

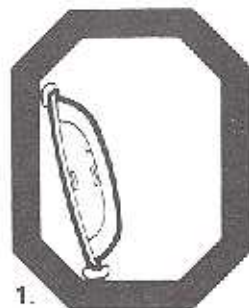
BOAT CARE

— Storage

Well over 95 per cent of a small portable sailing dinghy's life is spent either in storage or in transport. Thus, it is important for the well being of your Laser that the non-sailing conditions afforded to the boat are the best you can provide.

The Laser hull is made of fibreglass and a thin outer layer of coloured Gelcoat. The deck is also reinforced with a semi-rigid foam. The hull and deck are bonded together to form a watertight hollow shell. Positive buoyancy is provided by the semi-rigid foam and seven airtight polyethylene cubitainers which are loose in the hull and are occasionally heard moving around when the boat is turned over.

Fibreglass is a strong and durable material requiring little care, but contrary to popular belief, it is not 'maintenance free'. The ultraviolet rays of sunlight, moisture, and the almost inevitable scratches, all can contribute to the deterioration of the Gelcoat. Undue stress from abnormal point loads on deck or hull can cause flexing and even distortion of the fibreglass, while a severe blow from a collision can produce a crack or even a complete break in the laminate.

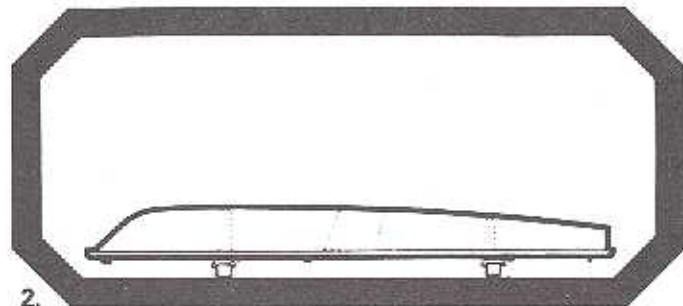


1.

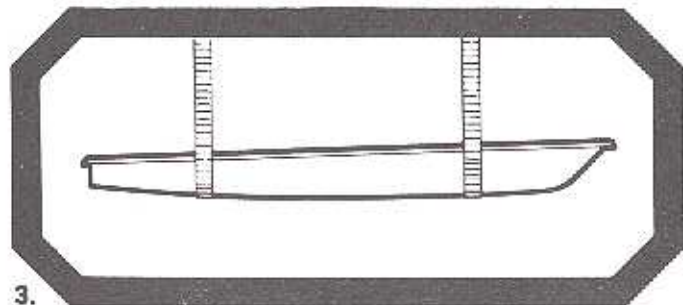
All these 'disasters' can be prevented or avoided by following a few simple rules.

Store the boat away from direct sunlight, or if this is not possible, a cover is a good investment. Two good coats of wax applied to a perfectly clean hull and deck will also help to inhibit sun fade. In addition to preserving the finish, it also makes subsequent cleaning a much easier task.

Do not leave your boat permanently on any surface which would hold moisture against the hull, eg sand, grass or a wet piece of carpet.



2.



3.

Keep your boat clean. Rinse off sand, dirt and salt. Wash with soap or detergent (do not use an abrasive cleanser!), water and a medium-soft bristle brush. For stubborn stains, a little xylol or acetone will do the trick. Warning: Do not allow acetone to stay in contact with the Gelcoat for more than 30 seconds or so.

STORAGE

The lightweight shell construction of the Laser rétes some special precautions to keep the hull and deck from sustaining certain types of damage.

The key note on this subject is avoidance of undue stress on the hull and deck. Undue stress occurs in a static load situation if the weight of the hull is concentrated on points where it will cause flexing or changes in the normal curves of the boat. The most vulnerable area on the Laser is the hull underbody. The strongest area of the Laser is the rail, where the hull and deck are joined. The deck is vulnerable forward of the mast step and aft of the cockpit. The weight of the Laser should never be carried in those areas of the deck when storing the boat upside down. Storing the boat, even temporarily, in such a way that the supports push in an unreinforced area of the deck or hull, can cause depressions at those points.

The Laser may be stored safely in several ways. Always make sure there is no water left in the hull cavity since all fibreglass laminates will absorb small amounts of water. In particular, when stored upside down, there is greater potential for water absorption over the wide flat surface of the deck. In winter, the boat should be stored indoors, as rapid successive changes in temperature may affect the boat's structure and water in the hull cavity may freeze and cause damage. Drain holes and inspection ports are best left open.

1 On its side, against a wall. The supporting areas of gunwale should be padded by pieces of carpet, mat or styrofoam.

2 Upside down. The supporting points should be at the maststep and at the aftedge of the cockpit. Covering the supports will help distribute the weight over the width of the deck. Note: Never support the boat, even temporarily, on the flat areas forward of the mast step or between the cockpit and the stern.

3 Right side up or suspended in straps hung from the ceiling. Ideally, the weight of the boat should be supported at the mast step and at the aft end of the cockpit, but, in any event, by supports which distribute the load over as wide an area as possible.

4 If you are storing more than one boat, do not put one atop the other, but rather on their transoms against a wall.

TRANSPORTING

The same principles of support points and undue stress also apply to the proper methods of trailing and car topping your Laser.

Do not trail your Laser on a powerboat trailer, where the supports are small, rubber rollers. A good Laser trailer should have contour cradles for the boat to fit snugly into. Damage can occur especially while a boat is lashed tightly to poor fitting or inadequate support points.

When car topping, be careful not to tie the boat too tightly at the bow and stern, particularly if your car has a short roof. The leverage and resulting stress on the hull applied by a super tight bow tie down, could warp the hull. Tie your restraining line from the bow to the front bumper, tight enough to prevent the boat from lifting at freeway speeds, but not drum tight. The same applies to the tying down of the stern. Also, lead a line from the bow to the back of the Laser rack and secure well. This does not have to be drum tight either; just enough to keep the boat from flying forward in the event of an emergency stop!

STYROFOAM
BLOCKS

2 EA.
1" x 6"

THE LASER FACTORY
STORAGE METHOD

4.