west and at the Caribe Yacht Club, and that racing can be organised with neighbouring Caribbean islands, to take full advantage of the fabulous trade winds.

France

L'Association France Laser (AFL) est née! Le 22 mars 1974 s'est tenue l'Assemblée Générale constituante. De nombreuses décisions ont été prises, outre la nomination du bureau, et l'approbation des statuts et règles de jauge.

Le bureau est composé de: Président: Monsieur J. Louveau, 43 rue de la Ferme, 92200 Neuilly-sur-Seine; Trésorier: Monsieur Gannevoort; Secrétaire: Monsieur Vuibard.

En flott seilerdag på Lysakerfjorden



Photo Arne Christensen

On a beautiful weekend at the end of March, Norway ran its first ski-yachting regatta using Lasers and Flipper Scows. The event was organised by Per Skjonberg and sponsored by Odd Roar Lofterod. 105 entries showed up for a giant slalom on Saturday and then Laser sailing on the fjord on Sunday. The skiing was won by Terje Stange and the sailing by Stein Jacobsen. Overall honours were won by Tommy Bergman, Norway's top Yngling sailor and former coach of the Norwegian ski team. This should become the premier spring Laser regatta in Europe as, in its first year, it already attracted entries from Sweden and Denmark (and one lone Canadian!)

Skiing

Storslalåm, Laser: 1) Terje Stange 51.5, 2) Jan Olav Brusletto

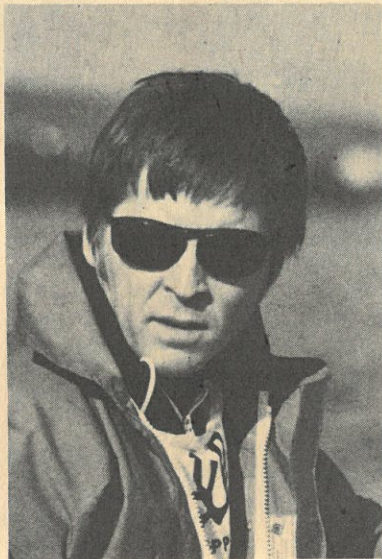
51.6, 3) Anders Elind 52.5, 4) Jorgen Heje 52.9, 5) Toril Forland 55.6, 6) Tom Bergman 56.7.

Sailing

Seiling, Laser: 1) Stein Jacobsen, 2) Tor Bakke, 3) Erik Monrad-Hansen, 4) Thomas Haraldsson, Sverige, 5) Carl Petter Aaser, 6) Peter Boje, Danmark, 7) Geir Woxholth, 8) Bjorn Oppedahl, 9) Pal Tharaldsen, 10) Lars Kavli, 11) Elvind Astrup, 12) Ian Bruce, Canada, 13) Tom Bergman.

Combined

Sammenlagt Ski-Yachting, Laser: 1) Tom Bergman 30.7, 2) Geir Woxholth 33.3, 3) Lars Kavli 40.4, 4) Arne Huser 40.5, 5) Thomas Haraldsson, Sverige 41.6, 6) Bjorn Oppedahl 41.7, 7) Peter Boje, Danmark 42.7, 8) Jorgen Heje 44.9, 9) Tea Aukrust 53, 10) Dagfinn Klausen 53.11, 11) Stein Jacobsen 54.12, 12) Kjell Hogberg 60.



The champion, Tommy Bergman, 6th in the slalom, 13th in the sailing, 1st overall.



Toril Forland, Norway's top lady skier, had a bit of bad luck and finished 5th in the giant slalom.



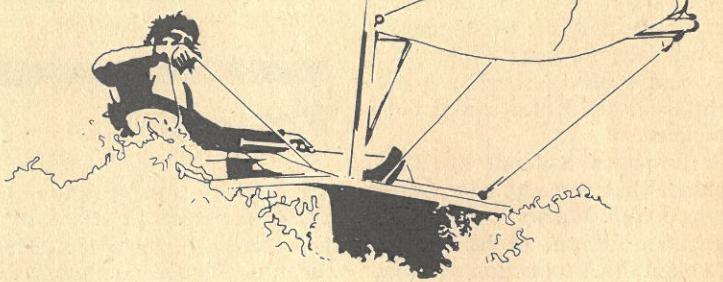
Peder Lunde, internationally known olympic gold medalist "capsized" in the giant slalom at the last gate and finished his chances in the combined.

UK Laser Association PROGRAMME 1974

May 18-19
Hayling Island SC Hants
Open Meeting

May 25-26-27
Restronguet SC Cornwall
Open Meeting

May 25-26-27
Southwold SC Suffolk
Spring Regatta



June 10-15
Newhaven & Seaford SC,
Seaford, Sussex
National Championships

June 22-23
Southwold SC Suffolk
Open Meeting

June 23
Porthpean SC, St Austell,
Cornwall
Open Meeting

June 29-30
Mumbles YC
Open Meeting

July 6-7
Mengeham Rythe SC, Hayling
Island, Hants
Open Meeting

August 10
Lyme Regis SC, Dorset
Regatta

August 17-18-19
Seaview YC, Isle of Wight
Regatta

August 17-18
Porthpean SC, St Austell,
Cornwall
Regatta

August 23-24-25
Malmö, Sweden
European Championship

August 24-25-26
Newhaven & Seaford SC,
Seaford, Sussex
Open Meeting

August 24-25-26
Southwold SC, Suffolk
Regatta

August 31 - September 1
Thorpe Bay YC, Essex
Open Meeting

September 8
Horbury SC, Wakefield, Yorks
Open Meeting

September 7-8
Lyme Regis SC, Dorset
Open Meeting

September 14-15
Leigh-on-Sea SC, Essex
Open Meeting

September 21-22
Paignton SC, Devon
S Area Championship

September 28-29
Grafham Water SC, Huntingdon
Open Meeting

October 5-6
Emsworth SC, Hants
Open Meeting

More on Brazil

There have to be very few countries in the world where bronzed bodies, young and old, exercise on the beaches from 5.00 am onwards. But this is Brazil. It is wonderful to see people who have no inhibitions about their bodies putting them to good use by keeping them in first-class shape. A lot of the water lapping on to those lovely beaches is on the cool side, so what better way to cool off than a fast plane in a Laser right after your early morning push-ups!

The population is 103 million: the climate is stupendous -- summer for twelve months of the year, with only a 4-degree drop in evening temperatures when a chilly 70°F takes over from the normal 74°F!

The Laser Association hopes to make the Laser as ubiquitous in Brazil as the Volkswagen. When in Brazil, an interesting story was making the rounds of how VW came to conquer more than 55% of the automobile market.

It appears that Ford was interested in marketing there and sent down a senior representative from its market research division, in the early 1960s, to find out if there was any potential for the Ford auto. One of his major jobs was to ascertain if the population could afford a car and, to obtain this, he went to the Tax Department to gain data respecting the average personal income levels. His conclusion was that Brazil was no place for the Ford Motor Company, since very few people could afford to own one.

However, a year later, the VW was introduced without prior research and there are now almost as many Volkswagens per capita in Brazil as there are in Germany.

Without any apology, the Brazilian storyteller makes the point that you cannot always tell from the Tax department just what your real income is. Performance Sailcraft ignored Ford's ideas when deciding to establish in Brazil.



Japanese manufacture to commence

Performance Sailcraft Japan Kabushiki Kaisha was formally incorporated in February to manufacture and distribute the Laser throughout Japan. The company is headed by Akira Yamamura, an Olympic Finn and FD sailor from Osaka as President; and Takao Otani, many-time Japanese Moth champion and 470 sailor as General Manager.

The company will import boats from North America in 1974, while land is acquired and a new manufacturing facility constructed. Otani hopes to commence production in December 1974 or early 1975.

The Japan Laser Association has already been formed, with the pretty Miss Yasuko Okamoto as its first Secretary; and regattas and demonstrations of the Laser are being scheduled for the next four months.

Japan is a country of 104,000,000 people, surrounded by water, but has had a small sailing history centered in a few yacht clubs along the Inland Sea, Osaka Bay, near Nagoya in the centre of the main island Honshu, and the metropolitan Tokyo-Yokohama area.

The popularity of the Laser outside Japan has not been unnoticed and the boat has had an enthusiastic reception. Takao Otani looks forward to the challenge of bringing sailing in Japan to the same level as in Europe and North America through sailing schools and teaching programmes throughout the islands.

The Okinawa Marine Exposition scheduled for 1975 is also on Takao's list for a major international Laser event, and details are being worked out with the Expo authorities.

Editorial

"Neither a Borrower
nor a Lender Be"
William Shakespeare - Hamlet

The familiar request "May I borrow your boat for the regatta this weekend?" comes to all of us. It is usually from the insensitive soul who fails to recognise how difficult it is for the lender to say No. To avoid embarrassment, he either reluctantly agrees or, if quick witted, finds some excuse to just happen to have some plan of his own for the day.

While we wholeheartedly support the Association policy of encouraging the mobility of Laser sailors by working with race committees to find extra boats for sailors from far off who want to compete at their great events, charter should be the rule for friends and acquaintances as well. And if Laser owners establish the practice, it will soon become the widely accepted rule. It is simple to say yes or no to a commercial transaction.

Japan Inaugural Regatta a great success

Takao Otani organised the inaugural Japan Laser regatta and first Mid Winter for Enoshima on February 10 and 11. All 24 boats then in Japan competed in the regatta, including five sailed by members of the Japan Youth Squadron who acquitted themselves with great confidence.

Enoshima is the site of the 1964 Tokyo Olympic sailing regatta and is fabulously situated on a small island connected to the west end of the large Sagami Bay, near Tokyo.

Akira Yamamura was the race committee chairman and host for the post-regatta activities and both were an enormous success. Sailing in brilliant sunshine in 50°F (10°C) temperatures with Mount Fuji in the background, light air sailing dominated the first three races which made competition close for all the competitors, many of whom were sailing a Laser for the first time.

The first race started out in drifting conditions and Moritaka Kaido, a Japanese sail maker and Star champion, led for most of the race to a convincing first place finish. The second race, sailed in 6-8 mph winds with the final two reaching legs puffing up to 12 mph, provided the first planing reaches of the regatta and Ward McKimm from Ottawa, Canada, in Japan on Laser business, put his experience to work and made off with the honours, with Kaido taking an easy second.

The racing was filmed by Canada's National Film Board as part of a one-hour feature film for TV and it was also attended by Cana-

da's Ambassador to Japan - Ross Campbell - whose enthusiastic cheering at the result of the second race could be heard for miles!

The third race, on Japan's national holiday February 11, was held in very light winds; in fact it was a drifter. Local knowledge dominated the race until the last leg, when Kaido came out of the woods for his second win of the series, followed by Takao Otani. McKimm never did get out of the crab grass and finished eighth.

By 2 o'clock, however, a blow came up out of the south-east for the final race. It was gusting up to 22 mph and was too much for those who were sailing the Laser for the first time. McKimm, with lots of experience in a breeze, won the race easily. But the race provided the full thrills and excitement of Laser sailing at its best. Screaming reaches and hairy runs on seas of 4-6 feet made for an incredibly enthusiastic group of Laser sailors who joined the celebration in the club house.

Speeches by the Canadian Ambassador and toasts by the Japan Yachting Federation Vice President Mr. Ozawa, all in true Japanese style, have been duly recorded by the Film Board for posterity. It was a great regatta and a fitting inauguration.

Final results are as follows:

First	Moritaka Kaido	1 - 2 - 1 - 5
Second	Ward McKimm	2 - 1 - 8 - 1
Third	Takao Otani	8 - 4 - 2 - 9
Fourth	Nabuo Akagawa	4 - 9 - 7 - 3
Fifth	Kokichi Takahashi	5 - 11 - 3 - 6

Australia

Inaugural NSW Laser Regatta

Balmoral Sailing Club - February 2-3, 1974

The Inaugural New South Wales Laser Regatta was held at Balmoral Sailing Club on February 2 and 3. Although there were only 25 Lasers in the Sydney area at that stage, 20 arrived for the regatta. Due to the shortage of boats some were shared by up to four helmsmen, as can be seen in the results below!

Ward McKimm, after showing the way home in the New Zealand Inaugural Regatta the week before, was expected to give the locals a lesson in Laser sailing. But, it wasn't to be so. It was John Bleasby who

cleaned up every one of the four heats. Bleasby led from start to finish in every race, but none of his victories came easily. Second overall was John Biddlecombe, who has shown great improvement with his new Laser in recent weeks. Third was Balmoral veteran, Ray Cottrell, who sails very consistently in all conditions. Amongst the guest sailors were Bob Ross, Paul Hopkins and Nicki Bethwaite.

The NSW District Laser Association extends its thanks to Balmoral Sailing Club for a great weekend.

Results:	Boat No.				
John Bleasby	9931	1	1	1	1
John Biddlecombe	11600	3	2	2	4
Ray Cottrell	9959	4	8	4	6
John Back	9038	5	7	11	5
Bill Mason	9995	10	6	8	13
Warren Bovis	9929	12	11	7	8
John Chiplin	9497	6	12	6	DNS
David Stewart	10103	9	13	12	11
Owen Holden	8994	DNS	DNF	3	7
Chris Lloyd-Owen	10037	7	10	DNS	DNS
David Johnson	11011	13	15	16	14
Jeremy Creech	8960	DNS	DNS	10	9
Bruce Eggington	9460	15	14	13	DNS
Owen Dooley	8992	14	16	17	15
Barry Cork	9966	DNF	9	DNS	DNS
G. Gilbert	9988	DNS	DNS	15	10
David Hankin	11426	16	DNF	DNS	DNS
Ross Watts	10695	DNS	DNS	18	DNS
Ward McKimm	9022	2	4		
Jeff Jenkinson	9022			5	12
Nicki Bethwaite	8947	8			
T Alexander	8947		3		
A Hopkins	8947			14	
Paul Hopkins	8947				2
Bob Ross	9013	11	5		
Dave Morgan	9013			9	3

Upside down news

Since the first Laser rolled out the door in New Zealand in November 1973, once again the class has proven its widespread acceptance to the general population. The level of participation in water recreational sports in New Zealand is statistically reckoned to be in the order of 59 people per 1,000 of population, of whom some 34 sail. It is beginning to look as though they are all intending to get themselves a Laser. The class has proved to be the ideal boat for the young boys who graduate from the P class yacht, a local class with some 14,000 registered which pushes boys off the top end at the age of 15 years. Otherwise, it just seems that people from all over, all age groups and all levels of sailing and racing skills are seeing in the Laser the boat that they want to sail.

Lasers built in New Zealand are now being sailed extensively throughout the Pacific Islands and the New Zealand Association covers a very considerable area. We are told that all you Laser sailors who feel like taking a holiday in any of the tropical Pacific paradises, such as Tahiti, Fiji or New Caledonia, or even the more remote places like Rarotonga and the Solomon Islands, will be able to go there and sail your Lasers. It will not be very long before the peak of international sailing is available to the Laser sailor going for his holidays, who will take off around the world looking for the opportunity to sail on all sorts of strange waters in the same Laser that he sails at home.

The New Zealand Association and the New Zealand builders are very heavily involved in the use of the Laser in the South East Asian Peninsula Games to be held in Bangkok in 1974, and to the South Pacific Games, currently planned for Guam in 1975. The level of competition in Lasers at both of these Games is not expected to be high; however, entries are restricted to countries situated in the geographic area delineated: the object being to encourage a quantifying of sailing skills within the whole of the South Pacific. We believe that the Laser is the boat that will do this for them, and sincerely hope that there will be a proliferation of the use of the Laser for this type of regional sailing exercise.

The majority of Laser Association members happen to sail at the wrong time of the year, as far as Australians and Kiwis are concerned. When you are thinking of breaking your boat

out through the ice and from underneath those heaps of leaves, the New Zealander is starting to plan how he is going to get his winter sailing. This coming winter - OK, we will call it summer for you people in the other half of the world - the New Zealand Laser Association is running a series of short, Olympic type races, run back-to-back at many venues throughout the islands, in every case in association with the Olympic class organisers. Needless to say, major steps are being taken to produce a very high level of sailor from this area to represent the region at the Laser Worlds, and more and more of the top sailors in New Zealand, both from the Olympic dinghy classes and from the hot-shot keel boat class, for which the area is renowned, are turning to the Laser.

There is no doubt that both the New Zealanders and Australians have been quick to find the amount of fun that can be got out of the Laser. The usual type of fun races with cans of suitable liquid having to be drunk at the marks; Le Mans starts; husband and wife; wife and child; capsized races; limbo races, etc are being staged and are proving that we have bought ourselves a boat that is capable of an endless amount of fun sailing, as well as that hot competition in great big fleets.

University sailors and high school sailors in New Zealand especially are finding out the peculiar, but intricate, delights of teams racing. It is thought that one has to sail in a regatta of this nature to really get turned on to it, but there is no doubt for the husbands and wives who watch from the shore, or even just for the plain common or garden variety look-over-the-wall-and-wish-they-could-be-there spectators, that teams racing is really making a big entry into this area. Never before have we been able to get our hands on a boat where performance was measured by the man behind the piece of wood and not the depth of his pocket.

Coupled with the fun racing mentioned above, the Association has been, is and will continue to develop a peculiar kind of fun racing. Down under - an expression used to describe the person who has his feet on the ground, his head in the sky but is standing upside-down - we are developing a new kind of team racing called "affinity racing" where three doctors will sail against three dentists; three engineers against three hotel keepers; and three boat builders, three sail makers, three

what-have-you's. Further extension of this kind of racing is taking place with the organisation of an inter-business house competition where different companies or, better still, the staff of different companies will compete against each other during the evenings throughout the next spring and summer and really find out some of the joys of sailing their back-to-back Olympic races in the Laser.

These are some of the things that are happening in New Zealand and these things are being run in the lack of knowledge of what is happening throughout the world. We would like to think that the kind of racing that is being developed there is rather unique; but I am sure that, when this is put together with all the rest of the news from the various Laser Associations throughout the world, we will find varieties and opportunities open to us to extricate the maximum pleasure from our Laser are almost infinite.

PSNZ

Performance Sailcraft New Zealand only commenced production in November but Managing Director Mike Tattersall is already incredulous over the response.

Mike has a history of sailing big boats and is a representative for New Zealand on the IYRU Offshore Rating Council. A good look at Mike's girth will tell you why he has had some trouble with the dinghy crowd, but he now threatens to reduce the margin substantially -- in the girth that is. Interesting to note, says Mike, that the introduction of the Laser in New Zealand has been very largely to the former racing sailor and there has been little disruption of any of the existing classes there.

PSNZ started off building on a programme of 500 boats per year, but within a month Mike had ordered enough additional tooling to increase his production for the first year to up to 700 boats, and the demand is just starting to grow -- a fact which has startled even the most sophisticated students of the yachting world there. And let's face it, New Zealand has some of the finest sailors in the world based upon Olympic or any other standard you might want to choose.



North American Region

District Championships and Elimination Regattas for the World's

- | | | |
|---|--|---|
| <p>District 1
Championships*
Shediac Bay YC
August 10-11</p> <p>District 2
Championships*
Brittania YC, Ottawa
July 27-28</p> <p>District 3
Championships*
Water Rats SC</p> <p>District 4
Championships*
Royal Lake of the Woods YC
August 17-18</p> <p>District 5
Best 6 races of any 2 events to count
Southern Alberta Championships*
June 15-16
Saskatchewan Championships*
July 13-14
Northern Alberta Championships*
August 31-September 1</p> <p>District 6
Championships*
U of Washington YC
June 12</p> <p>District 7
Championships*
New Bedford YC
August 11-12</p> <p>District 8
To be announced</p> <p>District 9
Championships*
Seneca YC, Lake Geneva, NY</p> | <p>District 10
to be announced</p> <p>District 11
Count best 2 regattas
Gibson Island NY*
May 18
Tred Avon YC*
June 8-9
Ware River YC*
August 31-September 1</p> <p>District 12
Championships*
Waccamaw Sailing Club
May 11-12</p> <p>District 13
Best average of 2 events
South Laser Championships*
May 18-19
Cap and Gown, UYC*
June 8-9
Maze of Lasers MSSC*
June 28-19</p> <p>District 14
to be announced</p> <p>District 15
to be announced</p> <p>District 16
to be announced</p> <p>District 17
Combined highest score
Lotsa Lasers HIYC*
May 11-12
District 17 Championships*
September 28-29</p> | <p>District 18
to be announced</p> <p>District 19
Championships*
Lake Muskegow
July 20-21</p> <p>District 20
World Elimination Regatta*
Racine, Wisconsin
June 15-16
District Championships
Eastern - Madison, Wis
September 21-22
District Championships
Western - White Bear Lake, Minn
August 17-18</p> <p>District 21
to be announced</p> <p>District 22
Championships*
Dillon Corinthian YC</p> <p>District 23
Championships*
Clear Lake Highlands
June 15-16</p> <p>District 24
to be announced</p> <p>District 25
to be announced</p> <p>District 26
to be announced
*qualifying events</p> |
|---|--|---|

Changes of District boundaries

When the class put together a map outlining District boundaries a year ago it was evident several changes would have to be made as we began to better appreciate the local problems and characteristics of each District. To date we have received several requests for boundary changes with more apparently caught up in a backlog of mail created by a local postal strike. The World Council has requested that the membership be petitioned to inform us of any additional changes that we might consider. To do this, simply send a letter outlining the change plus a local map to the Laser Association. Support of any requested change by the District Officers and by a cross section of

the membership will help us in making a decision. There will be no changes made to the existing map before the Annual General Meeting of the North American Region at the North Americans in Toronto. It is generally felt that concluding our World Elimination program is of first priority and therefore that for this year, members will be obliged to race in their District Championships under the existing set-up.

At left is a list of presently established dates of District Elimination events. Please refer to the article on the World Championships to see how many places have been allotted to your District. Good luck in the races.

Laser US Nationals, Long Beach California

The Laser US Nationals, hosted by the well-known Alamitos Bay Yacht Club promises to be "the" Laser event of the season on the West Coast. Taking place July 12, 13, and 14, it is just one week before the Finn Gold Cup at the same location. This ought to give the Finn sailors a chance to do some sailboat racing before putting their lives on the line.

ABYC is well known for its efficient and successful regattas being the veteran of countless national and international events. The facility is a modern, two-storey building overlooking the bay with fenced-in

storage, showers, parking, snack bar, saloon, and everything else a yacht club should have including the beach about 200 yds away and most of all superb sailing conditions. Alamitos Bay averages 79 degrees at that time of year with 11 to 15 kts of breeze. The expected 220 plus entries can be assured that everyone will go home with at least a tan.

Commodore Chas. Merroll and Race Chairman Barney Flam, assure us of a total success. Look for more details in the next Newsletter or write the ABYC at 720 Ocean Blvd., Long Beach, 90803.

Association Island Laser Regatta

July 5-7, 1974

After last year's US Nationals were held at Association Island with some 220 entries, the Laser class has been constantly approached by its members to run other regattas from the Island. This year's event will be run in co-operation with NAYRU who are developing Association Island into a North American Sailing Centre. A practice race will be run at 3.00 pm July 4, with a series of races to follow from the 5th to the 7th. Scheduling details will be announced later. Now is the time to register and to make reservations on the Island.

Association Island 1974 Laser Regatta Henderson Harbor, NY 13651 Tel. (315) 938-5022	
All Inclusive Rate (Accommodation and meals)	\$14/person/day
Under 12 years old	\$12/person/day
Camping	\$4/unit/day
plus	\$4/person/day
Family Camping	\$4/unit/day
plus	\$4/1st member
Plus	\$2/each additional member
Meals only	Breakfast \$1.50 Lunch \$2.25 Dinner \$3.50
	\$7.25/day
Under 12	\$6.00/day

Accommodation: Please send all requests for reservations directly to

Entry Form Association Island Laser Regatta July 5-7

.....

Name _____

Address _____

Boat No. _____ Colour _____

Fleet or YC _____

Age, if under 16 _____

Entry fee \$10.00

Association Membership (if applicable) \$5.00

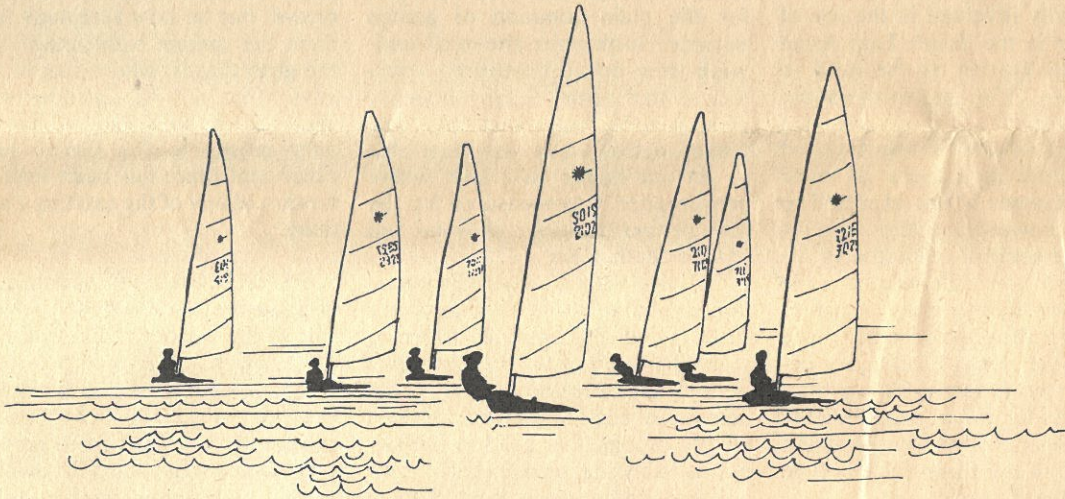
I am Laser Association member for 1974

I have made accommodation reservations with Association Island

Make cheques payable to International Laser Association and mail with completed entry form to

International Laser Association
91 Hymus Boulevard
Point-Claire, Quebec, Canada
H9R 1E2

.....



Other Events

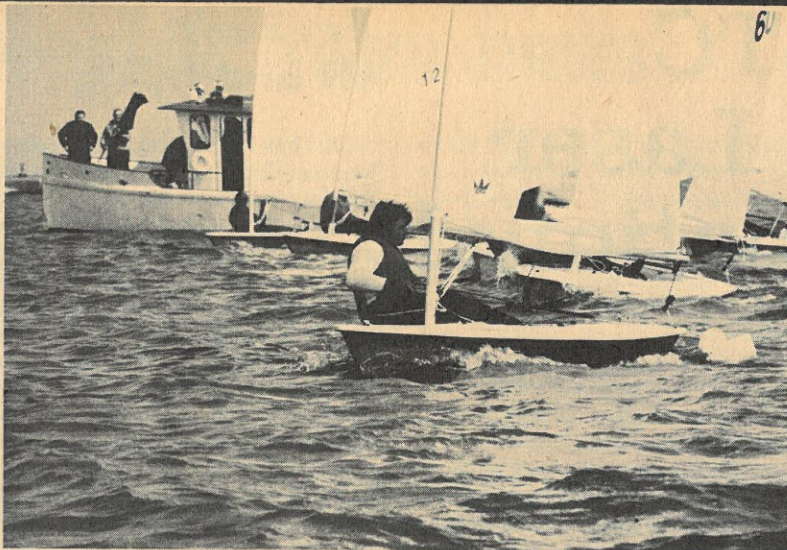
- | | | |
|---|---|---|
| <p>June 1
One Day Regatta
Lansing Sailing Club
Haslett, Mich</p> <p>June 1-2
Memorial Regatta
Apalachee Bay YC,
Tallahassee, Fla</p> <p>June 1-2
Niagara Sailing Club
Grand Island, NY</p> <p>June 1-2
Third Annual Orange Coffee
Pot Regatta
Surf City YC, Penn</p> <p>June 17-23
US Youth Sailing Championships
Association Island, NY</p> <p>June 22-23
Eastern Regional Spring
Championships
Hudson YC, Hudson, Quebec</p> <p>June 28 - July 1
Canadian National Youth
Championships
Association Island, NY</p> <p>June 29-30
Atlantic Coast Championships
Sheepshead Bay, NY</p> <p>July 4-7
Association Island Laser Regatta
Association Island, NY</p> | <p>July 6-7
DRYTC Annual Open Regatta
Deep River, Ont</p> <p>July 12-14
US National Championships
Alamedos Bay YC, Alamedos Bay
Long Beach, Cal</p> <p>July 20-21
St Louis Laser Championships
Valley Sailing Association
Alton Lake, Missouri</p> <p>July 26-28
Canadian Laser Championships
Royal Vancouver YC,
Vancouver, BC</p> <p>July 27-28
Super Sail
Winnetka, Illinois</p> <p>August 2-5
Western Canadian Laser
Championships
Calgary YC, Calgary, Alberta</p> <p>August 3-4
Quebec Open
Royal St Lawrence YC,
Dorval, Quebec</p> <p>August 9-10
CYR Intermediate Western
Championships
Gimli, Manitoba</p> <p>August 9-13
CYA Eastern Championships
St Margarets Bay, Nova Scotia</p> | <p>August 17-18
Youngstown YC Open
Laser Regatta
Niagara River, Niagara, NY</p> <p>August 19
O'Day Trophy
Royal Vancouver YC,
Vancouver, BC</p> <p>August 24-25
Laser Juniors
University YC, Atlanta, Georgia</p> <p>September 3-8
North American
Laser Championships
Royal Canadian YC
Toronto, Ontario</p> <p>September 28-29
Fall Invitational
Pewaukee, Wisconsin</p> <p>October 12-13
District 20 Team Championship
Williams Bay, Wisconsin
(Lake Geneva)</p> <p>October 26-27
Halloween Howler
Tred Avon YC, Tred Avon,
Maryland</p> <p>October 26-27
Fall Invitational
Racine, Wisconsin</p> |
|---|---|---|

Team Racing at its very best

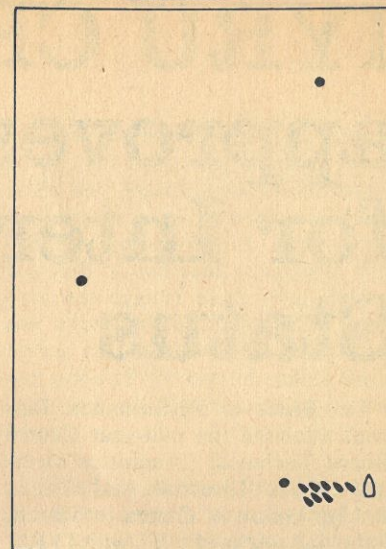
Very early in the spring of 1973, when most boats were still on land, a group of sailors from Wisconsin USA challenged a group from Montreal Canada to a series of team races using four boats per team. The US won decisively by four races to one, but the margin of victory in

each race hung on single boat to boat finishes. The pictorial essay shows the closeness of racing when competition is of high calibre and boats of equal speed.

(All photos courtesy of the Johnson Wax Company, Racine, Wisconsin.)



1. The start. Ian Bruce (to leeward) and Ward McKimm (to weather) give Canada the start.



North American Midwinter Championships New Orleans

by Judy Lawson

On the monochromatic brown waters of New Orleans Lake Pontchartrain, in wanton winds and prodigious seas, Jim Hahn earned late in March both the North American Midwinter title and a historic first ticket to ride in the first world championship October 13-19 at Bermuda.

Both Hahn and runnerup John Dane, III, received invitations to the worlds. This was the first qualifying event. (Since Noah booked passengers for The Ark, there haven't been such coveted invitations to a sailing happening.)

Hahn, the 1973 O'Day champ, sailed a smart, conservative 5-race series to put two points between himself and Dane. Mike Hill, a student at the University of Rhode Island, trailed Dane by more than 17 points in third place.

Typically cantankerous "regatta weather" first threw an unusual windshift from SE to N into the light air opener, which Hahn won by a tidy half minute, then snapped the fleet to attention with a 20+ northeaster that kicked up five to six-foot waves and near-disaster on the second day.

While Hahn, Dane, Freeman, Herrmann, Strausberg, Hill and the other hot dogs schussed at top speed on the reaches, and Hahn, briefly passed by Dane, caught the El Supremo Wave of the Week for a breakway charge over the horizon, others were literally struggling for their lives.

Chary of conditions to begin with, Southern Yacht Club's able committee, chaired by Ross Allan, found itself in the heart-stopping position of being unable to account for seven sailors.

Although each of the MIAs eventually turned up (some quenching their thirst in the bar), all but one safe ashore (he was found exhausted separated from his boat) the festering safety issue came to a full head. A skippers' meeting was called after the day's single race. Jim Burk announced that any competitor who failed to notify the committee or a designated official boat upon retirement from a race would summarily be disqualified from the rest of the series.

Clearly, the Midwinters experience presages a new emphasis on safety and capability for Laser sailors.

Monday, the final day, dawned with the moan of a fresh Northeaster

and rain. Seven of the eight planned races might still have been fitted in, but a hesitant Coast Guard (located next door to SYC) held the fleet ashore waiting for a line of squalls to pass. Then the wind dropped!

The 6'2, 200 lb. Dane jumped out to a perfect start in the fourth heat and went on to a thumping quarter mile victory, followed by Hahn and the Water Hole Wizard of the Chesapeake, Vance Strausberg, who moved thus into third place.

His strategy of the denouement predicated purely on staying close to Big John, whose size was no longer an advantage in the new 8-12 mph winds, Hahn eased out a second in a very conservative finale. Local whiz, Bob Milling, came third.

Prizes were awarded by SYC Commodore, Temple Brown (who recently gained unwanted fame when his Ericson 46, WIMOWEH, sunk in the Bahamas during an SORC race) to the top ten, top lightweight (the break was at 145 lbs.) Al Adelkind of Toronto, and top woman, Judy Lawson. Laser merit insignias made their fashion debut. A diamond was awarded for the Midwinters, which is a district event.

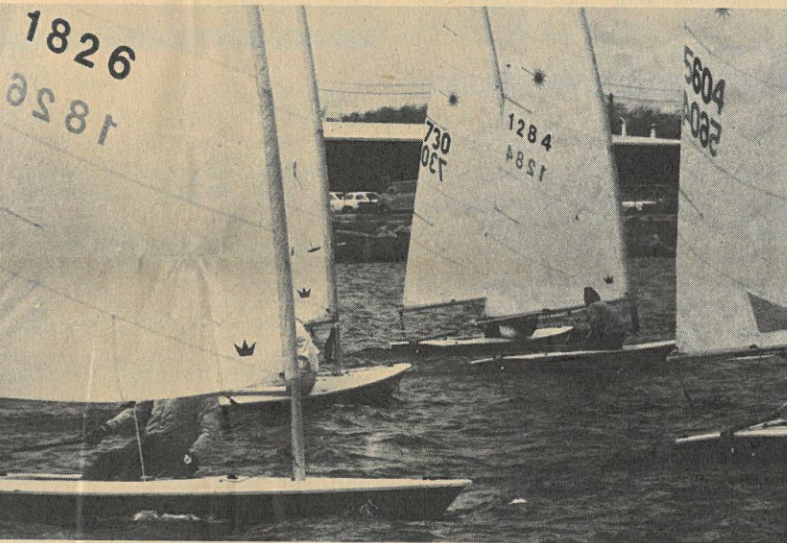
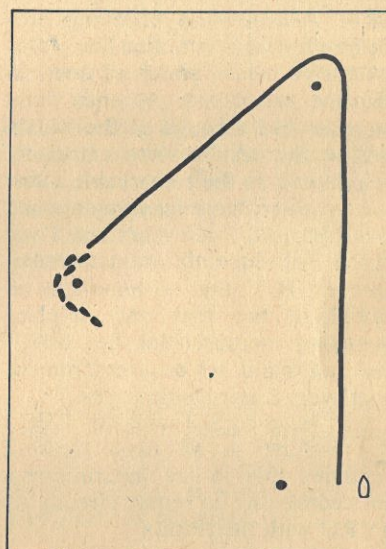
Daily first awards were monopolized by Hahn and Dane, with the single and popular exception of 90-lb. wonder, Ross Allan. This 13-year old Gremlin in SYC's junior program sizzled around the course in the light, extremely tricky winds of the second race -- hiked out hard all the way -- to beat all his 66 competitors.

Final results, 68 entries

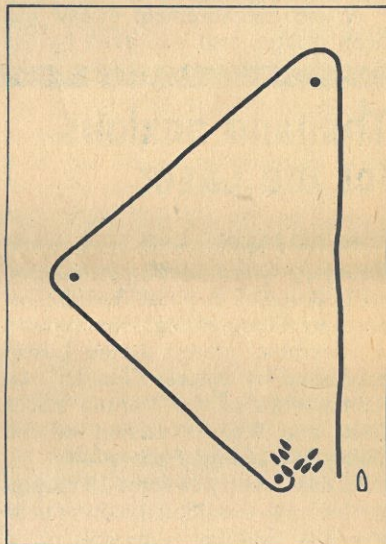
1. Jim Hahn, Annapolis 1-(18)-1-2-2 5 1/2
2. John Dane, III, New Orleans 4-(6)-2-1-1 7 1/2
3. Mike Hill, Kingston, R.I. (24)-7-6-7-5 25
4. Vance Strausberg, St. Michaels, Md. 13-4-7-3-(dns) 27
5. Mark Fiford, Sarasota, Fla. (11)-8-5-6-8 27
6. Steve Jeppesen, Daly City, Calif. 9-9-(13)-9-7 34
7. Norm Freeman, Ithaca, N.Y. 20-12-3-4-(dns) 39
8. Tony Herrmann, Racine, Wisc. (27)-5-4-15-26 40
9. Bob Milling, Covington, La. (21)-16-21-5-3 45
10. Rhett Simonds, Washington, D.C. (15)-11-11-12-14 48



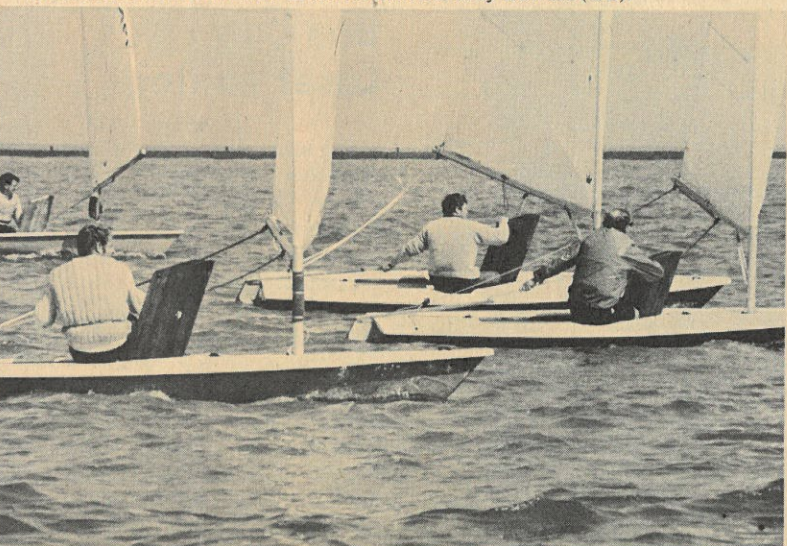
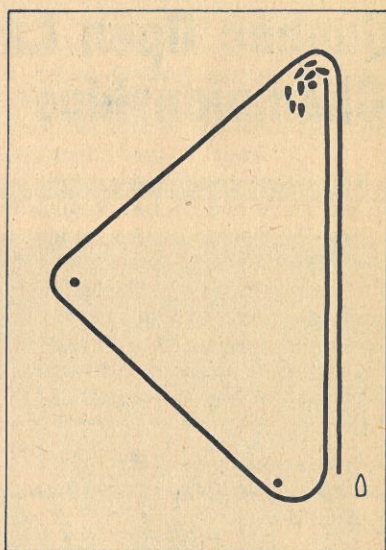
2. At the end of the first reach, gybing around the mark. Ron Meissner (US) leads Bruce, followed by Bill Allen (US).



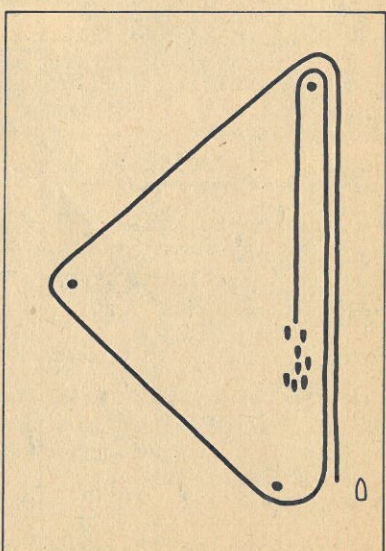
3. Starting up the second beat.



4. The final weather mark. Euan Swan (Canada) bears off as Peter Barrett (US) tacks inside McKimm who in turn is inside Gordy Bowers (US).



5. The run to the finish. McKimm holds slimmest of lead over Meissner with



TUKILIK[®] Sailing Accessories

A trade mark to watch for in the years ahead.

IYRU CBTC approves Laser for International Status

Ian Bruce of Performance Sailcraft attended the mid-year Centre Board Technical Committee meeting of the International Yacht Racing Union in Genoa in March, following weeks of work with IYRU Chief Measurer, Tony Watts, in developing and completing an in-plant measurement checking procedure for the production line. After extensive measurement of boats in Europe and North America from number 295 through to the 14,000 series, the results were extremely impressive in the remarkable tolerances which have been maintained over the past three years and Tony Watts subsequently recommended to the CBTC that no templates be published but that only in-plant sampling measurement be carried out and that it not be a requirement that every Laser be measured.

PSI have agreed with the IYRU to institute in all manufacturing facilities this in-line measurement procedure and to report directly to IYRU with the results.

Measurement by-law

A new measurement by-law has been drafted and approved by the

Thailand anxious for the Laser

On his Pacific tour in January and February Ward McKimm stopped off in Bangkok en route from Singapore to Hong Kong. He reports considerable interest in the Laser, expressed by Angelo Gualtieri the Commodore of the Varuna Yacht Club and Vice President of the Thailand Yachting Federation.

In this country of some 30 million people, only 3 million live in or near Bangkok, and that is the only place

Laser World Council based on the principles developed by Tony Watts, for the purpose of checking boats in the field, in the event of a protest. This measurement by-law will be published in the next newsletter and provides simply for a measurement at any point of the hull to be verified against measurements of five other boats in the field. The average of these five measurements will be calculated and the measurement of the protested boat will then have to fall within the allowed deviation specified in the by-law. This range is the result of the measurement work already undertaken. This technique is another breakthrough in the field of measurement which can now be applied to virtually any class in the world, most of which have hitherto been restricted to measurement of particular stations on the hull and permitting virtually anything to happen in between the stations.

Tony's comprehensive report to the IYRU was approved by the Centre Board Technical Committee, and it was then recommended to the Class Policy and Organisation Committee for their mid-year meeting in Portofino in May.

where sailing really goes on. Most of the sailing has been centered around the Fireball and the demand for an inexpensive single-hander is reported as high amongst local sailors.

Import restrictions, however, post major problems to the development of the class in Thailand and these will have to be overcome. The South East Asian Peninsula Games, scheduled to be held in Bangkok this August, will, Mr. Gualtieri hopes, help promote the introduction of the boat to the country through the SEAP Games Committee's acceptance of the Laser.

Quebec Open Laser Championships

The oldest (two long years!), the greatest (without a doubt!) and the largest (save one!) Laser Regatta in the world! For the third great year it will be happening at the ancient and revered Royal St. Lawrence YC, Dorval (Montreal), Quebec, August 3-4. Don't miss it - this year we promise moderate winds (wind history - zero and hurricanes), an Olympic Race Committee, great food, lots of beer (free), after racing as well as a great bash (with live music!) Saturday night. Prizes for first five, juniors (16 and under), ladies and seniors (by popular demand for the plus 45 set). All this (including the beer) for a paltry \$11 (inflation has set in).

Registration Form Quebec Open Laser Championships August 3-4

Name	_____
Address	_____
Boat No.	_____ Colour _____
Fleet or YC	_____
Junior	Ms Senior
Entry fee	\$11.00 (Juniors - \$7.00)
Extra meals	5.00
Association dues (if applicable)	5.00
Late fee	2.00
Total	_____

Make cheques payable to Laser Fleet No. 37 and send to:
Quebec Open Laser Championships
c/o Royal St. Lawrence Yacht Club
1350 Lakeshore Road
Dorval, Quebec

Jim Burk off and flying

Jim has been North American Regional Executive Secretary since the inception of the Laser class. Reluctantly he leaves his post for a career in three dimensional sailing; he has elected to opt for a career as a commercial pilot and starts his rigorous training in May.

The mainstay of the Laser class to many North Americans, Jim's knowledge and background of the Association activities in North America will be sorely missed and everyone at Performance Sailcraft and in the Laser Association join in wishing him HAPPY LANDINGS, much success in his new job and thanks for his contribution to the class.

First Regional Laser Women's Champs

Following Billie Jean King's lead, the North American Yacht Racing Union has announced that it is sponsoring two new championships for women, one a single-handed, to be sailed in Lasers. More has been written about this in the North American Newsletter but let's hope that other yacht racing unions will follow suit and let the ladies have a try.

1974 North American Championships

September 3-8, Toronto

Just in from the Royal Canadian Yacht Club in Toronto is the word that all is ready for this year's North American Championships. The premier event of the season should draw close to 300 entries from across the continent. Details concerning registration, accommodation and scheduling will appear in the next issue of the News.



Dick Tillman writing Book on Laser sailing

Yachting magazine has agreed to publish a book Dick Tillman is writing on the Laser, but is naturally keeping the contents secret. Tillman has three North American Laser Championships in his impressive list of qualifications, and one can only expect that the book will be a valuable document for every Laser sailor who is interested in pursuing a racing career. Yachting's editor, Bob Bavier, will not commit himself on a publishing date beyond saying some time this summer (July/August to those of you in the southern hemisphere).

Watch Your Mast - It's Your Life!

Last year, in North America, a young and highly talented 470 sailor - Manton Scott - was electrocuted through contact of his mast with overhead wires in an old launching area. Wide publicity was given to this tragic event throughout the yachting world and yet, in spite of this publicity, another fatality has resulted, this time a catamaran hitting overhead wires.

We think that Laser sailors particularly should be on guard for overhead tension wires as virtually everyone, at some point in a regatta, raises or lowers his mast by hand.

We are growing in ever-increasing numbers and Laser sailors everywhere should make it their responsibility to rectify dangerous conditions whenever they exist.

David Perry of CanAm Sailcraft in Webster, Mass. presented a Laser to the Tufts University Sailing Program in memory of Manton Scott, and permission was granted to number the boat US 532 in recognition of the number carried by Manton's boat.

New By-laws

Current status of By-laws

Rules - Printed March 1, 1974 and attached to this issue of International News for everyone except Australia and New Zealand who already have theirs. Art Warrener and Tony Watts (IYRU Chief Measurer) will be making some minor changes to the rules on June 6, as requested by IYRU.

District General By-law - Distributed to all 1973 members in draft form, for district approval, and approved by the World Council December 20, 1974.

Measurement By-law - Approved by IYRU in March 1974. Requires minor corrections and new drawings before distribution to Measur-

ers. Approved by World Council April 28, 1974.

District Measurer's By-law - Approved by the World Council April 28, 1974, and printed in full in this issue of the International News.

Sanctioned Events and Honour Award By-laws - Approved by the World Council April 28, 1974, and printed in this issue of the International News.

All the above By-laws were enacted according to Article 17 of the Constitution.

In the mill:

Racing By-law (Regatta Management) In rough draft form. It will be several months before a second draft can be circulated to the Districts for comment.

International Laser Class Association By-law Number 4: District Measurers By-law

- The responsibilities of the District Measurer and any assistant shall include:
 - generally, ensuring that throughout the District, the principles of the Rules are understood and complied with;
 - for sanctioned events and other events designated by the District Chairman as requiring the attendance of the District Measurer:
 - Perform a pre-race inspection of all boats to be sailed in such event and report to each owner and to the Race Committee chairman the owner and number of any boat which, if sailed in such event, would violate the Rules and be subject to protest;
 - assist the Race Committee at such event, upon request, with any protests to which the Measurement By-law applies;
 - issue interim rulings respecting the Rules, not previously the subject of an Interpretation of the Chief Measurer, provided that such interpretations shall be committed to writing following such event and submitted to the Chief Measurer for confirmation or variation as he shall see fit. Any such interim interpretation shall be binding and valid for the event for which it shall have been issued;
 - carry out such additional responsibilities (as a member of the Executive of the District Association) as may be assigned to him.
- No person shall be nominated for the position of District Measurer unless he has displayed, to the satisfaction of the District Chairman and Sailing Secretary:
 - a thorough appreciation of the Constitution of the Laser class;
 - an appreciation of the principles as set forth in Section 1 of the Rules;
 - a thorough knowledge of the Rules, the Interpretations issued thereunder and the Measurement By-law of the Class, including the ability to carry out measurements in accordance with the Measurement By-law; and
 - that he is a person who maintains his Laser in a condition which does not violate any of the Rules of the Class and whose attitude towards the enforcement of the Rules has been, and is likely to be, beyond reproach.
- The District Chairman, upon satisfying himself in respect of the items set forth in paragraph 2 above, shall submit the recommendation for the appointment of the District Measurer to the Executive Secretary of the World Council or the Regional Council.
- The Executive Secretary shall forthwith communicate the recommendation to the Chief Measurer and shall confirm the appointment, if the same is approved.
- District Measurers, with the approval of the District Chairman, may appoint assistant District Measurers from time to time, who meet the requirements of paragraph 2, for the purpose of attending a sanctioned or other event designated as requiring the presence of the District Measurer. Such appointment shall be for one specific event.

This By-law comes into force on the 1st day of June 1974.
Enacted by the World Council this 28th day of April, 1974.

Arthur Warrener
Executive Secretary
World Council

International Laser Class Association
By-law Number 5:
Sanctioned Events and Honour Awards By-law

Sanctioned Events

1. The following events shall be deemed to be Sanctioned Events for the purpose of the Constitution, the Rules and the By-laws of the Association:
 - a. World Championship events;
 - b. Regional Championships events and other multi-district events approved by the World Council, including the North American, European and the Pacific Championship, whether or not a Region has been established;
 - c. District Championship events, including District Ladies' Championship, District Junior Championship, Mid-Winter North American, National and Inter District events, unless the same have been sanctioned as a Regional event by the World Council;
 - d. National Championships;
 - e. Such other events as may be designated by the World Council or a Regional Executive Committee, as the case may be.
2. Any Sanctioned Event shall be conducted in accordance with the provisions of the Racing By-Law.

Honour Awards

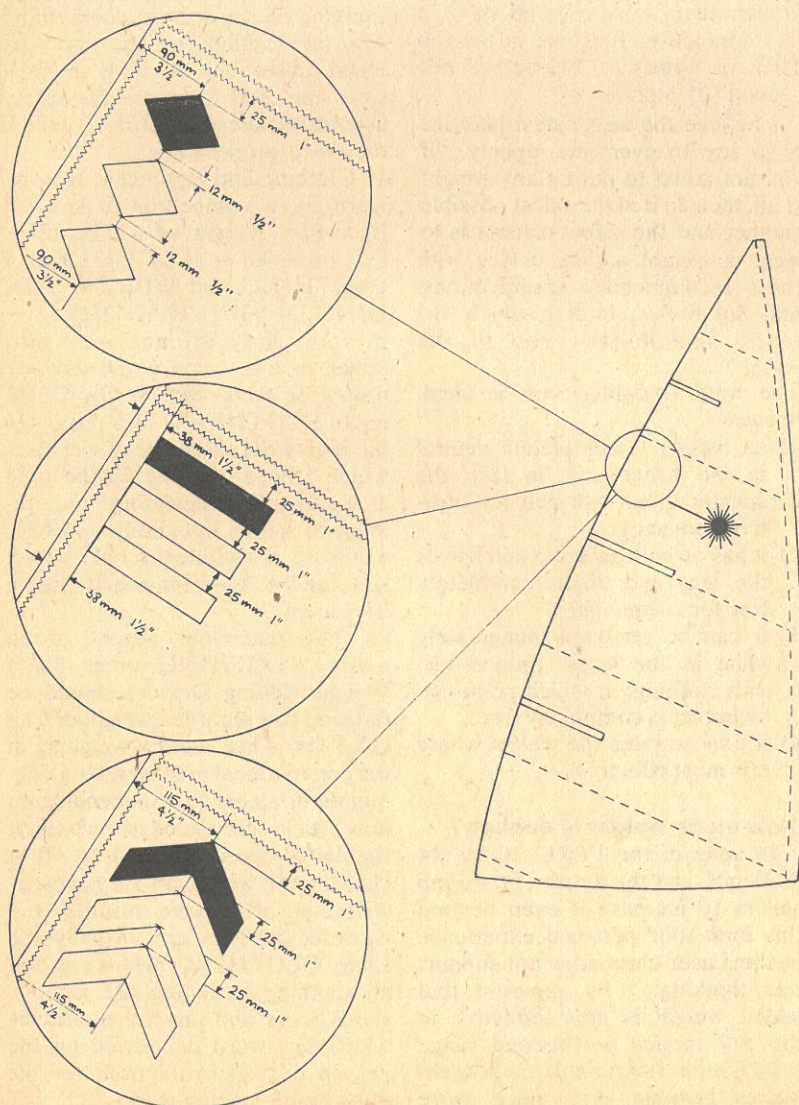
Sail Awards

3. Every member shall be entitled to apply to his sail the symbol earned by him racing in a Sanctioned Event, in accordance with the following schedule:

World Championship Winner	3 chevrons
Series 2nd and 3rd place finishers	2 chevrons
Each daily 1st place finisher	1 chevron
Series 4th and 5th place finishers	1 chevron
Regional Sanctioned Events (which may be known as 'Bar Events')	
Winner	3 bars
Series 2nd and 3rd place finishers	2 bars
Each daily 1st place finisher	1 bar
Series 4th and 5th place finishers	1 bar
District Sanctioned Events (which may be known as 'Diamond Events')	
Winner	3 diamonds
Series 2nd and 3rd place finishers	2 diamonds
Each daily 1st place finisher	1 diamond
Series 4th and 5th place finishers	1 diamond

4. A member may carry on his sail only one award, which shall be the highest award won at any time by such member; it being understood that any Bar Event is higher than any Diamond Event, and that any World Championship award is higher than any Bar award.
5. a. The symbols representing the sail awards shall be glued or sewn to each side of the sail in the third panel from the top of the sail, with the first award being placed in the uppermost position as specified in Schedule A.
 b. The symbols shall be in red for events which are not restricted; shall be in green for events restricted to women; and shall be in blue for events restricted to juniors.
6. Sail awards shall be retroactive to all North American, European and District Championships organised at any time and publicised and known as such; and any dispute as to whether any event heretofore held qualifies as a Regional or District event herein shall be settled by the World Council on application for interpretation made to the Executive Secretary.

Schedule A
 Position of sail award symbols



		Sail Award	Trophy
World Championship	Winner		
	Series 2nd and 3rd		
	Series 4th and 5th Daily 1st		
Regional (Bar) Events	Winner		
	Series 2nd and 3rd		
	Series 4th and 5th		
	Daily 1st		no cube
District (Diamond) Events	Winner		
	Series 2nd and 3rd		
	Series 4th and 5th		
	Daily 1st		no cube

Trophies

7. Every member shall be entitled to receive a Laser cube, in accordance with the following schedule:

World Championship	Winner	cube with 3 chevrons
	Series 2nd and 3rd place finishers	cube with 2 chevrons
	Each daily 1st place finisher	cube with 1 chevron
	Series 4th and 5th place finishers	cube with 1 chevron
Regional Events ('Bar Events')	Winner	cube with 3 bars
	Series 2nd and 3rd place finishers	cube with 2 bars
	Series 4th and 5th place finishers	cube with 1 bar
District Event ('Diamond Events')	Winners	cube with 3 diamonds
	Series 2nd and 3rd place finishers	cube with 2 diamonds
	Series 4th and 5th place finishers	cube with 1 diamond

8. Any member who has earned a Laser cube in any event to which paragraph 3 applies shall be entitled, if available, to order such cube upon application to the Executive Secretary with particulars of the event, time and location; provided that such application shall be certified by the District Sailing Secretary or the Race Committee Chairman of such event. The issuance of the retroactive trophies shall be at the expense of the person applying therefore; the cost of the cube shall be determined from time to time by the World Council.
9. In the event of the disposition of a sail, the person holding a sail award shall cause the same to be removed from the sail prior to such disposition.
10. The cubes referred to in paragraphs 7 & 8 may be changed in style and design from time to time by the World Council.

This by-law comes into force on the 1st day of June 1974.
 Enacted by the World Council this 28th day of April, 1974.

Arthur Warrener
 Executive Secretary
 World Council

Safety

Safety is everybody's business, but really your own safety is your responsibility. You decide whether to sail or not, whether to buy and wear the best life jacket, whether to buy a wet suit to stay warm or not. Other people can and will help, but your best defense is to develop a self-reliant safe attitude towards your sailing activities. Have fun, because that's what it's all about, but remember, your Laser is a lot tougher than you are! *Think safety!*

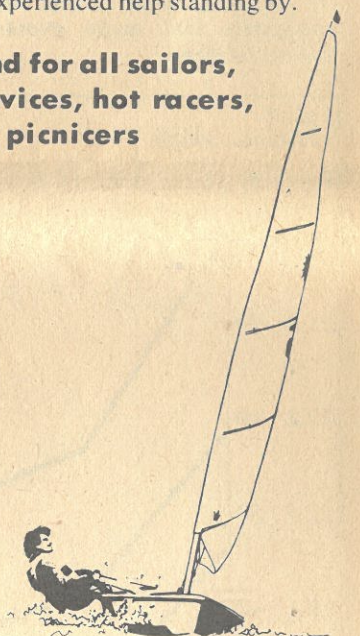
If you are a beginner or novice do:

- wear an approved life jacket at all times
- take some on-shore instruction from a competent certified instructor before going out on the water
- have an instructor or competent sailor in another boat go with you and stay with you the first half dozen times you go out
- practice dumping and righting the boat in light air with a patrol boat standing by
- consider reefing in winds over 12 knots, or sailing with a crew if you are under 140 lbs.
- stay on shore if you think you can't handle the conditions.

don't:

- sail alone in cold weather, or cold water without a wet suit, or without rescue craft or other boats nearby
- sail in heavy conditions without experienced help standing by.

And for all sailors, novices, hot racers, or picnics



do:

- observe storm warnings and note wind velocities
- develop the habit of listening to marineweather forecasts. A smart sailor is always checking weather, on shore and on the water
- come in before that line squall hits, but if you're caught out, let your sheet right out and sit there quietly
- make sure you know how to right an overturned boat
- stay with your boat if you can't right it
- practice heavy weather sailing with a patrol boat standing by
- report to the Committee Boat whenever you leave a race course early
- if you get tired, ask for help, sail over to another boat, or sail in to shore, but don't play hero.

don't:

- wear bulky sweaters and sweat shirts to add weight
- buy or wear any form of weight jacket until the Association completes their test program and announces the approved type and decides who can wear them
- practice heavy weather sailing during a race
- panic in a tight situation. *Think:* what is the safest thing to do.

Memorandum on wet clothing

By Ian Bruce

I must make it very clear at the outset that the views and opinions expressed in this memo are my own and not those of the Laser Association or its Executive Committee. I have, however, been studying the subject since August 1973 and much of what follows is based on the comments and opinions of those who made the effort to respond to my many questions and proposals. Before any further discussion, I think there are two points that are important to note.

1) Weight *does* make a difference and a broad cross section of the class not only wish to add weight but are now doing so in one form or another, most of it dangerous. The prime consideration, therefore, in any clothing and equipment programme *must be one of safety*.
 (2) Totally equitable racing over all conditions will never be achieved in any singlehanded class but, at least in the Laser class, there is a strong sentiment that "every dog has his day".

Safety and the present 11 kg (24.2 lbs) rule

As a background to what follows, it is important that everyone understand the original intent of the present Laser Class 11 kg rule. The foremost concern of the Chief Measurer and the Executive Committee, at the time of the ruling in April, 1973, was one of safety, because the Association was receiving some very strong comment on the subject of fatigue among youngsters that might eventually lead to fatalities.

Within the limited time at their disposal, the Executive Committee of the Laser Class determined that sufficient clothing to keep warm, if wet, could weigh as much as 11 kg and, therefore, wrote a provisional rule allowing the *total equipment worn* when racing to weigh this much when wet. Nowhere does this rule suggest that its purpose is to encourage competitors to add weight for purposes of improving their performance. It was simply a limitation until more thorough data was obtained.

Safety and the IYRU 20 kg (44 lbs) rule

It has been my own contention, ever since IYRU started investigating the wet clothing subject, that a test which gives results after the one-minute draining period creates a false impression and does not face up to the real issue. The real issue is not whether a man, woman, boy or girl can carry extra weight distributed over their body. There are boy scouts, campers and hitchhikers carrying weight over fields and up the sides of mountains without too many cries of alarm from parents. The real issue to me is the *actual force required to remove this soggy mass* of sweat shirts and sweaters from the water once the helmsman has overturned.

Consequently, I rigged up a wire basket and hung it from a scale which, in turn, was attached to a low speed electric hoist. The basket could then be raised from the water and a reading taken on the scale which would give the *actual force*

required to lift the wet clothing clear of the water. The rate of movement was 1 foot in 4 seconds, or roughly the same as trying to get up onto a centreboard.

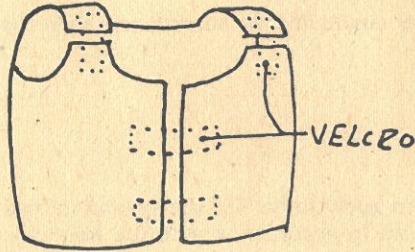
The results are shown in the accompanying graphs. Figure 1 shows the draining curves for various items of clothing and the top curve is that of enough clothing to arrive at the IYRU limit after 1 minute. *The force to remove this much clothing from the water was almost 37 kg (80 lbs)*. Although alarming enough, these curves do not shed any light on the subject of mobility which, in itself, is probably *more* significant than the initial force required to come out of the water. I am, therefore, against simply allowing the 20 kg (44 lbs) IYRU limit because a helmsman of, say 65 kg (143 lbs) loaded with sweaters, from which the sleeves have probably not been removed, will be virtually unable to swim and certainly not be capable of a 37 kg (80 lb) lift too many times in a race, if at all; *and this does not include his own weight*.

An interesting side observation to the tests was the apparent fact that sweaters would be more dangerous than cotton sweat shirts for carrying water, because they require more force to remove from the water due to their texture, yet drain more quickly upon removal probably due to the loose weave in the fabric. See Figure 2.

Figure 2 also shows the curve of a plastic bag full of water. This bag requires no more force to remove from the water than its actual weight 1 minute later, and I believe that herein lies the basis for a solution - the weight adding device (WADDING) which uses water for its weight. Such a device would have the following specification:

- 1) be in the form of a vest type jacket;
- 2) obtain its weight from water only (apart from the materials of construction), and the weight should be substantially evenly distributed over the vest;
- 3) use no mechanical closures, and have fasteners of Velcro or equivalent only;

- 4) be capable of being unfastened and completely removed in the water with one hand, while the other holds on to the boat, and without requiring it to be lifted over the head or over either arm;
- 5) have positive flotation in the form of a flexible, nonabsorbent, closed cell foam sufficient to float the vest when fully saturated;
- 6) not be capable of rapid or intentional draining during a race;
- 7) be weighed *as it comes out of the water*.



Safety and the Weight Adding Device

I prefaced these remarks with the statement that weight makes a difference. It does. You know it. I know it, we all know it and the sooner we acknowledge the fact and come to grips with it, the better. As long as weight makes a difference and as long as you allow people to wear *any* clothes at all, those clothes will be used whenever possible by the light helmsman for the purposes of adding weight, even though it is under the disguise of keeping warm. And no matter what limit is placed on the amount of clothing, any rule should limit unsafe practices and promote safe practices.

The safest practice is to say that everyone may only use a wet suit to keep warm, and nothing else regardless of age, sex or weight. However this is hardly fair because a) it forces a purchase and b) legislates against an enormous number of keen racing competitors in the 60-75 kg range (132-165 lbs) who are able to carry a modest amount of weight and want to do so to improve their odds in heavy conditions. I use the word "odds" advisedly, because the odds of an 86 kg competitor (190 lbs) finishing in the top 10% of a fleet in light air are far greater than those of a 60 kg (132 lbs) competitor finishing in the top 10% in winds of 11 metres per second (25 mph).

I believe the next safest practice is to say to everyone, openly, "if you are going to put on any weight at all, then do it in the safest possible manner and the safest manner is to wear a weight adding device with these recommended specifications, and *not* bulky clothing which virtually immobilizes you in the water."

The water weighted vest is ideal, because:

- 1) its weight is completely neutral in the water and, in fact, the specifications will call for positive buoyancy;
- 2) it has no bulky sleeves and leaves the legs and thighs completely free for swimming;
- 3) it can be removed immediately while in the water (impossible with clothing) at which point the swimmer is completely free;
- 4) it concentrates the weight where it is most effective.

How much weight is enough?

In spite of the IYRU 20 kg (44 lbs) limit, and the desire of the Finn sailors to increase it even beyond this limit, our personal experience in the Laser class does not support this thinking. It is apparent that added weight is most effective in the 5-9 metres per second range (12-20 mph) (above this range techniques become very much more

important) and, if the added weight is concentrated on the upper torso, 10-11 kg (22-24 lbs) is not only a very effective amount, it is, in fact, all that a person with a medium frame should reasonably be expected to carry (and here we exclude the "super athlete"). For the person with a small frame, I am proposing that anyone below a body weight of 60 kg (132 lbs) would only be allowed to wear a 5 kg jacket (11 lbs).

As a matter of interest I have, in my office, an 11kg jacket which I usually hand to anyone who says that they would like to add weight up to the IYRU limit. I never tell them the weight, but ask if the weight of the jacket they have been handed is sufficient, or whether they would like to carry more. With only one exception, (Iain Macdonald-Smith of Dutchman and Finn fame) everyone is satisfied with the weight and *all* are astonished when they find out it is only 11 kg; most people guess that it is the 20 kg IYRU limit! The reason is that most sweat shirts and sweaters drain during a race (particularly at the top where their own weight is squeezing out the water) and people are used to carrying around wet, *but not saturated*, clothing. A constant-weight, non-draining water jacket is far more effective in the boat; it will also be *much safer in the water*. In fact, even a vest that drains will be just as safe, because its maximum allowable weight will be *recorded as it comes out of the water*. If it subsequently drains, it will be to the disadvantage of the helmsman.

I am sure that those among you who want to wear weight will already be taking pen in hand to tell me about the 20 kg (measured after draining) that you have been wearing but, before you do, try to borrow a jacket like the Musto and Hyde (UK) or Tom Taylor (Canada) and actually try carrying around a constant weight of 10 kg. I promise you that you are in for a surprise!

Proposal for a Safe Procedure of Adding Weight

I propose that we stay with the limit of 11 kg, but redefine how this weight is made up.

The present Laser class 11 kg rule (and also the procedure used by IYRU at the 1972 Olympics) stipulates that *all* equipment and clothing must be saturated and then weighed after a one-minute drain. This, in effect, promotes unsafe thinking because those competitors who are adding weight carry as much absorbent clothing as possible and tend to ignore the safety aspects of keeping warm. I would, therefore, propose that:

- a) Clothing and equipment may be worn by a competitor to a Total Recorded Weight of 11 kg (24.2 lbs) provided it is in the form of CLOTHING and WEIGHT ADDING DEVICE (WADDING).
- b) One conventional wet suit, either in one piece or in separate pieces, be *excluded* from any weighing of CLOTHING. This promotes the highly desirable use of wet suits which I hope will one day become a world-wide mandatory requirement to sailing in conditions where exposure constitutes a risk: a wet suit can be more important than a life jacket.
- c) The maximum weight of all normal CLOTHING (other than a Weight Adding Device) should be reduced to a recorded weight of 6 kg (13.2 lbs) when wet by weighing in the conventional manner after a one-minute drain because, depending on how articles are placed in the basket, the initial force required to lift it clear of the water can vary greatly, whereas after one minute the recorded weights are virtually the same. CLOTHING means any and all clothing including life jackets, shoes, boots and any other articles which are worn or carried on the person or which are used for the purpose of keeping warm.

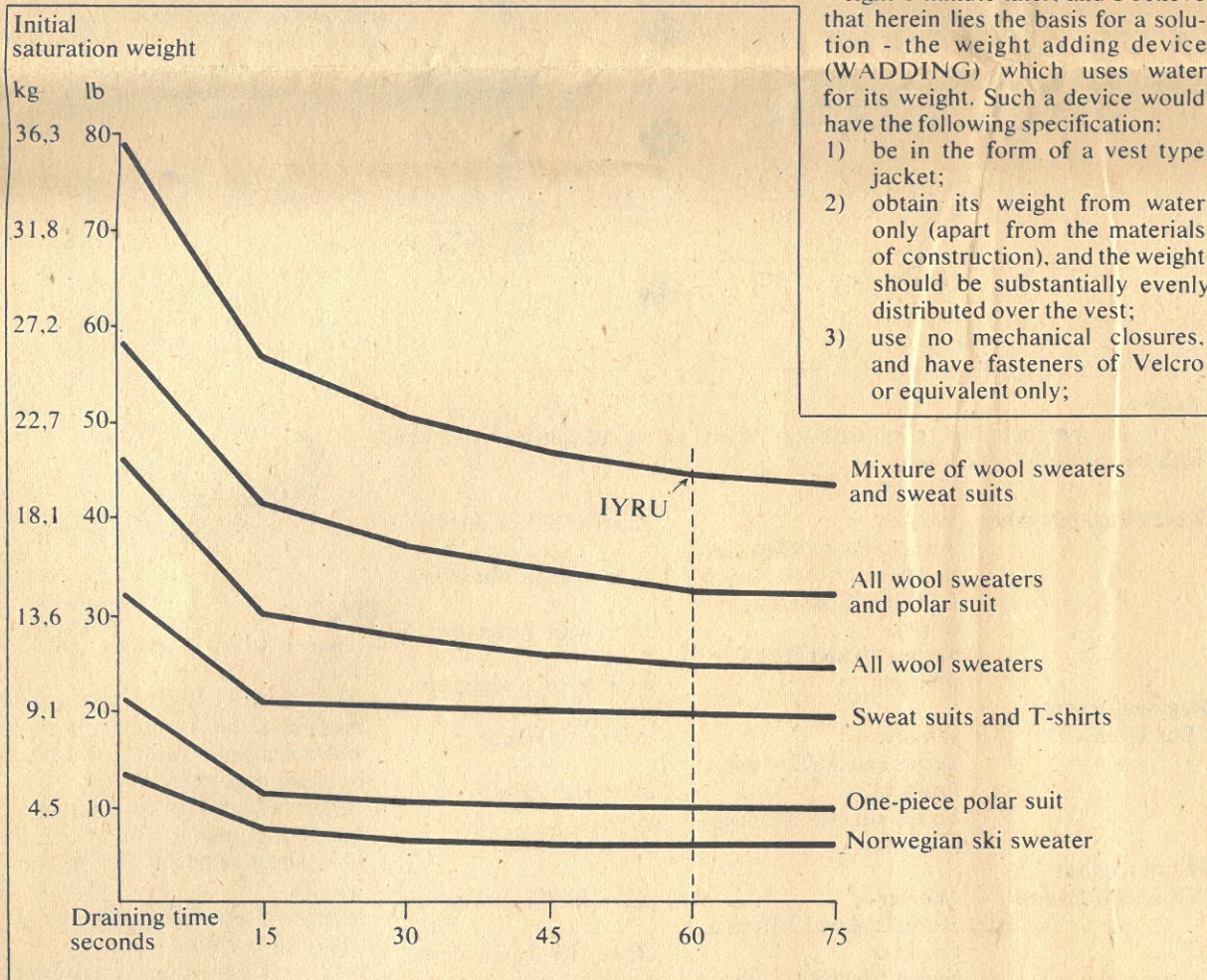


Figure 1

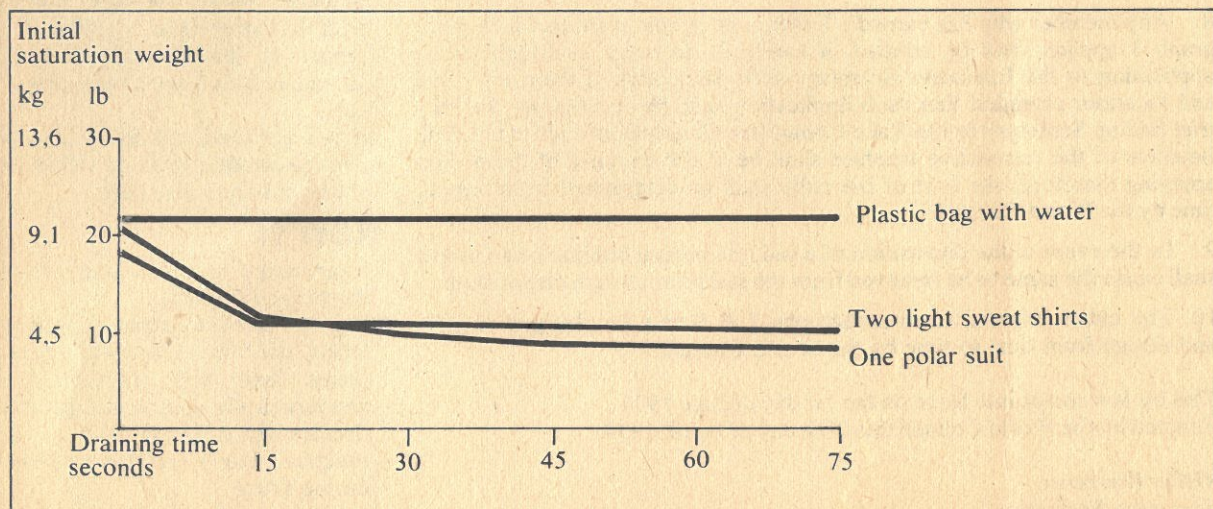


Figure 2

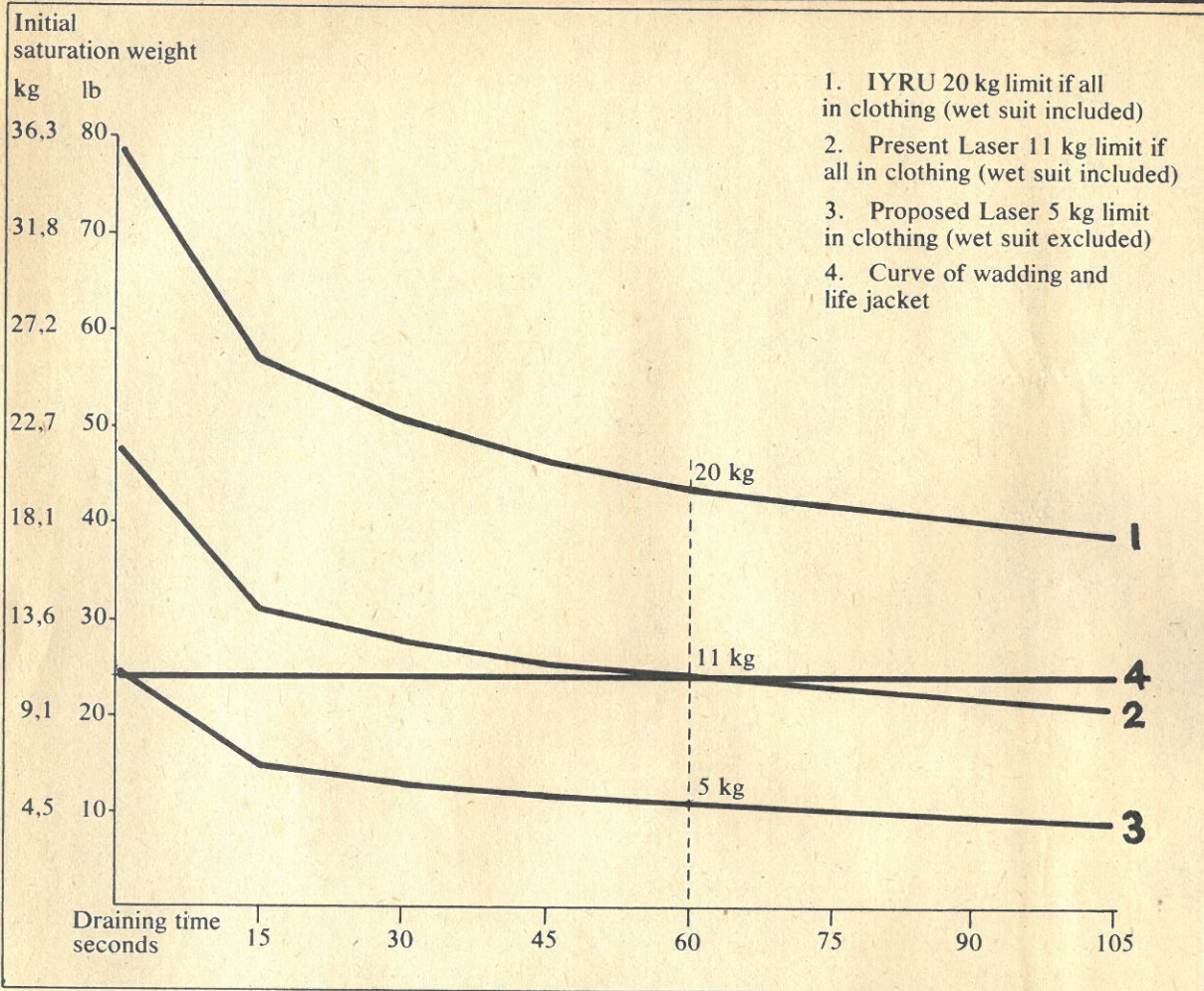


Figure 3

1. IYRU 20 kg limit if all in clothing (wet suit included)
2. Present Laser 11 kg limit if all in clothing (wet suit included)
3. Proposed Laser 5 kg limit in clothing (wet suit excluded)
4. Curve of wadding and life jacket

d) Extra weight may be added in the form of WADDING of either a commercial or home-made variety, provided all specifications I previously outlined are met. In the case of the WADDING, however, it would be saturated and its weight recorded *as it was lifted clear of the water*. This means that an unsafe weight jacket would be virtually impossible to make regardless of the material (sweater, sweat shirt, etc) because none could weigh more than the specified maximum as they came out of the water, none would have sleeves, etc. If they drain subsequently, it is to the competitor's disadvantage.

e) WADDING could be of any weight up to 10 kg maximum unless the competitor's body weight is less than 60 kg, in which case the WADDING would be limited to 5 kg.

The intention of this proposal must be obvious. If you want to utilise your maximum advantage, wear a wet suit to stay warm and wear a maximum weight adding device and a life jacket. The wet suit would not be weighed; your equipment (in this case only a life jacket) would weigh about 1/2 kg, your weight adding device 10 kg. Within the context of carrying weight, nothing is safer - nothing is more effective. If you get into trouble in the water, slip off your weight jacket and you are completely unencumbered, but still warm.

If you do not want to carry 10 kg on your back - don't! Wear a lighter jacket and some clothing if you wish: in fact, any combination of the two provided the *total* does not exceed 11 kg and the clothing does not exceed 6 kg.

Clothing (Max 6 kg. after 1 min.) + Wadding (Max. 10 kg. saturated) = Total Record. Wt. (Max. 11 kg)

If your body weight is under 60 kg (132 lbs), you would only be allowed to wear a 5 kg (11 lb) jacket but could still wear 6 kg of clothing, to a total of 11 kg. This provision is to limit the concentration of weight on smaller persons to prevent possible strain.

The graph at left summarises the present IYRU and Laser situation - curves 1 and 2 - and also shows what I am proposing in curves 3 and 4. The most significant fact is the difference between curve 4 and curve 2 at the start (11 kg less lift out of the water with WADDING) and between these two curves after 105 seconds (1 kg more effective weight).

Weight Classes

Weight classes were *not* a subject of discussion in this research. The only considerations have been safety and, in submitting observations or comment, please do not confuse the separate and more difficult questions involved in considering weight classes for any major racing in the Laser.

Work continues in this area and will be the subject of a further paper, and some regatta organisers are already dividing the fleet into weight classes, with all competitors being eligible for overall honours but only those being certain prescribed weights being eligible for honours within their weight.

The cut off point of 60 kg (132 lbs), below which only 5 kg WADDING would be allowed, was based only on considerations of safety and on ability to carry weight, and was not considered as a logical place to divide weights.

Weight Rule Questionnaire

In order to assist the World Council in assessing and formulating a final rule covering clothing and equipment, would you please be good enough to fill out the following questionnaire and mail it to:

Laser Association / Weight Rule
91 Hymus Boulevard
Pointe Claire, Quebec
Canada

Please put an 'X' or the requested information in the appropriate block. Yes No Unsure

- 1 Have you read the article on this page? Yes No Unsure
- 2 Did you understand the article? Yes No Unsure
- 3 Please fill in the following:
Age _____ Sex _____ Weight _____
- 4 Place Laser is sailed: _____
Town _____
Country _____
- 5 Should competitors be permitted to add weight to improve performance? Yes No Unsure
- 6 Have you ever intentionally added weight? Yes No Unsure
- 7 How much? _____ Is this an estimate or an actual weight?
- 8 If weighed, how was it weighed?

- 9 Do you wear a wet suit in cold conditions? (if applicable) Yes No
- 10 Should wet suits be excluded from the 11 kg Laser limit? Yes No Unsure
- 11 Do you think a weight jacket, as specified, is safer than clothing? Yes No Unsure
- 12 If adding weight were permitted, is the method proposed in the article satisfactory? Yes No Unsure
- 13 If not, do you have a proposal?

- 14 Laser class rules presently limit total weight of clothing and equipment. Do you agree with this 11 kg limit? Yes No
- 15 If not, do you have a proposal?

- 16 Are you in favour of weight classes (but with all competitors eligible for overall honours)? Yes No Unsure
- 17 If yes, how many and what classes?



Hans Loffel

