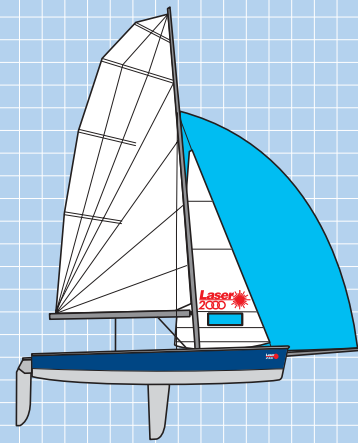


*“Rigging and launching does not come much simpler. Motion through the waves is excellent. Tacking is a joy... both at rest and in motion, basic form stability is excellent... simple systems and a superb layout make her a pleasure to helm or crew.”*

YACHTS & YACHTING



**Laser 2000**

Length 4.44m  
 Beam 1.85m  
 Hull Weight 100kg  
 Mainsail Area 8.75m<sup>2</sup>  
 Jib Area 3.03m<sup>2</sup>  
 Gennaker Area 9.86m<sup>2</sup>



**PY**  
1089

The top performance family boat, **Laser 2000** offers the excitement of gennaker sailing to those who, until now, had felt it was the exclusive domain of the very top sailors.



**Here is a sailboat** born for club racing with a dynamic yet forgiving hull shape, an easily controlled combi-tec mainsail and rig that is ideal for less experienced sailors for whom the Laser 2000 has years of built-in progression included.

**The deep cockpit provides a real sit-in feel... and inspires confidence**

The Laser 2000 provides lots of leg room and a deep cockpit, which is reassuring for newcomers. So many of the other new designs give a sit on ride. Exciting yes, but for family sailing

it can be all too precarious. The Laser 2000 makes you feel secure.

**The dynamic hull is powerful yet provides great stability... and a dry ride**

The moment you step aboard you will be reassured by the stability... Turn the power on and you will appreciate the dynamics. Laser 2000 is both easily driven and quick.

Going fast means lots of spray. But on the Laser 2000 (unlike lots of other modern designs) it's deflected away from the crew.

**Combi-Tec Mainsail**  
with Laser reefing system

**High Boom**

**Furling Jib**

**Gennaker Chute**

**Centreboard**  
easy to raise and lower

**Body contour side deck**  
for comfortable sailing

**Self Draining Cockpit**

**Maxaerofoil Rudder**  
For easy handling and control

**Two forward stowage compartments**

**Deep Cockpit**  
means in and not on!

**Hull Topsides**  
deflect spray away from crew for a drier ride



***'I selected Laser 2000 for club racing. No other boat offered the combination of performance and excitement that enables me to sail with a wide range of abilities and family members. The performance is impressive... I've got some prizes to prove it!'***

TOM HUTCHINSON

***"The new designs have certainly attracted many newcomers to sailing, but most are simply too extreme for them. Laser 2000 is definitely the real thing and can be enjoyed by anyone who has completed a week's sailing course. What is more, it is also a popular choice with our instructors and that's a unique combination."***

PORTSMOUTH OUTDOOR CENTRE

JEAN-MARIE LIOT

## Direct, precise handling... and great control

Laser 2000 was designed by Phil Morrison and developed by the Laser Team, so has the same pedigree as the Laser 4000 and shares their impeccable handling characteristics. The feedback from the steering system is both light and precise. The maxaerofoil

rudder keeps the Laser 2000 firmly on track in conditions where other boats are struggling to hold on. The power source is a modern and easily handled rig. A combi-tec Mylar mainsail incorporates a full length top batten and shorter battens further down the sail. Latest sail materials benefit from full length batten control but a fully battened sail is hard to de-power and presents problems ashore (can easily blow a boat off its trolley). The Laser combi-tec system offers the best of both worlds and can

even be reefed when the conditions require. A standard specification furling jib means Laser 2000 can be transformed into a single-hander in under ten seconds. It takes little more to simultaneously launch and recover the gennaker and gennaker pole with a single line hoist and drop system. Sail and rig controls are perfectly positioned and easy to adjust. The loads on the gennaker, so often an issue on modern boats, can easily be managed by lightweight or young sailors in heavy winds.

JEAN-MARIE LIOT



### Laser 2000 Club Racing

When you collect your Laser 2000 it is ready to race and raring to go. Club racing and Laser 2000 are a great combination. There is a massive choice of sailing clubs where you can both race and keep your boat (contact the Laser Team for details) and you will be impressed by the performance - in all conditions.

Like all Laser sailboats, the Laser 2000 has strict one design rules which prevent go fast extras and means the winners are the best sailors - not necessarily those with the biggest bank balance!

### Weekends and holidays with Laser 2000

When you invest in a Laser you enter a unique world (there are owners in more than 120 countries worldwide).

You can enjoy Laser 2000 events and take your boat to regattas both at home and abroad. Why not combine a family holiday with a family race week. There are lots to choose from at some exceptional venues. They provide a unique holiday cocktail, mixing race action, après sail and time for some relaxed sailing away from the race track. For details of Laser 2000 events and family sailing weeks, contact the Laser Team, the Class Association or visit [www.laser2000.lasersailing.com](http://www.laser2000.lasersailing.com)

### Laser 2000... Unique versatility

The ride is smooth, the sailing position is perfect and the confidence factor high, thanks to a real 'sit in' feel. It's a chameleon character that has different moods to suit the occasion. Its handling and performance will impress the enthusiast and tempt them into the race track, yet it has the temperament and versatility to allow you to take it easy: you can load up with family and equipment for a day out, newcomers and youngsters can be taught aboard really easily and you can even have different engines for

different days thanks to the unique reefing system and furling jib!

### You can sail in comfort...

The huge self-draining cockpit is ergonomically designed to provide great driving and crewing positions whatever the conditions, whether you are on the side deck or the rail. A high boom adds to the pleasure of Laser 2000.

### Ownership: The attention to detail continues...

For towing, launching and recovery, maintenance and getting ready for action, turn to page 33.

