

LASER 2000 PREPARATION GUIDE

Remove trailer light board (if you don't you'll crush it when lowering the upper boat).

Take masts off the carrier frames. DO NOT MISPLACE the aft carrier.

Unstrap BOTTOM boat.

Remove retaining pin from forward locking bracket (replace immediately so as not to lose it).

Wheel boat on launching trolley backwards taking care not to scrape it.

Unstrap TOP boat.

Take the weight of the boat and frame by tightening up the winch.

Remove the side pins and lower the rear support arms to ground.

(Replace pins and spring clips so as not to lose them). At this point the boat is balanced on the winch wire, so ensure it is tight.

Lower the top boat to ground level using the winch.

Lift the rear of the boat to make removing the attachment pin from the forward securing mounting easier and replace the pin so as not to lose it.

With boat almost on the ground remove trolley wheels from storage arm on the front of the trailer. (Don't lose the retaining pins), and attach and secure the wheels with spring clips to the axles of the upper trolley.

Slide the trolley and boat the rest of the way off the road trailer.

Remove covers from both boats.

To load the trailer reverse the above process; put all kit in one boat and replace covers, lower upper frame and slide empty boat and trolley on, remove the wheels and store on the front of the trailer. Strap down and lock the forward security pin. Raise to full height with the winch and lock off with pins (if you lose any pins or spring clips you will NOT be able to transport the boats). Raise the two rear arms and lock in place.

Slide lower boat with gear onto the lower chassis and secure with pin in forward mounting. Strap down. Tie down masts in the racks, with head forward. Fit the foot of each mast into the rear carrier, which simply fits into the rudder fitting of the top boat.

RIGGING:

It takes two people to rig the Laser 2000. First lay out the mast with the heel close to and in-line with the mast step and the head of the mast over the stern. Sort out the shrouds and running rigging and ensure there are no

twists, and that all the halyard tails have figure of eight stopper knots in them.

Attach the lower end of the shrouds to the shroud adjuster plates with pin inserted in the third hole down the front row of the plate.

With each boat on its trolley, one person climbs in and stands straddling the centre-plate box and lifts the mast up while the other guides the foot into the mast step; as it comes upright the slot in the foot should locate over the forward bolt in the mast step.

(ENSURE THE TOP OF THE MAST IS CLEAR OF ELECTRICITY CABLES)

The on-ground helper then takes the lazy forestay and ties it off tight on the eye fitting on the port side of the bow.

RAISING SAILS

Before raising the sails make sure the bow is pointing directly into the wind. Twist the furler drum anti-clockwise until the cord is tight. Attach the foot of the genoa using the shackle supplied (and tape it over so it doesn't catch the sail). Attach the jib halyard and swivel to the head of the sail and tape over. Hoist the jib until you can hook the jib tensioner onto the wire loop in the tail of the halyard where it emerges from the mast.

Ensure the rope tail of the halyard is not trapped between the hook and the wire before applying tension. The halyard should then be tensioned until the jib (down as far as the black mark on the mast) until the jib luff wire and shrouds are firm.

The rope halyard tail can then be neatly coiled and stowed in the halyard bag on the gennaker sock. Untie the lazy forestay and ties back on the mast.

Attach the jib sheets to the sail clew and lead aft through the leads and jammers, making sure there's a figure of eight stopper knot in the end of each.

To make it easier to raise the mainsail, furl the jib until you need to get afloat.

Now for the mainsail. Ensure the boat is head to wind and assess its strength. You may need to reef before going afloat.

Attach the main halyard to the head of the mainsail by feeding a loop through the cringle and poking the ball through the loop and pulling tight. Before raising check the sail battens are firmly locked in their pockets. Hoist the sail and coil the halyard end and stow in the bag on the gennaker sock.

Attach the boom to the gooseneck and insert the slug of the mainsail foot into the boom slot. Use the outhaul to pull out and tighten off.

Feed the end of the Cunningham through the cringle on the luff and secure in the slot just below the gooseneck fitting on the mast and tension as required.

Hook the kicker onto the eye of the boom. Rig the mainsheet and tie a figure of eight stopper in the free end.

GENNIKER HANDLING

Tie the end of the gennaker halyard to the gooseneck fitting on the mast so as not to lose it. Feed the tail through the blocks and up through the gennaker sock.

To prepare the gennaker, tie the tack line emerging from the tip of the gennaker pole to the tack of the sail. Attach one end of the sheet to the clew to the clew and feed it round through the two ratchet blocks and back round the forestay to the gennaker clew.

Untie the gennaker halyard from the gooseneck and, making sure it runs outside everything to where it emerges from mast above the hounds, tie it to the head of the sail with a bowline.

The tail of gennaker halyard, which emerges from the gennaker sock, is fed under the gennaker sheet and through the eyelet in the centre of the sail. It is tied off on the patch loop just above the eyelet. Pull the sail into the sock by pulling the gennaker halyard through the block at the rear end of the sock.

AND FINALLY

Attach the rudder making sure the spring clip stops it riding up. Attach the safety lanyard to the mounting frame to prevent loss in event of a capsize (the rudders don't float!).

Check all three hatch covers and the transom bung are firmly secured before launching.

ADDITIONAL READING:

You can download the excellent Laser 2000 operating manual for more detailed instructions. Go to the [Laser Manual](#).

If any parts get lost or damaged you can identify them using the Laser 2000 parts and fitting lists. Go to www.ryaeast.org/training and the ins_Laser_2000pdf.

Report any faults, breakages or damage to RYA East Regional Bosun Lance Cooper immediately. Tel: 01473 621590. E-mail: lance@cooper1.fsbusiness.co.uk

For availability and booking information contact RYA East Regional Fleets Booking Manager, Nigel Mower, Tel:01473 780397 Email: nigel.mower@talk21.com

In case of disputes contact RYA East vice-Chairman and Training Panel Chairman, Garth Cooper. Tel: 01362 699195. E-mail: garthword@btinternet.com