

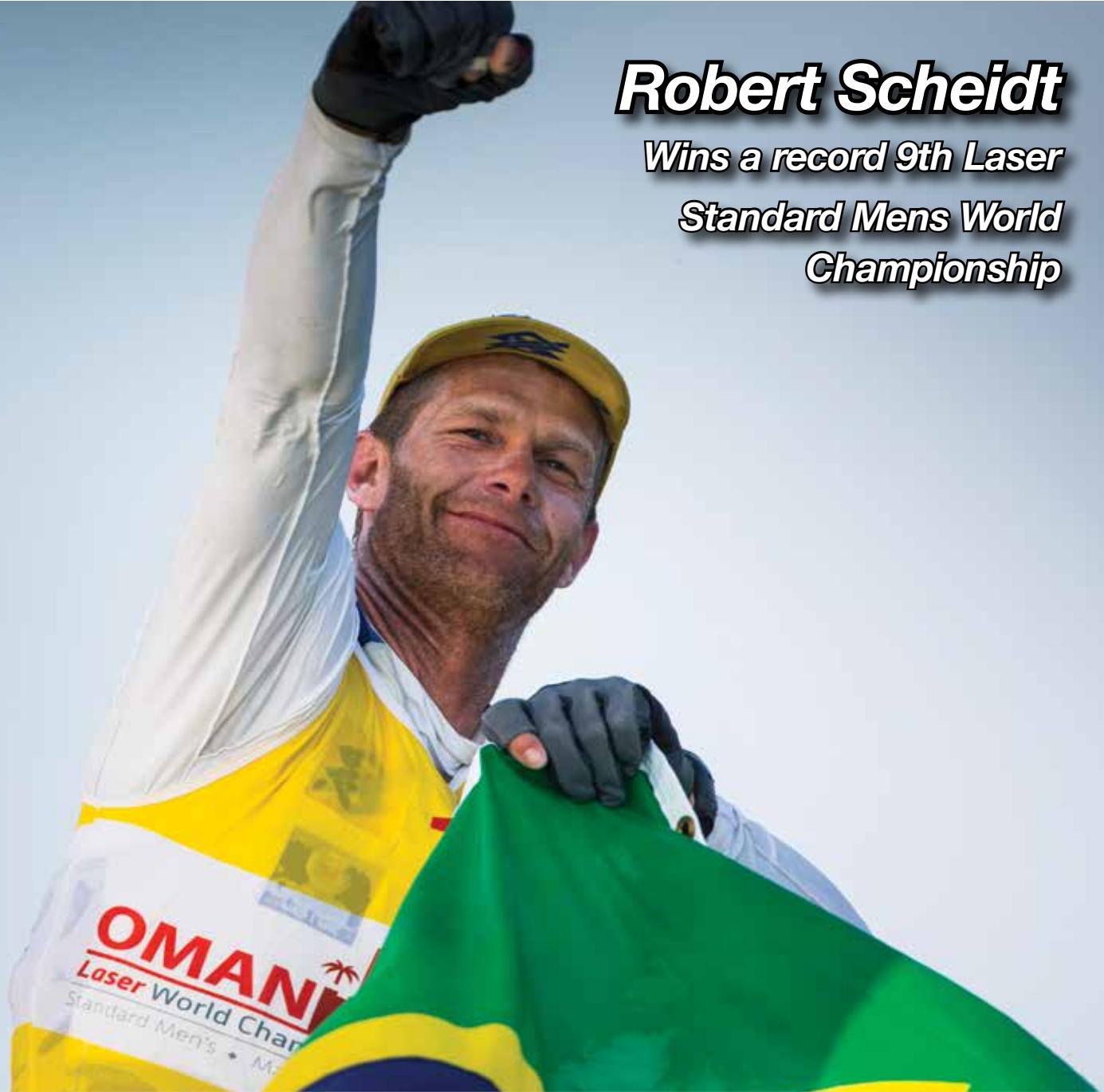
Laser World



January 2014

Robert Scheidt

*Wins a record 9th Laser
Standard Mens World
Championship*

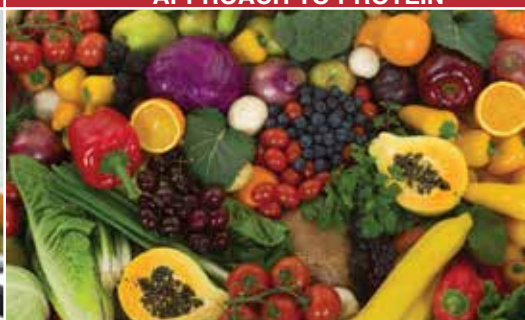


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HEINEKEN CARIBBEAN REGATTA

MEKA TAULBEE'S HOLISTIC
APPROACH TO PROTEIN

PRESIDENT'S REPORT



© Carlos Palombo

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A minute with...

The Winners Championships in

Why Sail A Laser?

"I wanted to sail alone in a fast boat"



Silvia Morales González (ESP)

Winner of the Laser 4.7 Under 18 Girls World Championship

Age: 14 years old

Height: 162cm

Weight: 63kg

Time spent on the water? 11 hours / week

Other sports? I play a lot of sports but my favourite one is tennis

First started sailing? 7 years old

First boat? Optimist

Other boats sailed? Lasers

Tell us about the World Championships in Hungary?
It wasn't very windy but I prefer strong wind. Though I am very trained, so it was a great competition.

How do you train for sailing?
Most of the time I train on the water but I usually go running and swimming and sometimes cycling.

How did you prepare for the championship?
I trained during all the year.

Did you learn anything new in Hungary?
How a world championship works - it was my first time.

Do you have a sailing coach?
I have two: Alberto Medina and Airam Rodriguez.

Sailing team?
Real Club Náutico de Tenerife.

Other Laser World Championships sailed?
This was my first world championship.

Goals for sailing? The Olympic Games

Other events you plan to attend?
The World Championship 2014 in Japan

Favourite sailing venue?
Canary islands - good wind and temperatures all year.

Favourite TV show? Los Simpsons

Music? Katy Perry

Sporting hero? Rafael Nadal

Favourite food? Pizza

Worst food? Vegetable soup

Favourite film? Scary Movie

Top three things you would take to a desert island?
A windsurf board, my bed and my dog!

Most influential person in your life? My father

Anil Çetin (TUR)

Winner of the Laser 4.7 Under 18 Boys World Championship

Age: 17

Height: 168cm

Weight: 65kg

Hours spent on the water? 20 hours / week in Bodrum, Turkey

Other sports? Swimming and tennis

First boat? Optimist

First started sailing? 11 years old

Other boats sailed? Lasers

Why Sail A Laser?

"Laser is most common class in Turkey after Optimist. And Laser 4.7 is more appropriate for my physique"



Tell us about the World Championships in Hungary?
I was very happy because I competed with some of the best sailors in the world. I prepared very well for the championship. I believed in myself for getting good results but I knew that there will be best sailors.

How do you train for sailing?
Only running and simple physical training own my own.

How did you prepare for the championship?
Especially Laser for 6 months, I worked harder day by day. Also we did a lot of national camps with other team mates.

Did you learn anything new in Hungary?
Yes I learned in championships that I had to be more and more brave in the start line.

Do you have a sailing coach?
Yes his name is Serdar Çiçek

Sailing team? Bodrum Sports Club, Sailing Branch.

Other Laser World Championships sailed?
First time for me in Hungary.

Goals for sailing?
I want to be a Olympic sailor in 470 class

Favourite sailing venue?
Bodrum because I can sail 12 months a year. Bodrum has perfect wind conditions. On average 15-18 knots wind blows. Also Bodrum has beautiful nature and climate.

Favourite TV show? Talk shows

Favourite City? Istanbul

Sporting hero? Robert Scheidt

Favourite food? Turkish foods

Top three things you would take to a desert island?
Mobile phone, foods, clothes

Most influential person in your life? My coach Serdar

of the World Hungary 2013

Why Sail A Laser?

"I really like the one design nature of the class, and it's easy because I don't need to rely on anyone else to go sailing"



Mitchell Kennedy (AUS)

Winner of the Laser Under 21 World Championship

Age: 20 years old

Height: 180cm

Weight: 85kg

Hours spent on the water?
10 hours / week

First started sailing? 6 years old

First boat? Australian Sabot

Other boats sailed? Elliot 6m, Sports Boats, & Keel Boats

Other sports?
Surfing and Touch Football

Tell us about the World Championships in Hungary?

Wow! Was it a tricky event! We only got 3 days racing due to the lack of breeze so there were no second chances with any of the races. One bad race and it was all over.

How do you train for sailing?

Most of the time I train on the water but I usually go running and swimming and sometimes cycling.

How did you prepare for the championship?

In the 6 month lead up I trained with Jeremy O'Connell both in Melbourne and up at Mooloolaba, we had some great block training sessions that worked out really well. We also did Kiel Week before the event, gave us the chance to race the big boys.

Did you learn anything new in Hungary?

The importance of consistency!

Do you have a sailing coach? Adrian Finglas until twelve months ago. Since then I have coached myself along with my training partner Jeremy O'Connell.

Other Laser World Championships Sailed?

I have competed previously in three world championships. All were in the radial rig in La Rochelle in 2011 and Brisbane 2012.

Goals for sailing? Sail for AUS at the Olympic Games.

Favourite sailing venue?

My local sailing spot in Mooloolaba because of the big waves and great downwind rides.

Favourite TV show? How I Met Your Mother

Favourite City? Budapest, Hungary

Sporting hero? Mick Fanning (Surfer)

Favourite food? Cannelloni cooked by Mum

Favourite film? Toy Story

Top three things you would take to a desert island?

Water, fishing rod, Jennifer Hawkins

Most influential person in your life? My dad

Why Sail A Laser?

"I like that all boats are the same so it depends on you and your physical, technical and tactical abilities"



Svenja Weger (GER)

Winner of the Laser Radial Girls Under 21 World Championship

Age: 20 years old

Height: 174cm

Weight: 65kg

Hours spent on the water? Depends on the time of year!

Other sports? I used to play soccer...

First boat? Optimist

First started sailing? 6 years old

Other boats sailed? 420, 470

Tell us about the World Championships in Hungary?

Due to no wind, we could only sail 3 days instead of 6. I managed to constant results on top of the fleet and I also won the final race and secured my win. The regatta was really competitive, very good sailors and very close racing. The days we sailed, we had about 5- 10 knots, I quite like these conditions.

How do you train for sailing?

I go to the gym about 3-4 times a week and I do some running and cycling as well.

How did you prepare for the championship?

I did a week of training at Lake Balaton and tried to get used to the conditions, especially the wind, which is most of the times light and shift.

Do you have a sailing coach?

Yes, it's Jürgen Brandstötter

Sailing team? Audi Sailing Team Germany

Other Laser World Championships Sailed?

I sailed one Laser Youth World Championship and in Senior World Championship.

Goals for sailing?

To participate in the Olympics sometime in the future.

Favourite sailing venue?

Lake Wannsee, Berlin, it's the lake where I learnt to sail!

Favourite City? Berlin

Sporting hero? Robert Scheidt

Favourite food? Lasagne

Favourite film? Blind side

Top three things you would take to a desert island?

Chocolate, a book, a hammock

Most influential person in your life? My mum & dad

From The President

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ILCA Class President: Tracy Usher



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The Return of Robert Scheidt



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Oman 2013



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Laser Standard Men 2013

Tracy Usher talks about the success of the Oman Championships and the importance of Laser in the world of sailing!

As they say, time flies when you are having fun and that is especially true for Laser sailing where it seems there are never ending opportunities to sail, from weekend fleet sailing, to training camps at tropical locations around the world, to the big national, regional and world championships. With 2013 ending we will be looking forward to all the big events in 2014!

The recently completed Laser Standard World Championship in the waters just off Al Mussanah, Oman, which provided a superb venue for not only the Standard Worlds but also the Master and Radial Youth Worlds, was a superb event. The Standard Worlds saw a range of conditions with tough competition - indeed my favorite blog headline was "Welcome to the Most Competitive Regatta in the World!" In the end it was yet another remarkable achievement by Robert Scheidt, coming back from an 8 year vacation from Laser sailing to win his ninth Laser Standard World Championship - some 18 years after his first, and several years after becoming eligible to sail in the Master Worlds! Congratulations to Robert on a well sailed victory and we'll look forward to watching him over the remaining few years leading up to the 2016 Olympics.

The Master Worlds, following on the heels of the Standard Worlds in Al Mussanah, Oman, saw a no less remarkable achievement in the Great Grandmaster fleet with Peter Seidenberg, at the age of 76, taking a decisive victory in arguably the most competitive fleet of the regatta. It is my understanding that Peter has been to every Master Worlds save one (the first) and is no stranger to the podium having taken home a cube at nearly every Master Worlds sailed over the past 40 years. Congratulations to Peter Seidenberg on winning his ninth Master Worlds title!

I highlight these two sailors as role models for what Laser sailing is all about. I marvel at Robert Scheidt's ability to continue to win World Championships in what is absolutely the most competitive sailing class in the world, where the secret is clearly hard work and

dedication to achieve goals. Equally, Peter Seidenberg continues to show us that we can continue to achieve in the Laser well into our later years - that Laser sailing can be a lifelong passion for many of us. Robert inspires me to want to work harder at Laser sailing, Peter inspires me to look forward to many more years of sailing!

The recently completed America's Cup provided yet another indication of the important role that the Laser plays in sailing at the highest levels. I'm sure everyone is already familiar with the high profile connection between Lasers and this past America's Cup, in particular with Tom Slingsby and Ben Ainslie taking critical roles in Oracle Team USA's defense, and numerous other Laser sailors in various roles on all of the AC teams. However, the real recognition of the critical role the Laser plays in high level sailing came at the final press conference when Larry Ellison, the money behind Oracle Team USA, in his comments about how the America's Cup has changed sailing forever, said :

“ If a bunch of kids watching this regatta on television was inspired, and they go out and start racing Lasers, I'm a happy guy. ”

A remarkable affirmation of the importance of the Laser in the world of sailing!

Finally, ILCA General Manager Eric Faust and his wife Sarah welcomed the 2027 Laser 4.7 World Champion, Margaret Rose Faust, into the world on December 24, 2013. Congratulations to Eric and his wife on the new addition to the Laser family!

I wish all Laser sailors a happy and healthy 2014 and I look forward to see you on the water soon.

Re-inventing the wheel? You may be in Shock!

© Lloyd Images 2013

Ari Barshi looks at the new Ronstan Shock pulley and puts it to the test.....

Those of us who are lucky to live and sail in Cabarete, are exposed to all the new innovations in surfing, paddleboarding, windsurfing and kiteboarding.

A few days ago, we received our first shipment of a new designed kiteboarding pulley AKA, the Ronstan Shock. It is a very unique pulley. First it weighs only 2 grams, second it does not have a sheave.

Like most other sailors I imagine a pulley as "cheeks" holding a rolling "wheel" otherwise known as sheave. How can Ronstan even pretend to define the Shock as a pulley? On the other hand, is this the first big breakthrough in pulleys since the Mesopotamians used rope pulleys for hoisting water in 1500 BC? Can this item that is a perfect fit for kiting, fit the Laser too?

Sailors who have dropped a pulley on a beach while rigging and did not have the time to wash the sand off before going sailing would appreciate the fact that the Shock is grit and salt resistant as there are no moving parts.

The normal single pulley we use on Lasers usually weighs around 16 grams. The Shock is only 2 grams. This means that by replacing the pulley on the sail clew, the one on the boom cleat, and the outhaul pulley on the mast, a Laser racer will reduce weight a whopping 42 grams. Now after watching the America's Cup, we all know how important it is to be the first one foiling, or in our case planing. So, 24 unneeded grams matter.

To test the functionality of the Shock on the Laser outhaul, I decided to first replace only the "mast pulley". As I was about to launch, three of my Laser buddies could not stop laughing at me for going sailing with a sheave-less friction device on my outhaul system. I had a few minutes to sail with it before the rest of the sailors joined me. I sailed out on a reach, enjoying a 12 knot breeze, then bore away to a run, released the outhaul from the cleat, and... nothing. The clew just stayed fixed to the boom. The outhaul was

clearly loose between the deck cleats and the Shock, but from the Shock to the aft of the boom, the outhaul line was tight as could be. I headed up back to a reach, then to close-hauled, trying to sheet in the outhaul while doing so, and... nothing. The outhaul was stuck, and did not move in any direction.

I knew it, kites love the fact that the Shock comes in different colors, and probably works perfectly with 2mm lines, that don't have a 90° turning point, like the Laser outhaul line has at the mast.

But, I was too embarrassed to go back ashore to get my old pulley back. Man, how could the designers be so off on their claims?

I then realized that I may have rigged the Shock incorrectly. I released the outhaul line completely and re-attached the Shock, exactly in the opposite direction to the first time. To see a reversed Shock, look at the old style pulley and the Shock resting on the palm of my hand in the attached picture.

The two 'pulleys' are facing each other. Meaning, to accommodate lines coming from the same direction, one of these "pulleys" has to be turned around 180°.

The wind picked up to 15 knots. At no point during the 1.5 hour practice, did adjusting the outhaul ever feel any different than when I was using a Mesopotamian type pulley.

Conclusion: The Shock stays on my rig, instead of the mast outhaul pulley. I am curious to try it in 20+ knots. Forecast looks good.

Tomorrow the clew pulley, will be replaced by a Shock, too. I recommend, to any Laser racer to make similar tests for the Ronstan Shock.

Ari Barshi, Laser Training Center Cabarete, DR.



© Laser Training Center, Cabarate

The Shock comes in many different colours!



© Laser Training Center, Cabarate

The Ronstan Shock Rigged



© Laser Training Center, Cabarate

The Ronstan Shock

Heineken Caribbean Laser Regatta

© Carlos Palombo



© Carlos Palombo

The warm, turquoise waters of the Caribbean!



© Carlos Palombo

Back to the beach for a cold drink with friends



© Carlos Palombo

White sandy beaches

Carlos Palombo talks about the perfect championship - the 24th Heineken Caribbean Laser Regatta !

If you were ever to think of the perfect championship, that would be the Caribbean Championship. Nine regattas in two days, warm, turquoise water and starting from a white, sandy beach. No cold and just 5 minutes from the start line. Three sailing races in the morning and then a spot of lunch comfortably sitting at a table on the beach, relaxing under a palm tree to recover energy and then back to the water to enjoy three more regattas in the afternoon. A cold beer with friends at the end of the day, in a relaxed atmosphere and sharing experiences of the day's races. Add to this that the week prior to the championship we were training on the island of St. Barth, you'd be forgiven for thinking the story is unbelievable.

Our friend Benoit, who lives on the island, invited us to some practice regattas the weekend before the championship and then to continue training every morning for a week just off the idyllic beaches of St. Jean Bay. And the icing on the cake was to sail our Lasers across to St. Maarten, where we would then race in the championship.

The crossing was over open waters, a distance of 20 miles and with 18 knots downwind. The group comprised 5 laser sailors, most notably Irina Bros, a woman from the Dominican Republic, with her compatriots J. Abreu., E. Fondeur and O. Bros, and myself, C. Palombo, from Argentina. Sailing next to us, towing more boats for the

regatta, were B.Meesemaecker and Cyndy Brin with their rubber boat. It was undoubtedly an unusual experience for those of us who are only used to boarding a Laser to compete.

The championship began the day after the crossing and finally the last three races were on Sunday morning. The event ended with the award ceremony in the afternoon, where nothing was missing except the desire to leave.

Thanks to St Maarten Yacht Club for the impeccable organisation, to the sponsors Heineken Light, Club Orient, Papagayo Restaurant and Sunsail, and to Frits Bus, Benoit Maesemecke and the other volunteers for their tireless work doing all they could so that the sailors could enjoy this championship that should change its name to 'the perfect championship'.

Heineken Caribbean Regatta Results:

Standard

1. Ari Barshi (DR)
2. Kevin v. Otterdijk.(Cur.)
3. Benoit Meesemaecker (St.Barth)

Masters

1. Carlos Palombo (Arg)
2. Frits Bus (SXM)
3. Jorge Abreu (DR)

Radial

1. Rhone Findlay (SXM)
2. Cindy Brin (St.Barths)
3. Robbie Ferron (SXM)

Protein: The Holistic Approach

by Meka Taulbee CHN, CSNC, CPT

© Thom Touw

Meka Taulbee from SailFit explains how we can provide our bodies with sufficient protein to perform at our top level.

Protein helps us repair, maintain and grow muscle mass. Proteins are made up of amino acids. A healthy adult needs 20 amino acids, 9 that the body cannot manufacture and 11 that the body can manufacture. However when the body is under stress such as illness, prolonged exercise or injury the body has trouble making sufficient amounts of the 11 amino acids that we naturally produce. It's our job to provide the body with sufficient amounts of those amino acids so that we can perform at our top levels. Most commonly people eat animal proteins to achieve this. I think that we can take our athletic performance to another level by only consuming plant based proteins. Did you know that plants have protein? Where do you think the cow's get their protein from?

Proteins are digested starting in the mouth then to the stomach and the small intestine. The standard diet contains many fast foods, sugary foods, dairy and meat that are taxing on the body to digest. After years or even days of this type of eating stagnation starts to develop in our digestive system. It's like trying to sail through seaweed. When the body is taxed by digestion it cannot work towards repair and recovery. Athletes need quicker muscle recovery. The quicker the recovery the better the body is able to conserve energy. The sooner the body recovers the sooner you can train/compete at the same level.

By eating plant based whole foods this can easily be achieved. The body will not have to spend as much time on digestion and can spend more time on repair and growth of muscles. Eating this way will also easily allow you to meet fat and carbohydrate requirements needed for fuel and to keep muscle glycogen stores up. It's a win-win. It's finding the balance of protein carbohydrate and fat that is a very delicate balance for each individual. There can be no steadfast rule but only a guideline as each of us has a different constitution and needs for our bodies to work at optimal levels. This is something that will take a bit of experimenting.

Since we are focusing on protein, protein requirements are often expressed as a percentage of total daily calories. For example the Zone diet which suggests a 40-30-30 guideline. Forty percent daily calories from carbohydrates and thirty

percent daily calories from protein and fat. The problem here is that if caloric intake is too low/high it can lead to skewed protein intake values. High protein diets often provide insufficient carbohydrates needed in order to replenish muscle glycogen. This can lead to dehydration. In order to avoid these situations I think it's better to look at how many grams per kilogram of body weight per day. The RDA recommends between 0.8 -1 g/kg/daily. Studies have now shown that the recommended protein amount for endurance athletes to stay in positive nitrogen balance to maintain skeletal muscle is between 1.2 to 1.4g/kg/day.

So what do you eat?? I see a lot of sailors using protein powders to make up their on the water and recovery nutrition drinks. Most of these are made of Whey. Whey is a form of dairy that is very acid forming therefore inducing inflammation. You want to look for alkaline forming options which will keep the body in a healthier state and reduce inflammation. This can be found in a plant based protein. There are many on the market. There mixed plant proteins or just pea protein or rice protein. All of these are easily digested by the body. Of course foods like legumes and nuts are obvious protein choices. Some plant based foods that you may not expect to have high protein content are:

- ★ Broccoli, Kale and Romaine lettuce have 11.1g, 6.2g and 7.2g, respectively, per 100 calories as opposed to steak which has 6.5 g per 100 calories.
- ★ Cous cous has approximately 38 grams per 100 calories.
- ★ Quinoa is 11 grams per cup
- ★ Spirulina is 6 grams per 10 grams
- ★ Hemp is 11 grams per 30 grams.
- ★ Oatmeal is about 14 grams of protein per 1 cup.

There are many vegan/vegetarian endurance and strength athletes who compete at high levels.

- ★ Carl Lewis, 9 times Olympic gold medalist in Track and Field,
- ★ Martina Navratilova, Tennis, Winner of 59 Grand slam titles.
- ★ Murray Rose, Australian Olympic swimmer winning 6 Olympic Medals and setting 15 world records.



Meka Taulbee



Fruit & veg are easily digested



Eat your greens!

- ★ Bode Miller, five time Olympic medalist at the winter games
- ★ Rich Roll, Ultraman Competitor and the first man to compete in an Ultraman World Championship on a completely plant based diet.
- ★ David Zabriskie- First Vegan Tour D'France competitor

The list is surprisingly long. It can be done you just need to make educated food choices. While this topic is a complex one I urge you to take a look at the benefits of plant based protein and your individual protein requirements. I am positive you will find a stronger faster you on the race course.

Summary of the ILCA World Council Meeting

November 26-27, 2013

© Lloyd Images 2013



The ILCA World Council recently held its mid-year meeting in Al Musannah, Oman. Below is a summary of the discussions that took place.

The ILCA World Council recently held its mid-year meeting in Al Musannah, Oman just before the Laser Masters' World Championships at that location. Due to the length of the agenda, the meeting took place over two days on November 26-27.

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

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

Membership and Accounts: ILCA membership remains strong with over 15,000 paid members worldwide. With the transition of business operations and the incorporation of the ILCA in the U.S., the financial statements are now presented in U.S. Dollars. The audited accounts from 2011-12 were approved unanimously. In addition the 2012-13 unaudited accounts were reviewed, which showed the organization operated below budget for the most recent year due to greater than forecasted revenue along with cost savings. The 2014 budget was presented and approved, including the previously approved inflationary increase in membership dues and sail buttons. Although forecasts show continued expenditures for legal expenses, it is expected the association will show positive net income by 2016. The World Council remains dedicated to managing costs

while providing high-quality service to all ILCA members.

Regattas and Events: The 2014 schedule is set with contracts in place with each of the event organizers. The ILCA is excited about the introduction of a new event for 2014. By decision of the World Council, the Radial Men's World Championship will be renamed the Radial Open World Championship. This event will be open to men and women of all ages to compete side-by-side on the same race course. It is expected that the inaugural Radial Open World Championship will be held in Poland, just before the Radial Youth Championship in July. ISAF will hold the Sailing World Championships in Santander, Spain, which will serve as the Standard Men's and Radial Women's World Championships. August 2014 sees the 4.7 Worlds in Japan while the Under-21 Worlds will be held in France. Finally, a large turnout is expected for the Masters' World Championships in Hyeres, France in October. ILCA is in process of developing an updated regatta entry system and further information and entry details for the 2014 championships will be posted to the ILCA website soon. The 2015 championship venues and 2016-17 preferred regions were also reviewed and accepted.

Review of Reports and Submissions: A report was also received from the Technical and Measurement Committee (TMC) recommending several minor changes to the Class Rules including a rule prohibiting placing advertising on the sail window where it can obstruct a sailor's view. With the final wording complete, several rule changes will be submitted to the membership for approval in early 2014.

Several rule interpretations were also reviewed and approved for implementation. The TMC continues to work on a variety of issues affecting and arising from racing Lasers. ILCA is optimistic about future technical improvements for the sails and spars and will continue to work closely with the ISAF and the builders to establish a plan for future implementation.

A proposal to add an over-75 division at the Masters' World Championships was unanimously approved. This division would sail in the same fleet with the GGMs until numbers warrant a separate fleet. Reports were also received from each of the regional representatives in attendance and several submissions relating to specific regions were discussed by the council including the nomination of Regional Measurers.

J Martin submitted a report from the recent ISAF annual conference. Of significance is a proposal, currently under review at ISAF, to revise the format of the Sailing World Cup. The proposed format change would reduce the number of competitors at World Cup events with entry by invitation only. In addition, the world championship title for all Olympic classes would be awarded to the winner of the World Cup series and would no longer be awarded at the ILCA championship. This is a significant change for all Olympic classes, which have unanimously opposed this change. The ILCA World Council passed a resolution in opposition to this ISAF proposal that would take away the right of the class to hold world championships for its Olympic level athletes. ILCA will work in coordination with the other Olympic classes to assure that the ISAF proposal is not approved in its current form.

Another ISAF issue affecting the Laser Class relates to the number of world championships a class is allowed to hold. The ISAF Regulations limit the number of world championships to four. If ISAF chooses to enforce this regulation, it could mean a reduction in the number of ILCA world titles and possibly stripping the world title from the Masters' World Championships and one or more Radial World Championships. ILCA is opposed to this arbitrary limit on world championships and is committed to working with the ISAF so that the class can continue to host all its class championships in the future.

The next World Council Meeting is slated for November 2014 in San Francisco, California.