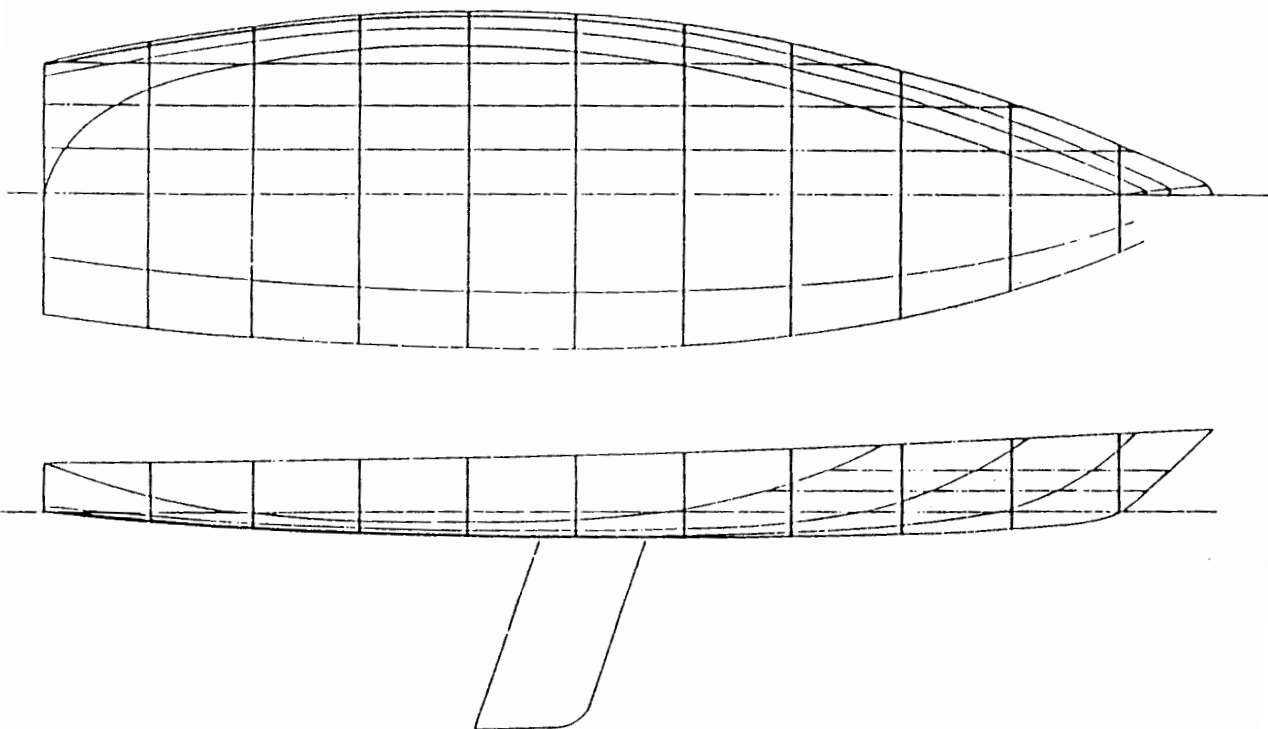
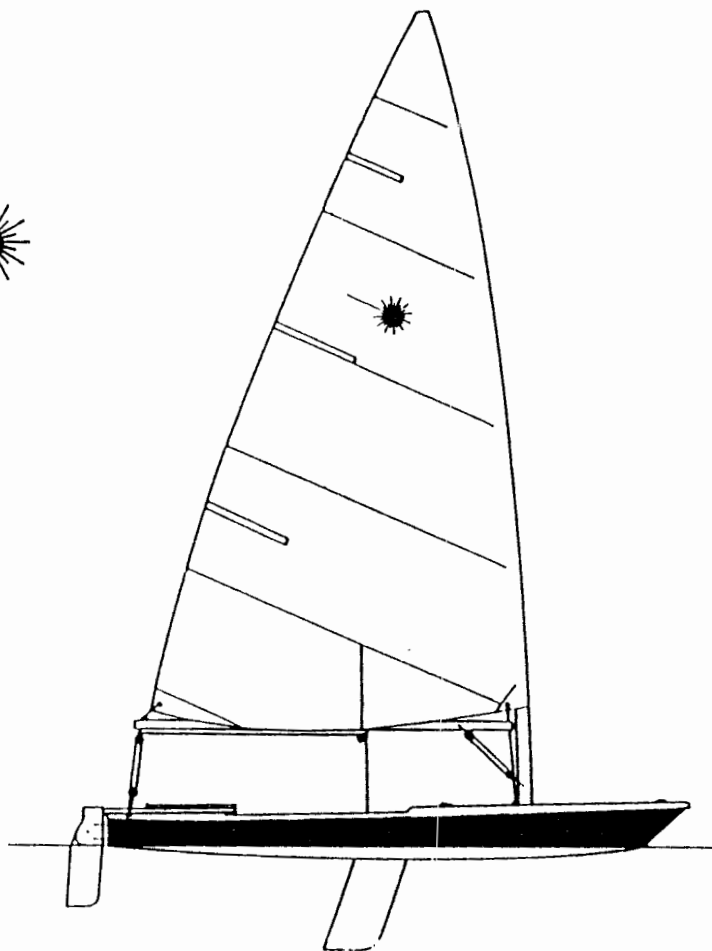
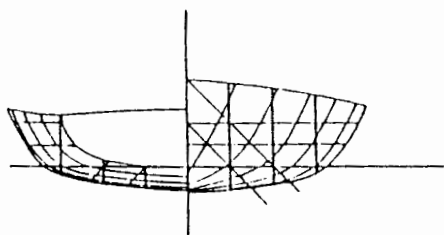


Laser



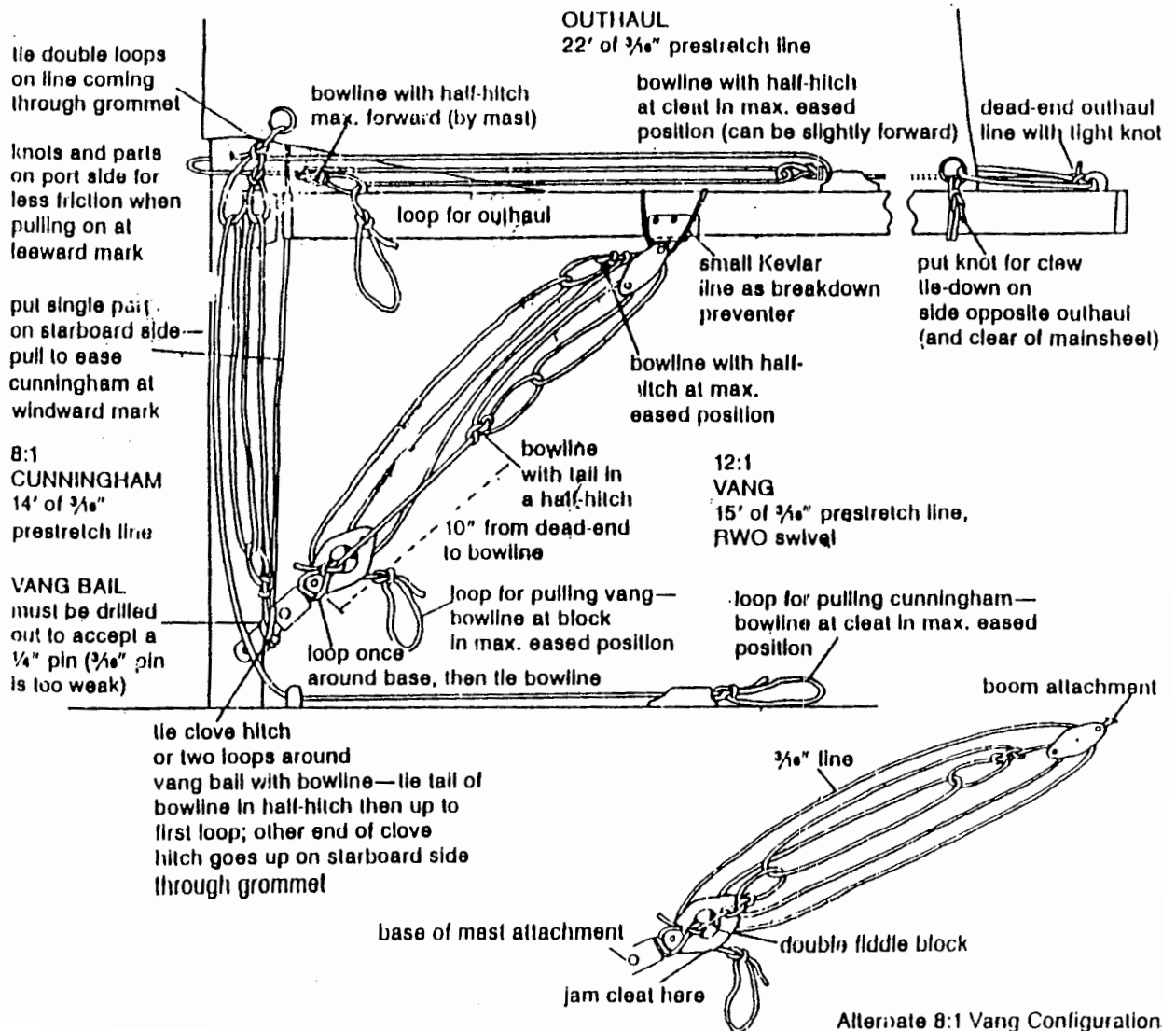
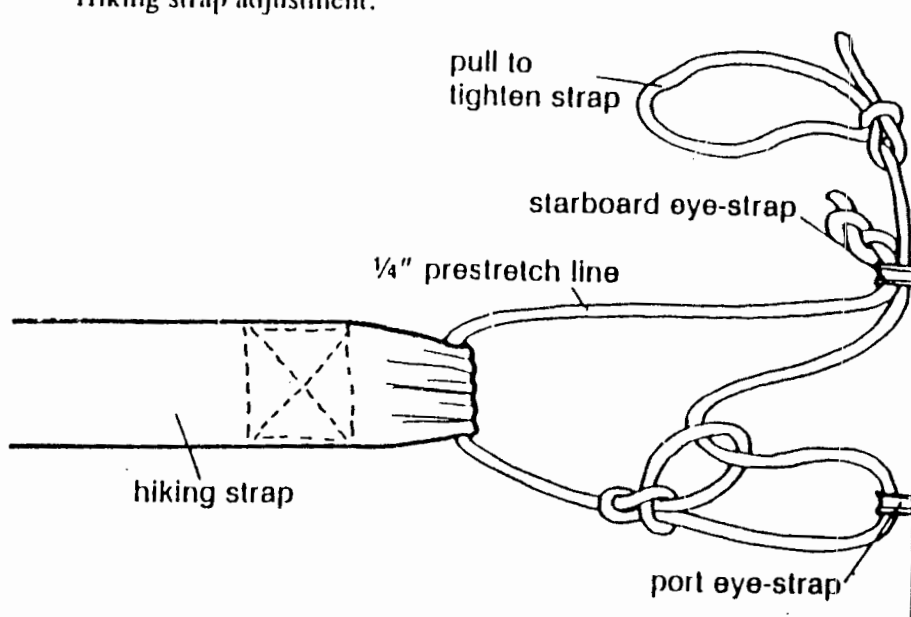
Designed by Bruce Kirby
Built by Pearson Sailboats

Length overall	4,23 m	13'10 1/4"
Length waterline	3,81 m	12'6"
Beam	1,37 m	4'6"
Sail area	7,06 m ²	76 sq ft
Weight	56,7 kg	130 lb
Positive flotation	158,7 kg	350 lb foam



Lines and sailplan of the production Laser.

Hiking strap adjustment.



Alternate 8:1 Vang Configuration

LASER/LASER RADIAL REGATTA CHECKLIST

Hull

- ✓ Clean and wet sanded (400+)
- ✓ Auto bailer in good working order
- ✓ Inside clean
- ✓ Hull drained and dry/inspection ports in place; a wet boat is a slow boat
- ✓ Stern plug in place and tight; you'll sink without it
- ✓ Hiking straps secure and in good working order
- ✓ Bow line (8mm line not less than 8 meters long) attached
- ✓ When trailering, keep the bottom free from road dirt, wash down before launching
- ✓ After each race day, rinse the entire boat off with fresh water

Blades (tiller, rudder, centerboard)

- ✓ Clean and wet sanded (400+)
- ✓ Tiller and tiller extension in good working order
- ✓ When trailering, be sure that the rudder and daggerboard are protected from getting scratched or nicked

Spars (upper and lower mast sections and boom)

- ✓ Be sure you have the right bottom section for your sail; short for the radial, long for the conventional
- ✓ Be sure mast section have no water in them
- ✓ Check that you have both vang blocks and the vang line itself; check all for wear
- ✓ Check outhaul line systems for wear
- ✓ Be sure the mainsheet is in place and has no wear
- ✓ Be sure the Cunningham system is in place; again, check for wear
- ✓ Check the boom blocks for wear and the pad eyes they are attached to
- ✓ If the boat capsizes, be sure to rinse off the spars at the end of the day
- ✓ Check the "traveler" system and especially the pad eyes that secure it to the boat; make sure the line is not badly abraded where it crosses over the tiller.

Sail

- ✓ Make sure you have the right sail for the competition and that it matches the mast (see 'Spars' above)
- ✓ Make sure that the sail is clean and dry; roll it up from the head down the leech to the clue keeping the battens parallel with the roll so that they are not bent
- ✓ Be sure that all the battens are in the main
- ✓ Check that the tell-tails on the jib and main are in place (replace with audio tape attached with a small circle of rip stop tape)
- ✓ After regatta or any race when the sail gets wet from salt water, rinse it with fresh water

Additional Basic Equipment

- ✓ Audio cassette tape for tell-tails
- ✓ Rule book
- ✓ Protest flag
- ✓ Notice of Race and Sailing Instructions (usually issued at regatta registration)
- ✓ Compass (optional)
- ✓ Wind indicator (optional)

Spare Parts

- ✓ Duct tape
- ✓ Black or white smooth electrician's tape (to tape cotter keys)
- ✓ Rip stop, sail repair tape
- ✓ Ring dings and assorted cotter pins
- ✓ An extra set of battens
- ✓ Assorted shackles
- ✓ Bits of light line
- ✓ A long piece of line that could be used to replace the traveler, vang, outhaul, or cunningham systems
- ✓ Hull plugs

Sailor Gear

- ✓ Life-jacket with whistle
- ✓ Spray top
- ✓ Hiking boots
- ✓ Hiking shorts (optional)
- ✓ Sailing gloves (optional)
- ✓ Hat
- ✓ Sunglasses
- ✓ Water bottle
- ✓ Lunch (it is not always supplied)
- ✓ Knife
- ✓ Sunscreen
- ✓ Watch
- ✓ Sleeping bag
- ✓ Duffle bag with extra clothes, etc.
- ✓ Money
- ✓ Gift for host family

Trailer/Car Topping

To car top a Laser, you'll need a good rack system with extra long bars; you'll need additional width for the mast and boom. Equipment you'll need includes:

- ✓ Tie-down lines: ¼ to 3/8" braided dacron line is best; tie across and fore and aft; the boat will tend to creep forward not aft; tie the bow down so that the wind cannot lift the boat
- ✓ Cushions to protect the hull; old life jackets work well
- ✓ Red flag to hang off spar
- ✓ If trailering, remember: license plate, trailer registration
- ✓ Check: tire pressure, brake and signal lights