

Class Rules

One Design

Class Rules - One Design

One of the attractions of the Laser for most owners is that the class rules are very strict and that the boat is one design. The Laser philosophy incorporated in the rules is that we want to go sailing, not waste time fiddling with boats. We want to win races on the water using our skill, not by trying to find a way round the rules that will give us an advantage.

The Class Rules are written to prevent any changes from the standard boat that might affect performance, so that on the water each boat is the same. The few changes to the standard boat that are allowed are minor and only to allow for a few options that make racing the Laser more comfortable and enjoyable.

Over the years the class has refused to make changes to the rules that allow more expensive or complicated equipment or which makes older boats redundant.

If you feel you want to change something on a Laser - STOP

Ask yourself why you want to do it? If the answer is "to make me go faster" there is a very good chance the modification or addition is illegal!

Take a look at the Laser Rules.

- Part One explains the Fundamental Class Rule which covers the philosophy and any item not specifically written into the rules.
- Part Two tells you what you must do to have a legal boat.
- Part Three details a few optional changes and additions you can make.

If Part Three does not specifically allow a change or addition - IT IS ILLEGAL!

If you race a Laser that has a change or addition not allowed by the class rules you will be disqualified from the race. Ignorance of the rules is no defence.

Cheating

In our sport in every club and class there is the odd person who needs to cheat to win. Cheating is doing something that you know is illegal. Whether you gain an advantage or not is irrelevant.

Our class is strong and popular because we believe in a strict one design and our sailors want to know that they are racing on equal terms. The ILCA takes a very strong line with Laser sailors who do not sail according to the rules. There have been cases in the past where sailors who have sailed with illegal boats have been banned from sailing a Laser. Such a ban can be for life.

If action is also taken under the racing rules, the ban can cover racing in any boat.

Our class is much bigger than the odd person who wants to gain advantage by illegally changing the Laser or its equipment. They can sail in other classes where the rules allow changes to a boat to get an advantage. We do not want them with us.

ILCA By-Law 1: Rules (Parts one to five inclusive)

Valid from 1 February 2004. Cancels all previous rules and interpretations.

HISTORY: The following rules have been amended since 1 October 2001:

1 October 2001: Rule 3 "Control Lines and Fittings" was completely rewritten to allow a limited number of extra blocks to replace loops in the boom vang, cunningham and outhaul and to allow the outhaul to be led to the deck. Replacement "builder" supplied fittings are allowed for the cunningham deck fairlead and cunningham cleat to which blocks and cam cleats can be attached. Other rules have been renumbered and amended to reflect these changes. In view of the reduced friction in the new control line systems a mandatory mast retaining line is now required (rule 3 (b) xi). For increased security an optional hole in the top rudder pintle may be drilled to take a pin or clip (rule 15 (h)). A spring or ball is permitted between the traveller blocks (rule H 2). The Advertising rule 10 has been updated to reflect the 2001 changes in the Racing Rules of Sailing.

1 February 2004: Laser 4.7 sail number sizes and spacing reduced. New rule for Laser 4.7 national letters.

INTRODUCTION

The principle of the Laser Class Rules is that no changes to the boat are allowed unless they are specifically permitted by the class rules.

The English text of the Laser Class Rules shall govern.

PART ONE

OBJECT

The Laser is a strict one-design dinghy where the true test, when raced, is between helmspersons and not boats and equipment.

FUNDAMENTAL RULE

The Laser shall be raced in accordance with these rules, with only the hull, equipment, fittings, spars, sail and battens manufactured by a licensed builder in accordance with the Laser design specification (known as the Construction Manual) which is registered with ISAF.

No addition or alteration may be made to the hull form, construction, equipment, type of equipment, placing of equipment, fittings, type of fittings, placement of fittings, spars, sail and battens as supplied by the builder except when such an alteration or change is specifically authorised by Parts 2 or 3 of these Rules.

HULL IDENTIFICATION

All Lasers shall have an identification number moulded into the deck under the bow eye or into the transom, which shall be either the sail number or a unique production number.

Lasers with sail numbers from 148200 shall display a unique ISAF Building Plaque that has been purchased by the builder from the International Laser Class Association. The plaque shall display the sail number of the boat issued by the International Laser Class Association and shall be permanently fixed in the rear of the cockpit by the builder.

DEFINITION OF BUILDER

A Builder is a manufacturer that has a building agreement from Bruce Kirby or Bruce Kirby Inc. to build the Laser and has rights to use a Laser trademark and has been approved as a Laser Builder by each of the International Sailing Federation and the International Laser Class Association.

PART TWO

1. MEASUREMENT DIAGRAMS

The measurement Diagrams are part of these Rules.

The spars, sails, battens, centreboard, rudder, and the placing of fittings and equipment shall conform to the Measurement Diagrams. The measurement tolerances are intended to allow for necessary manufacturing tolerances and shall not be used to alter the design.

2. MEASUREMENT

In the case of a dispute alleging non-compliance with the Construction Manual, the matter, together with any relevant information, shall be referred to the Chief Measurer of the International Laser Class Association at the International Office who shall give a final ruling in consultation with an ISAF Technical Officer.

In the case of a measurement dispute on the hull, spars, sail, battens, centreboard and rudder, rigging, type of fittings and equipment and the placing of same not explicitly covered by these Rules, Measurement Diagrams and Measurement By-Laws the following procedure shall be adopted:-

A sample of 10 other boats shall be taken and measured using identical techniques. The dimensions of the disputed boat shall be equal to, or between the maximum and minimum dimensions obtained from these 10 boats. If the boat in question is outside these dimensions the matter, together with any relevant information, shall be referred to the Chief Measurer of the International Laser Class Association at the International Office, who shall give a final ruling. If any of the dimensions of the sample are considered to be unusual, all relevant information shall be referred by the Class Association to the ISAF.

3. CONTROL SYSTEMS, CONTROL LINES AND FITTINGS

(a) Control System Definitions

The Cunningham, outhaul, vang, traveller and mainsheet are the control line systems.

For the purpose of the definitions, a **Standard** fitting is a fitting or block that is supplied with the Laser in accordance with the Fundamental Rule.

"Optional" fitting is a fitting or block that replaces or is additional to a standard fitting, as allowed by these Rules, and may be obtained from any supplier.

"Builder Supplied" fitting replaces a standard fitting, and is supplied only by the Builder, as allowed by these Rules.

"Turning Point" is a sheave (pulley) in a block, rope loop, rope loop reinforced with a thimble, the outhaul fairlead, shackle, part of a fitting, sail cringle, mast or boom around which a moving control line passes, **except** that the cunningham fairlead, the "Optional" blocks attached to the "Builder supplied" deck block fitting, the cunningham clam cleat, the optional cam cleats attached to the "Builder Supplied" deck cleat base **will not be counted** as "Turning Points" in (e)

i. and (f) i.

(b) Control Lines and Fittings

- i. Control lines shall be natural or synthetic rope, except that aramid fibre (e.g. kevlar) is not permitted for the boom vang or cunningham control systems.
- ii. Control lines shall be of uniform thickness and shall not be tapered except for the purpose of a splice within 100 mm of a dead ending at a fitting.
- iii. In a control line system where more than one control line is permitted, lines of different diameter shall not be joined together.
- iv. "Optional" blocks allowed in a cunningham, vang or outhaul control system, shall have a sheave diameter of minimum 15 mm and a maximum of 30 mm.
- v. "Optional" blocks shall only have single or double sheaves, and may include a becket, a swivel and/or a shackle. Thimbles shall not exceed 40 mm in length.
- vi. The plastic fairleads and plastic clam cleats may be replaced in the same position with an identical size and shape fitting made of metal.
- vii. The plastic cunningham fairlead may be replaced with one of the same type which has a stainless steel insert, and has the same screw hole positions.
- viii. "Builder Supplied" Deck Fittings (Deck Block Fitting and Deck Cleat Base)

(a) The cunningham fairlead may be replaced in the same position with a "Builder Supplied" deck block fitting for attaching two single "Optional" blocks for the deck led cunningham and outhaul systems.

(b) The "Optional deck blocks may be supported with a spring, ball, plastic tube or tape.



(c) The cunningham clam cleat may be replaced in the same position with a "Builder Supplied" deck cleat base for attaching two "Optional" cam cleats (cunningham and outhaul) which have fixing hole centres of 27 mm. The two cam cleats may include a bridge and a fairlead with or without rollers on the aft exit.



(d) The cunningham fairlead, the "Builder Supplied" deck block fitting and the "Optional" blocks attached to it, the cunningham clam cleat, the "Builder Supplied" deck cleat base and the "Optional" cam cleats attached to it, shall not be used for tying a control line, or as a "Turning Point".

- ix. Rope loop handles covered with plastic/rubber tube and/or tape may be included anywhere on the free end of a control line.
- x. The free ends of different control lines (except mainsheet) may be tied together and/or tied to any deck fitting or the centreboard, the centreboard handle or a rope loop used to attach a retaining line. Free ends of control lines shall not be tied to shockcord (except

mainsheet).

- xi. To secure the mast in the event of a capsized, a loose retention line or shockcord (that will allow 180 degree plus mast rotation) shall be tied/attached between the cunningham fairlead or the deck block fitting and the mast tang or gooseneck. Clips, hooks, shackles and balls may be used to attach the retention line.

(c) Mainsheet

- i. The mainsheet shall be a single line, and be attached to the becket of the aft boom block, and then passed through the traveller block, the aft boom block, boom eye strap, forward boom block and the mainsheet block. After the mainsheet block it shall be knotted. The mainsheet shall not be controlled aft of the forward boom block except to facilitate a tack or gybe.
- ii. The tail of the mainsheet may also be knotted or tied to either the base of the mainsheet block, the hiking strap, the hiking strap support line, or the hiking strap shockcord.
- iii. The mainsheet block may be replaced by any type of single block with or without an internal or attached jamming device, and mounted in the position shown on the measurement diagram. The block may be supported by a spring, ball, plastic tube or tape.
- iv. One mainsheet clam or cam cleat of any type may be mounted on each side deck in the position shown on the measurement diagram.

(d) Vang

- i. The vang system shall be between the mast tang and the boom key fitting and shall be comprised of the vang cleat block, the vang key block, a maximum of two control lines, loops and/or "Optional" blocks for additional purchase with a **maximum of 7 "Turning Points"**.
- ii. The vang cleat block shall be attached directly to the mast tang, or to an "Optional" swivel that shall be attached to the mast tang.
- iii. A shackle may be used to attach the vang cleat block or the swivel to the mast tang.
- iv. The swivel, shackle or swivel/shackle combination shall not exceed 80 mm in length when measured under tension.
- v. The vang key block may be fitted with a spare key.
- vi. The key may be straight or bent, and it may be held in the key way with either tape, elastic or velcro.
- vii. The vang key block may be replaced with an "Optional" vang key block which may have a spare key.
- viii. "Optional" single blocks may be attached to one or both sides of the vang cleat block, using a clevis pin or bolt through the attachment hole in the vang cleat block.
- ix. The mast tang hole may be drilled to take a larger pin.
- x. "Builder Supplied" Vang Cleating Fitting
- (a) The vang cleat block may be replaced with a "Builder Supplied" vang cleating fitting which

incorporates "Turning Points" and a cam cleat.

These photos show the 2 Class legal "Builder Supplied" vang cleating fittings:



The fitting shall be attached directly to the mast tang.

(c) The fitting shall not be modified in any way.

(e) Cunningham

i. The cunningham system shall consist of a maximum three control lines, "Optional" blocks or loops for purchase with a **maximum of 5 "Turning Points"**.

ii. The cunningham control line shall be securely tied to any of the mast, gooseneck, mast tang, the swivel, the shackle that may be used to attach the vang cleat block or the swivel to the mast tang, or the cunningham attachment point on a "Builder Supplied" vang cleating fitting, and shall pass at least once through the sail tack cringle before passing only once through the deck fairlead and the clam cleat.

iii. Additional purchases may be obtained using rope loops, "Optional" blocks and using any of the boom, sail tack cringle, gooseneck fitting, mast tang, shackle attaching vang cleat block or swivel, the swivel, or the cunningham attachment point on a "Builder Supplied" vang cleating fitting.

iv. Deck Block Fitting and Deck Cleat Base

The cunningham control line shall pass only once through the cunningham "Optional" single block attached to the "Builder Supplied" deck block fitting and the "Optional" cam cleat attached to the "Builder Supplied" deck cleat base.

(f) Outhaul

i. The outhaul system shall consist of a maximum of two control lines, "Optional" blocks or loops for purchase and a **maximum of 6 "Turning Points"**.

ii. The outhaul control line shall be tied to either the end of the boom, the outhaul fairlead, the sail, or a quick release system, and shall pass at least once through the boom outhaul fairlead.

iii. Additional purchases may be obtained by forming rope loops in the line or adding "Optional" blocks to the line, and/or using the outhaul fairlead, the outhaul clam cleat, the boom, the mast or gooseneck fitting.

iv. An "Optional" block may be attached to the clew of the sail, or to a quick release system, or be part of a quick release system.

v. An "Optional" block may be tied (using an additional line to those noted in 3.f. i) at the mast/gooseneck junction (maximum 100 mm from centre of gooseneck bolt) or shackled to the gooseneck fitting. (The gooseneck may be inverted.)

vi. A shockcord may be attached between the outhaul cleat and the clew of the sail, the clew tie down, the optional block at the clew, or the quick release system for use as an inhaul.

vii. Shockcord and/or rope loops (rope loops may be part of the control line) can be tied around the boom and/or the outhaul control lines to retain the outhaul lines close to the boom.

viii. Deck Led Outhaul System

a) When led to the deck, an "Optional" single block shall be tied (using an additional line to those noted in 3.f.i or the same line as referred to in 3.f.v.) at the mast/gooseneck junction, (maximum 100 mm from centre of gooseneck bolt) or shackled to the gooseneck.

b) The outhaul control line shall pass only once through the outhaul "Optional" single block attached to the "Builder supplied" deck block fitting and the "Optional" cam cleat attached to the "Builder Supplied deck cleat base.

c) The boom outhaul clam cleat shall not be removed.

(g) Clew Tie Down

i. The clew of the sail shall be attached to the boom by line or strap around the boom and through the sail cringle or by an optional quick release system attached to a line or strap around the boom.

ii. The clew tie down may be passed through simple balls or tube/tubes to reduce friction.

(h) Traveller

i. The traveller shall be a single line. It shall be rigged as a simple closed loop through the traveller eyes and the free end passing through the traveller cleat.

ii. A spring, ball or tape may be used between the traveller blocks.

4. SAIL REGISTRATION NUMBERS

(For Laser Radial and 4.7 sail number positions please see part 4)

(a) For Lasers up to sail number 148199, the sail number is a number moulded into the deck under the bow eye or into the transom, or shown on a plate attached to the rear of the cockpit.

For Lasers with sail numbers from 148200, the sail number shall be displayed on a unique ISAF building plaque fixed in the rear of the cockpit.

(b) All numbers shall be in accordance with the Racing Rules of Sailing except as amended by these rules in respect of type, positioning and minimum dimensions:

Height 300 mm.

Width 200 mm (excluding number 1).

Thickness 45 mm.

Space between adjoining numbers minimum 50 mm.

Sail numbers shall be regularly spaced. Numbers on the starboard side shall be placed above those on the port side.

Each sail number digit shall be of one colour only.

The sail numbers shall be solid and easy to read.

After 1st March 1998 - sail numbers and national letters shall only be adhesive numbers. The use of permanent ink pens or similar to mark numbers and national letters on the sail is prohibited.

- (c) For sails with numbers above 153000 and sails purchased after 1st June 1993 the sail numbers shall be glued or sewn on each side of the sail, with the bottom of the numbers on the starboard side of the sail placed along a line parallel to and 400 mm (+ or - 12 mm) below the seam at the middle batten pocket. The bottom of the numbers on the port side of the sail shall be placed on a line 400 mm (+ or - 12 mm) below and parallel to the bottom of the numbers on the starboard side of the sail. The starboard sail numbers shall commence 100 mm (+ or - 12 mm) from the leech and the port side numbers shall end 100 mm (+ or - 12 mm) from the leech.

(Refer to sail number application diagram for procedure for applying sail numbers & letters)

- (d) Sail numbers from 131000, sails purchased after 1st June 1993 and new sails stamped "New Numbers" shall have numbers that are clearly visible with the last four digits of the number in one dark, distinctive colour or black and any preceding numbers in a different, contrasting, distinctive colour (red is recommended).
- (e) Exceptions to this Rule are permitted:
- i. when the hull and/or sail are provided by the organisers for an event and after approval of the International Laser Class Association, the numbers on the sail used for that event only may be single, double or triple digit numbers.
 - ii. in the case of a Laser borrowed or chartered for a specific event, and after written approval from the Race Committee, a competitor may use a sail with numbers that are different to the sail number allocated to the hull. The sail number used shall be the sail number allocated to the competitor's own Laser. When the competitor does not own a Laser, the number used on the sail shall be the number of the Laser chartered.
 - iii. when a sail is damaged during a series and Rule 7 (d) applies the sail number may contravene Rules 4 (a) and (e) ii only when written permission for a sail number change is given by the Race Committee.
- (f) **National Letters**, if required, shall conform to the same type, size, spacing and requirements as sail numbers (refer rule 4(b), (c), (d) and (e)) and shall be positioned as follows (also see diagram):

The letters on the starboard side of the sail shall be placed along the top edge of the seam below the bottom batten pocket (+ 12 mm) and on the port side of the sail along a line 400 mm (+ or - 12 mm) below and parallel to the letters on the starboard side. The starboard letters shall commence 100 mm (+ or - 12 mm) from the leech and the port letters shall finish 100 mm (+ or - 12 mm) from the leech. The letters shall all be the same colour.

5. MAST

No mast which has a permanent bend shall be used at any time.

6. CLOTHING AND EQUIPMENT (for Laser Radial and 4.7 rigs please see part 4)

- (a) In alteration of RRS 43.1 (b) the maximum total weight of competitors' clothing and equipment shall be 9 kg.
- (b) Competitors shall not wear or carry non floating clothing or equipment which in total weight exceeds 500 grammes dead weight except protective sailing clothing.
- (c) For the purposes of weighing clothing and equipment as required by RRS Appendix H three coat hangers may be used instead of a rack.

7. SAILING REQUIREMENTS

- (a) The Laser shall be raced with either one or two persons aboard.

When two persons race a Laser they shall race together throughout the entire race or series of races without alternating at the helm.

- (b) The rudder shall be maintained in the full down position except whilst racing in water less than 1.5m deep unless otherwise specified in the sailing instructions.
- (c) No part of the helmsman or crew may be placed forward of the mast while racing.
- (d) Sails

In a series of races a sail shall not be changed for another unless written permission for an individual change is obtained from the race committee. Written permission shall only be given in the event of a sail damaged beyond repair or damaged to the extent that it cannot be repaired before the start of the next race in a series. In the event of a change the damaged sail shall not be used again in that series even if it is subsequently repaired.

For the purpose of this rule, a series is deemed to be two or more individual races which count towards an overall points total.

(e) Centreboard and Rudder Blade

- i. A wood centreboard or rudder blade shall not be used on a hull that was originally supplied with a non-wood centreboard or rudder.
- ii. A line or shockcord shall be tied or hooked through a small hole in the upper forward corner of the centreboard and tied or hooked to the cunningham fairlead, the mast, the bow eye, or looped back to the centreboard from these fittings to prevent loss of the centreboard in the event of capsizing.

8. HULL COATINGS

The use of slowly soluble applications which might alter the boundary layer characteristics of the hull are prohibited.

9. CLASS ASSOCIATION MEMBERSHIP

No person is permitted to race a Laser in any Fleet, interFleet, District, or other sanctioned event unless at least one member of the crew is a current member of the International Laser Class Association (a member of a District Laser Association duly established in accordance with the Constitution is a member of the International Laser Class Association).

10. ADVERTISING

For the purposes of RRS 79 and ISAF Regulation 20.4.2 (a) Advertising Code Category C shall apply to the Laser, Laser Radial and Laser 4.7.

PART THREE OPTIONS AND EXCEPTIONS TO PARTS ONE AND TWO

11. HULL FINISH

- (a) Waxing, polishing and fine wet and dry sanding of the hull is permitted, provided the intention and effect is to polish the hull only. Polishing/sanding shall not be used to remove mould imperfections.
- (b) Sanding and refinishing of the hull with the intention or effect to lighten the hull or improve the performance, finish, materials or shape beyond the original is not permitted.

12. TRANSOM DRAIN BUNG

A retaining line may be attached to the transom drain bung and the gudgeon.

13. SELF BAILER

A self-bailing device as supplied only by the builder may be added. The bailer may be sealed with tape, filler or glue along its edge where it joins the hull and at the screw hole. Filling the screw hole level with the flat surface of the bailer is permitted. Fairing the flat surface of the bailer to the hull shape or changing the profile of the bailer is not permitted.

14. CENTREBOARD

- (a) A rope handle passing through not more than two holes of maximum diameter 12.5 mm above a line drawn from the bottom of the centreboard stop, parallel to the top of the centreboard is permitted.
- (b) The trailing edge of the centreboard may be sharpened by sanding the blade between the trailing edge and a line 100 mm parallel to the trailing edge, provided the distance between the leading edge and the trailing edge of the blade is not reduced.
- (c) Surface refinishing of the centreboard is permitted provided the original shape, thickness and characteristics are not altered.

15. RUDDER

- (a) The trailing edge of the rudder blade may be sharpened by sanding the blade between the trailing edge and a line 60 mm parallel to the trailing edge, provided the distance between the leading edge and the trailing edge of the blade is not reduced.
- (b) Surface refinishing of the rudder blade is permitted provided that the original shape, thickness and characteristics are not altered.
- (c) The rudder bolt may be replaced with a larger diameter bolt no greater in diameter than the existing hole in the rudder blade (9.5 mm). The diameter of the bolt head, nut and any washers shall not exceed 20 mm diameter.
- (d) To achieve the maximum 78 degree rudder angle relative to the bottom edge of the rudder head, the leading edge of the blade may be cut away where it touches the spacing pin.
- (e) To restrict the rudder angle to maximum 78 degrees relative to the bottom edge of the rudder head,

the lower forward spacing pin shall be wound with flexible adhesive tape.

- (f) The rudder pintles may be fitted with spacers to lift the rudder head to allow the tiller to clear the deck at the transom.
- (g) The rudder downhaul line may have multiple purchases.
- (h) A hole may be drilled in the top rudder pintle and a pin or clip inserted in the hole to prevent loss of the rudder.

16. TILLER

- (a) The tiller and tiller extension are not restricted in any way except that the tiller:
 - i. shall be capable of being removed from the rudder head.
 - ii. shall be fitted with a cleat for the downhaul.
 - iii. shall, except for normal wear caused by the traveller rope, be straight along its topmost edge between a point 30 mm in front of the forward edge of the rudder head and the cockpit end of the tiller.
- (b) The tiller may be fitted with an "anti wear" strip or tube of not more than 200 mm in length placed above the level of the straight edge required by 16 (a) iii and only where the traveller crosses the tiller.

- (c) The use of a tiller retaining pin is optional.

17. HIKING STRAP

- (a) The hiking strap may be substituted with any type of non-stretch material and it may be padded.
- (b) The hiking strap may be fixed to the cockpit at the forward end by wrapping the strap around the mainsheet block plastic pressure plate or by using both the centreboard friction attachment plate and the mainsheet block plastic pressure plate.
- (c) The hiking strap supporting line between the aft end of the hiking strap and the eye straps on the aft face of the cockpit may be rigged in any manner so that the hiking strap is fixed or adjustable.
- (d) A shockcord may be attached between the aft end of the hiking strap and to either the traveller cleat, or the hiking strap eye straps at the aft end of the cockpit.

18. BOOM

- (a) A metal sleeve supplied by the builder of maximum length 900 mm may be fixed inside the boom. The sleeve shall not extend aft of the point 1220 mm from the front end of the boom (including plug).
- (b) The stainless steel mainsheet eye strap between the two blocks on the boom may be replaced with a soft strap.

19. MAST

- (a) To prevent abrasion of the mast step, a tube or collar of uniform thickness not exceeding 1 mm may be placed around the entire circumference of the lower mast or the mast step cavity. The tube or collar shall not extend more than 10 mm above deck level.

In addition, a disc of uniform thickness not exceeding 1mm in thickness may be placed in the bottom of the mast step.

- (b) The mast or mast cavity may be lubricated.
- (c) Tape or other bushing material may be applied to both the plastic end cap, the collar of the upper mast and the upper mast to ensure a snug fit. The tape or bushing material may only be used on that portion of the plastic parts that actually slide into the lower section and/or between the upper mast and the collar and it shall be a uniform thickness around the circumference. Taping or bushing material above the collar to fair the collar into the mast is prohibited.

20. INSPECTION PORTS

Inspection ports not exceeding 153 mm internal diameter may be installed on the deck or in the cockpit to provide access to the hull cavity, provided that any inspection port is fitted with watertight threaded covers (any bayonet mounted parts are deemed to be not threaded). Storage receptacles are permitted underneath hatch covers.

21. CLIPS AND STORAGE BAGS

Clips, ties or bags to stow or secure safety or other equipment may be used on the deck, in the cockpit, or around the mast.

22. COMPASS

One compass is permitted mounted on any part of the deck or the cockpit provided that the hull cavity is not pierced by anything other than the fasteners. Compasses shall not be fitted to inspection ports. Electronic and digital compasses are prohibited.

23. WIND INDICATORS

- (a) Wind indicators may be attached as desired provided the sail is not cut and the buoyancy qualities of the hull and mast are not impaired.
- (b) Ribbons, wool or similar wind indicators may be attached to the sail.

24. TAPE

The use of flexible adhesive tape or similar is permitted to secure shackle pins and clips, and to bind sheets, lines and rigging, except that tapes shall not be used to construct new fittings or modify the function of the existing fittings.

25. SAFETY EQUIPMENT

Any additional equipment required by an international, national or other governing authority for safety purposes may be fitted or carried provided it is not used in contravention of the FUNDAMENTAL RULE.

26. REPAIRS AND MAINTENANCE

- (a) Repairs and preventative maintenance to the sail, hull, deck, centreboard, rudder, mast, boom or any fittings and fixings may be carried out without violation of these Rules provided such repairs are made in such a way that the essential shape, characteristics or function of the original are not affected.
- (b) In the event of the failure of any fittings, or the replacement of fittings as authorised by these Rules, the fitting or the replacement shall be the same type as the original and shall be placed in a position conforming to the Measurement Diagrams.
- (c) Preventative maintenance shall include the

replacement of fastenings with alternatives and the reversing of spars provided that the fittings are replaced in accordance with the Measurement Diagrams (tolerances shall not be used to alter the position of fittings) and that any holes in the top section of the mast are permanently sealed with a rivet or similar to maintain the buoyancy of the mast.

- (d) Sail panels and luff sleeves shall not be replaced.
- (e) Except as required to facilitate a major hull repair, the foam floatation blocks shall not be removed or replaced. When required to be removed to facilitate a major hull repair, the replacement floatation equipment shall have an equal volume to that removed, and shall be of a size that it cannot pass through a square hole of 220 mm sides. Foam blocks shall not be replaced with air filled cubic container bottles.

PART FOUR LASER RADIAL RIG AND LASER 4.7 RIG OPTIONS

Part 4 of the Laser Class Rules shall be read in conjunction with the remainder of the Laser Class Rules.

When the Laser Radial or the Laser 4.7 rigs are used the Rules of Parts 1, 2, 3 and 5 of the Laser Class Rules apply except where specifically amended by Part 4.

27. LASER RADIAL

- (a) The Laser Radial sail and bottom mast as supplied by a licensed Builder shall conform to the measurement diagrams which form part of these Rules.
- (b) The Laser Radial rig may be used in any Laser regatta subject to the conditions in 27 (c) and any restrictions in the Notice of Race and Sailing Instructions.
- (c) The Laser Radial rig may only be used in District Championships and higher level regattas when prescribed in the Notice of Race and Sailing Instructions.
- (d) In a series of races a Laser Radial rig shall not be changed for a Laser or Laser 4.7 rig. A series is 2 or more races that count towards an overall points total.
- (e) SAIL REGISTRATION NUMBERS
Rules 4(c) and (f) shall be amended to read as follows:
4(c) For Laser Radial sails with numbers above 153000 and sails purchased after 1st June 1993 the sail numbers shall be glued or sewn on each side of the sail, with the bottom of the numbers on the starboard side of the sail placed along a line parallel to and 400 mm (+ or - 12 mm) below the underside of the middle batten pocket. The bottom of the numbers on the port side of the sail shall be placed on a line 400 mm (+ or - 12 mm) below and parallel to the bottom of the numbers on the starboard side of the sail. The starboard sail numbers shall commence 100 mm (+ or - 12 mm) from the leech and the port side numbers shall finish 100 mm (+ or - 12 mm) from the leech.

(Refer to sail number application diagram for

procedure for applying numbers & letters)

- 4(f) **National Letters**, if required, shall conform to the same type, size, spacing and requirements as sail numbers (refer rule 4(b), (c), (d) and (e)) and shall be positioned as follows (also see diagram):

The top of the letters on the starboard side of the sail shall be placed on the bottom edge of the bottom batten pocket and its extension (+ 12 mm). The starboard letters shall commence 100 mm (+ or - 12 mm) from the leech. The bottom of the letters on the port side shall be placed on a line 400 mm (+ or - 12 mm) below and parallel to the bottom of the letters on the starboard side of the sail. The port letters shall finish 100 mm (+ or - 12 mm) from the leech. The letters shall all be the same colour.

(f) CLOTHING AND EQUIPMENT

Rule 6(a) shall be amended to read as follows:

- 6(a) For the purposes of RRS 43.1 (b) the maximum total weight of competitors clothing and equipment shall be 8 kg.

28. LASER 4.7

- (a) The Laser 4.7 sail and bottom mast as supplied by a licensed Builder shall conform to the measurement diagrams which form part of these Rules.
- (b) The Laser 4.7 rig may be used in any Laser regatta subject to the conditions in 28 (c) and any restrictions in the Notice of Race and Sailing Instructions.
- (c) The Laser 4.7 rig may only be used in District Championships and higher level regattas when prescribed in the Notice of Race and Sailing Instructions.
- (d) In a series of races a Laser 4.7 rig shall not be changed for a Laser or Laser Radial rig. A series is 2 or more races that count towards an overall points total.

(e) SAIL REGISTRATION NUMBERS

Rules 4(b), 4(c) and 4(f) shall be amended to read as follows:

- 4(b) On Laser 4.7 sails all numbers shall be in accordance with the Racing Rules of Sailing and shall be of the following minimum dimensions:

Height 220 mm.

Width 150 mm excluding No.1.

Thickness 30 mm.

Space between adjoining numbers / letters and rows minimum 30 mm.

Sail numbers shall be regularly spaced.

Numbers on the starboard side shall be placed above those on the port side.

Each number shall be one colour only.

The numbers shall be solid and easy to read.

- 4(c) For Laser 4.7 sails with numbers above 153000 and sails purchased after 1st June 1993 the sail numbers shall be glued or sewn on each side of the sail, with the bottom of the starboard numbers placed along the top edge of the seam below the middle batten pocket (+ 12 mm). The port side numbers shall be placed below and parallel to the starboard side numbers. The starboard side numbers shall commence 100 mm (+ or - 12 mm) from the leech and the port side numbers shall end 100 mm (+ or - 12 mm) from the leech.

(Refer to sail number application diagram for procedure for applying numbers & letters)

- 4(f) National letters, if required, shall conform to the same type, size, spacing and requirements as Laser 4.7 numbers (refer rule 28 (e) 4 (b)).

They shall be placed below the numbers on the port side of the sail. They shall be on the same line on opposite sides of the sail with the letters on the starboard side of the sail closer to the luff than those on the port side or they shall be placed on opposite sides of the sail in two rows, one above the other, with the letters on the starboard side of the sail uppermost. The bottom edge of the letters shall start or finish 100 mm (+ or - 12 mm) from the leech.

(f) MAST

Rule 5 shall be amended to read as follows:

- 5 The Laser 4.7 bottom mast is supplied with a pre-bend aft of approximately 5 degrees. The pre-bend shall not be increased or decreased. No top mast that has permanent bend in it shall be used at any time.

(g) CLOTHING AND EQUIPMENT

Rule 6(a) shall be amended to read as follows:

- 6(a) In alteration of RRS 43.1 (b) the maximum total weight of competitors clothing and equipment shall be 7 kg.

PART FIVE

29. AMENDMENTS

Amendments to these Rules shall be approved by each of:

- (a) the World Council
- (b) the Advisory Council
- (c) at least two thirds of the membership replying in writing to the International Office of the Class in response to a postal ballot published by the International Office of the Class. Only those postal votes returned to the International Office within 6 months from the date of publication of the rule change shall be valid, and
- (d) the ISAF.

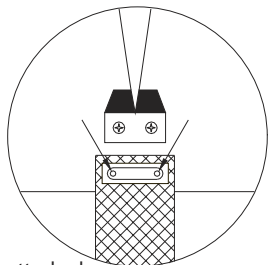
CLASS RULE INTERPRETATIONS

1. **Control line:** rule 3(b) i and ii : a control line is a single piece of uniform thickness and material.
2. **Attached:** General. Where the rules allow for an optional block or shockcord to be attached to a fitting, line, mast, boom or the sail, it may be attached with either a shackle, line, shackle and line, clips, balls or hooks.
3. **Single block and double block:** rule 3 (b) viii(a), 3(e)iv, 3 (f) viii a. A single block means a block with one sheave, a double block means a block with two sheaves.
4. **Cunningham fairlead :** rule 3 (e) and (f). The cunningham fairlead may be used to lead the cunningham and /or outhaul control lines but shall not be used for multiple purchases.
5. **Sail tack cringle:** Rule 3 (e) ii : The passing of the control line at least once through the sail tack cringle as required by rule 3 (e) ii means that the Cunningham control line shall be a moving line through the sail tack cringle. By definition of turning points it is 1 of the maximum 5 turning points permitted by rule 3 (e) i.
6. **Outhaul fairlead:** rule 3 (f) ii : the outhaul control line shall pass through the fairlead and shall be a moving line. By definition of turning points it is one of the maximum of the six turning points permitted by rule 3 (f) i.
7. **Optional Block attached to the outhaul fairlead:** rule 3 (f) iii. An optional block is permitted to be attached to the outhaul fairlead, but the outhaul control line must pass at least once through the outhaul fairlead as stated in rule 3 (f) and interpretation 6.
8. **Optional Block attached to the outhaul clam cleat:** rule 3 (f) iii. An optional block is permitted to be attached to the outhaul clam cleat.
9. **Outhaul: A second Optional Block attached to the mast / gooseneck junction :**
Rule 3 (f)iii and v. A second optional block is permitted to be attached at the mast / gooseneck junction.
10. **Centreboard Shockcord:** rule 7 (e) ii. The shockcord may also be attached to the deck block fitting. It can also pass through a loop in a line, a shackle, a hook, attached to the deck block fitting or cunningham fairlead.
11. **Tiller :** Rule 16 (a) ii. A hook or a pin may be used for the downhaul.
12. **Standard fitting:** Rule 3 (a). Standard fittings supplied with a Laser and involved in control lines systems are:
 - a. **Plastic cunningham fairlead**
Option allowed rule 3 (b)vi,vii and viii
 - b. **Plastic cunningham Clam-cleat**
Option allowed rule3 (b) vi and viii
 - c. **Main sheet block**
Option allowed rule 3 (c)ii
 - d. **Plastic outhaul clam cleat**
Option allowed rule 3 (b) vi
 - e. **Plastic outhaul fairlead**
Option allowed rule 3 (b) vi
 - f. **Vang cleating block**
Option allowed rule 3 (d)viii and x
 - g. **Vang key block**
Option allowed rule 3 (d) vii and x
 - h. **Vang key**
Option allowed rule 3 (d) v and vi
 - i. **Plastic traveller fairleads**
Option allowed rule 3 (b) vi
 - j. **Plastic traveller clam cleat**
Option allowed rule 3(b) vi

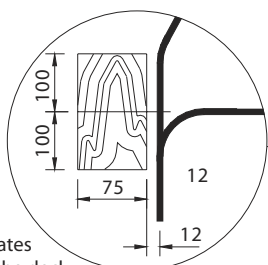
Measurement Diagrams

All dimensions shown in millimetres

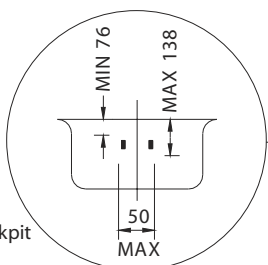
Measurements are shown only as a guide to replacement in the event of failure



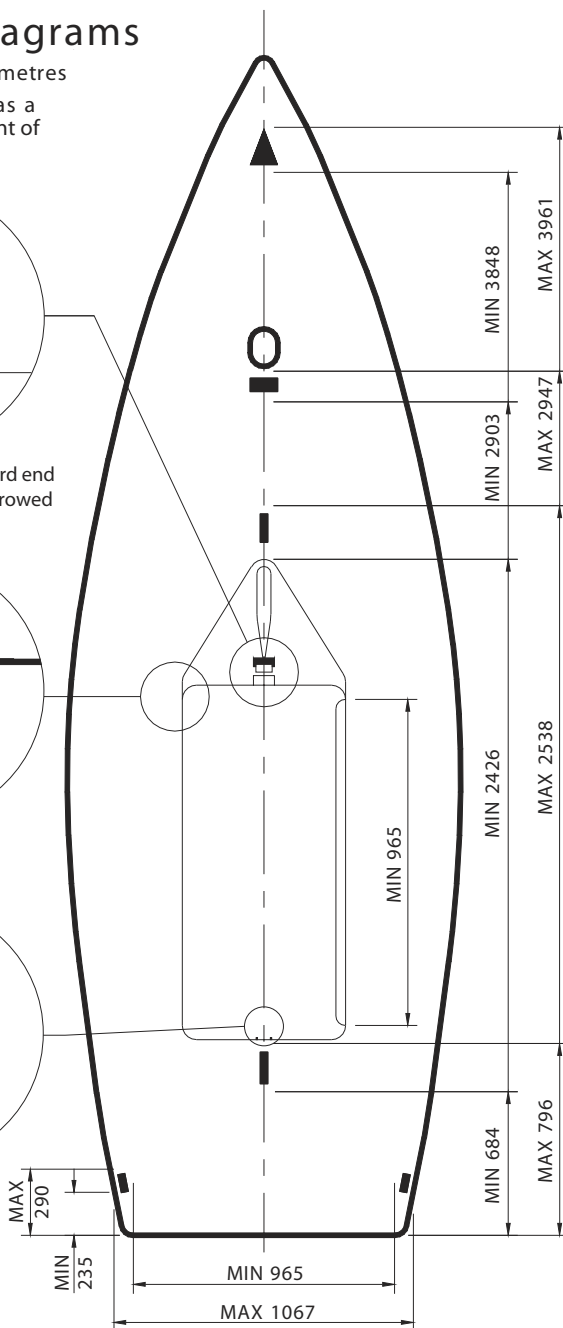
Mainsheet block to be attached to eyestrap over friction pad on forward end of hiking strap, held with fasteners arrowed



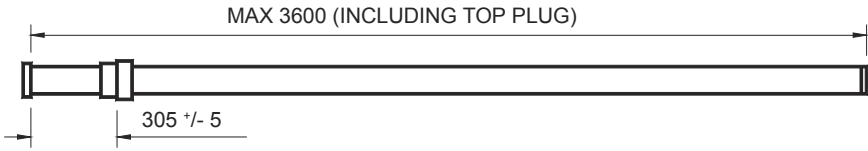
Wooden backing plates are under the deck for the fitting of cam or clam cleats



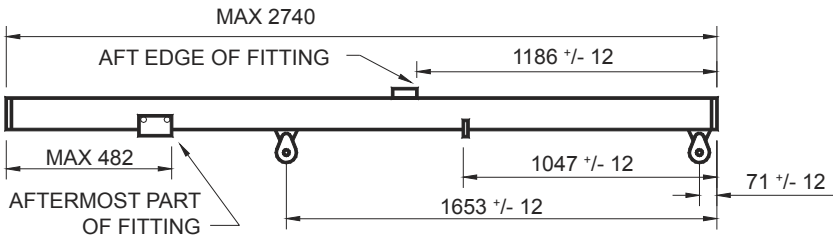
Eyes at aft end of cockpit



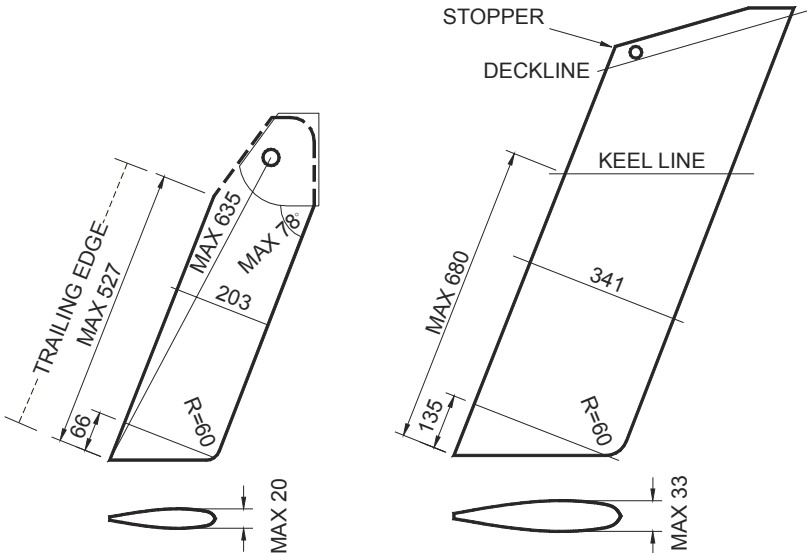
LASER, LASER RADIAL & LASER 4.7 MAST TOP SECTION



LASER, LASER RADIAL & LASER 4.7 BOOM



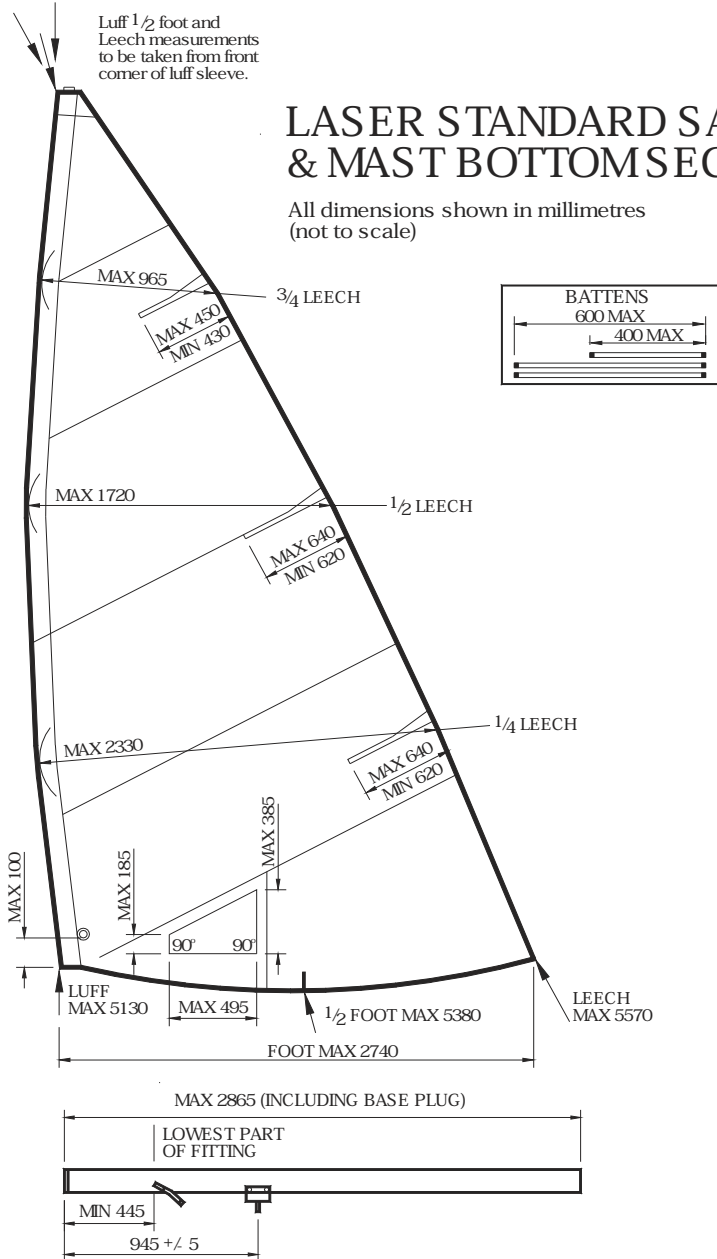
All dimensions shown
in millimetres
(not to scale)



Luff 1/2 foot and
Leech measurements
to be taken from front
corner of luff sleeve.

LASER STANDARD SAIL & MAST BOTTOM SECTION

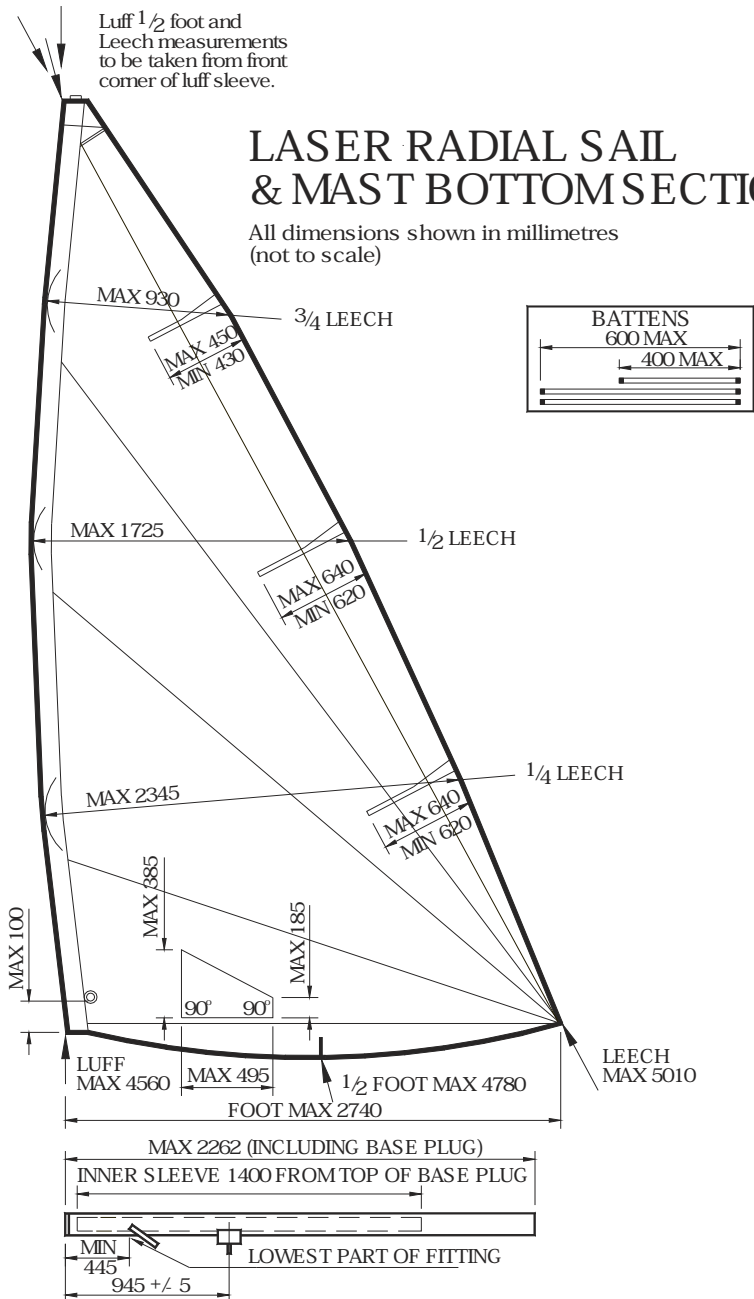
All dimensions shown in millimetres
(not to scale)



Luff 1/2 foot and
Leech measurements
to be taken from front
corner of luff sleeve.

LASER RADIAL SAIL & MAST BOTTOM SECTION

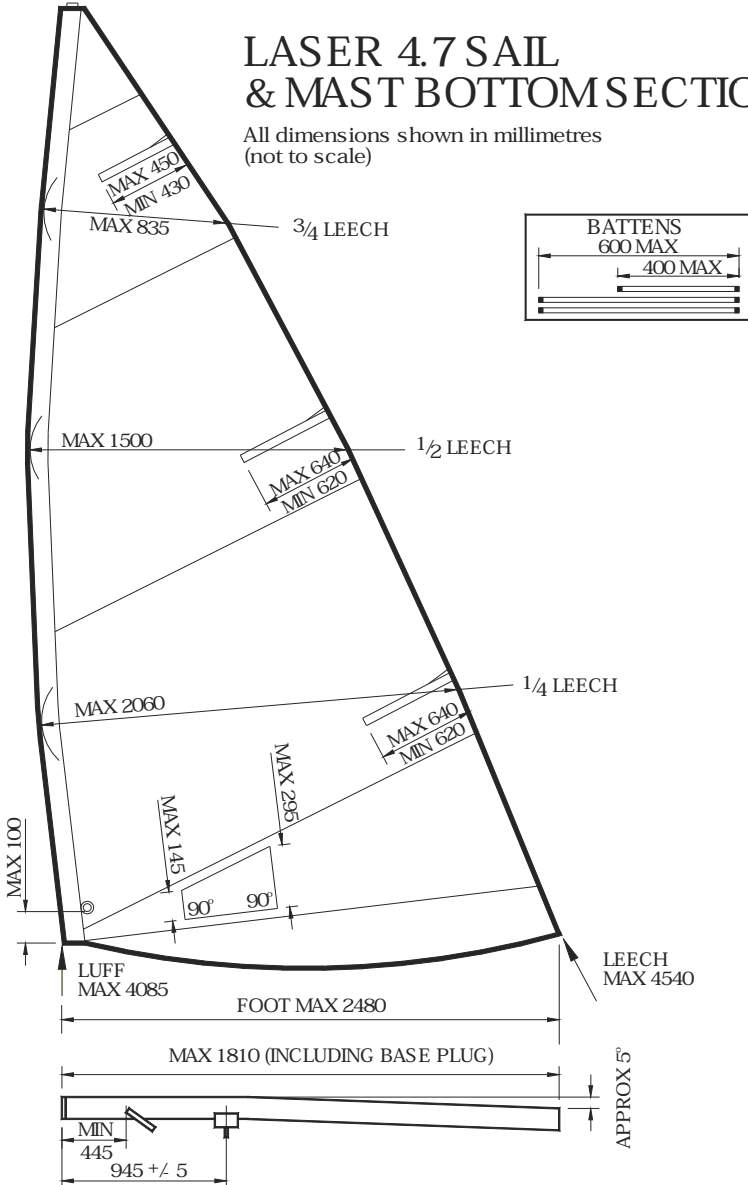
All dimensions shown in millimetres
(not to scale)



Luff and Leech measurements to be taken from front corner of luff sleeve.

LASER 4.7 SAIL & MAST BOTTOM SECTION

All dimensions shown in millimetres (not to scale)



ILCA By-Law 2: District General By-Law

1. NAME

The name of the District Association shall be the (Name or Geographic Designation) Laser Association and it shall have its offices at Address in the City of

2. OBJECTS

The objects of the District Association are

- (a) to provide a medium of exchange of information among Laser Sailors in the District;
- (b) to promote and develop Laser Class racing within this District;
- (c) to encourage and foster the enjoyment of the sporting and recreational aspects of sailing through the development of fleets within the District; and
- (d) to co-ordinate the activities of this District with other Districts within the Region.

3. FLEET CHARTERS

- (1) A fleet may be granted a Fleet Charter upon application to the District Association by six or more persons who are members of the International Laser Class Association and who are individual owners of Lasers within an area or club deemed appropriate having regard to locality where regular racing activity is easily accessible to members of that Fleet.
- (2) Notwithstanding Paragraph (1), a special Fleet may be chartered in any locality for the purposes of accommodating specific members of the armed forces, an educational institution, a junior programme or any other non-profit organisation.
- (3) A Fleet Captain, and such other officers if any as the Fleet may deem necessary, shall be elected annually from among the members of the Fleet in such manner as is prescribed by the Fleet, unless otherwise provided by a By-Law of the District Association, and shall be responsible to the District Association for the organisation of the Fleet and the due compliance by the members of the Fleet with the provisions of the Constitution and By-Laws of the Association.

4. ASSOCIATION OFFICERS

The District Association shall be comprised of a

- (a) District Chairman who shall be responsible for the co-ordination of all activities of the District Association within the District, shall represent the District at Annual Meetings of the Region in accordance with the Constitution of the International Laser Class Association, shall chair all Annual Meetings of the District Association, and shall otherwise perform the normal functions of the senior officer within the District;
- (b) District Vice Chairman who shall act in the place instead of the Chairman in the event of his inability or refusal to act and in addition he shall be the Sailing Secretary of the District and be responsible for the development of District racing programmes of all kinds, the supervision of sanctioned events, and co-ordination with other Sailing Secretaries of all inter-District racing;

- (c) District Secretary who shall be responsible for maintaining all membership and other records and correspondence of the District Association, the preparation of the District Newsletter, if any, and shall otherwise carry out such responsibilities as may be assigned to him by the District Chairman;
 - (d) District Treasurer who shall be responsible for determination of the entitlement of applicants to membership in accordance with Paragraph 10 of the Constitution, the collection of dues to be levied for membership in accordance with Section 11 of the said Constitution, the maintenance of all accounts to the District membership thereon and preparation of an annual financial statement for the membership; and
 - (e) District Measurer, if one is appointed by the Chief Measurer of the International Laser Class Association, who shall carry out the responsibilities set forth in subparagraph (6) of paragraph 8 of the Constitution.
5. The District Association may appoint such additional officers to perform such duties or to carry out such special projects as may from time to time be determined by the District Association and they shall hold office for such term as it may determine.
 6. The District Association may appoint such committees, as may be deemed appropriate from time to time to carry out the functions and duties as are prescribed by the District Association; and the District Chairman shall be a member ex-officio of any committee so established.
- ## 7. ANNUAL MEETINGS AND ELECTION TO OFFICE
- (1) The District Association shall hold an Annual Meeting at such time as may be determined by resolution of the District Association, but not later than fifteen months from the date of the last Annual Meeting.
 - (2) Notice of the Annual Meeting shall be sent to all members of the District Association not less than fourteen days prior to the Meeting and such notice shall include:
 - (a) an agenda for the said Meeting,
 - (b) a notice of any special By-Law whether to amend the District General By-Law or to enact any other By-Laws,
 - (c) a summary of the annual reports of the District Chairman and the Treasurer, and
 - (d) a report of the nominating committee, if any, for the election of officers for the ensuing year.
 - (3) Any member of the District Association shall be entitled to attend the Annual General Meeting and to vote thereat.
 - (4) A majority of members voting in favour of a resolution at the Annual Meeting shall be sufficient, except for resolutions which report to amend the District General By-Law or to enact any other By-Law which shall require a two-thirds majority thereof to be effective.
 - (5) Officers of the Association elected at an Annual General Meeting of the Association shall hold office until their successors are elected.

8. FEES

The annual fees of the District Association shall be payable to the Association not later than the first day of March in any year or such other day as the District Association shall by By-Law determine, provided that no person may race a Laser in any event after the last date for payment shall fall due unless the said dues have been fully paid and he shall be a member of the International Laser Class Association as required by the Class Rules.

9. DISTRICT CHAMPIONSHIPS

- (1) The District Association shall annually sponsor a District Championship sailing event which shall be open to any member of the District Association to be held at such place within the District as the District Association shall determine.
- (2) The District Championship event shall be conducted in accordance with the provisions of the Racing By-Law passed by the World Council.

10. BY-LAWS

The District Association may make By-Laws for the purpose of carrying out the objects of these General By-Laws and, without restricting the generality of the foregoing, may make By-Laws

- (1) determining the fiscal year of the District Association;
- (2) determining the period within which the Annual General Meeting must be held;
- (3) establishing nominating committees and methods of formation thereof;
- (4) subject to any By-Law of the International Laser Class Association, respecting the conduct of any regatta within the District and the eligibility of members for major racing events;
- (5) respecting the acceptance of deeds of gift of trophies;
- (6) changing the Head Office of the District;
- (7) respecting the conduct of the business of the District;
- (8) giving effect to the provisions of any local or general public law having application in the District enacted by any governmental body having jurisdiction;
- (9) respecting the organisation, constitution, and operation of fleets within the District; and
- (10) respecting the constitution and eligibility for committees including nominating committees.

11. COMING INTO FORCE

- (1) This By-Law comes into force
 - (a) in respect of any District established by the World Council prior to the first day of November 1973, on the said date; and
 - (b) in respect of any District established on or after the first day of November 1973, on the date of the By-Law of the World Council establishing such District pursuant to provisions of Section 8 of the Constitution.
- (c) The World Council upon establishing a District shall designate the name of the District and the location of the offices thereof and may, in addition, approve any addition to the said District General

By-Law as may be required to meet the laws of such District or any special circumstances, provided such additions are not inconsistent with the provisions of the Constitution or this By-Law.

ILCA By-Law 3: Measurement

1. If a protest is lodged against a yacht alleging that there has been an alteration or addition thereto not permitted by the Rules of the Class, and the Race Committee, on investigation, is in doubt as to whether a violation of the Rules has occurred, it shall measure the part of yacht subject to protest in accordance with paragraph 2.

2. (a) Hull

The part of the hull of the yacht subject to protest shall be measured in accordance with the measurement directions attached as Schedule A and the same part of not less than five (5) other Lasers, chosen by the Race Committee as random samples, shall be measured in the same manner. The Race Committee shall select, if possible, Lasers which show no evidence of having been repaired or altered and which do not have inspection ports.

The arithmetic mean of the measurements of the boats chosen as the sample shall be calculated, and the protested yacht shall be disqualified if the difference between the mean values so determined and the measurement on the yacht subject to protest shall exceed the following values for the measurements indicated:

any point along the keel line (rocker):	2 mm
any other area of the hull:	3 mm

(b) Equipment

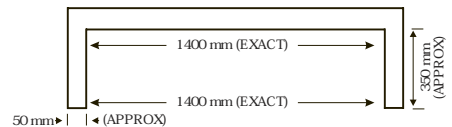
If any mast, boom, fitting, centreboard or rudder is the subject of a protest as to size, shape or location, measurement thereof shall be governed by the drawings and tolerances set forth in the Measurement Diagrams (Ref: By-Law 1 - Rules)

3. This By-Law shall be read and construed in conjunction with the Rules of the International Laser Class Association and the Interpretation of the Chief Measurer, and may be amended by the World Council with the approval of the International Sailing Federation.

Schedule A to By-Law 3

1. Measurement Template

2. Measurement of Hull



Turn boat upside down. Starting at the transom, measure out a distance along the keel line and establish point A, which will fall roughly athwartships of point X, the area under protest.

Lay a straight edge across the transom as shown in the sketch and measure out a distance along the vertical

surface of the gunwale and establish point B, which will fall approximately in line with the measured point on the keel line (A) and the area under protest (X). Distances shown are as an example only.

The centre line of the boat must then be established at point A. This will be easy in the front one third of the boat but, to find the centre line in the aft two thirds, stretch a string over the centre of the centreboard opening and the centre of the bailer depression and extend fore and aft, as necessary. Mark the centre line at point A. Now measure from point A to point X and retain this figure to establish an equal point of measurement on the five random sample boats.

Place the centre of the measurement template on point A (Diagram 2), line up the vertical arms with points B and equalise exactly the distance from the horizontal bar to the inside of the gunwale on each side of the boat.

Measure the shortest distance from point X up to the vertical bar and record this measurement (96 mm in example).

This procedure should now be repeated using all the distances established above and a similar reading obtained for the distances from the hull to the horizontal cross bar on the other five sample boats.

Example: Measurements on 5 sample boats:

93 + 94 + 94 + 97 + 96	= 474
Arithmetic mean = 474/5	= 94.8
Measurement on protested boat	= 96
Difference	= 1.2

Diagram 1

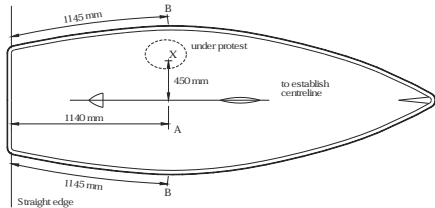
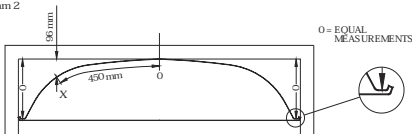


Diagram 2



This does not exceed mean value by more than 3 mm, therefore protest is disallowed.

Measurement of Rocker

Turn boat upside down. Measure out a distance of 3430 mm along the keel line of the boat.

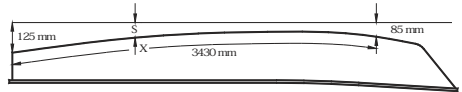
Set up a taut string over the centre line of the boat exactly 125 mm above the keel at the transom and 85 mm above the keel at 3430 mm from the transom.

Measure distance along keel to point under protest (point X) and retain this figure to establish an equal

point of measurement on the five sample boats.

Measure the shortest point from point X to the string and then repeat procedure with five sample boats.

Calculate arithmetic mean of the measurements from the five sample boats. Point under protest should not deviate by more than 2 mm.



ILCA By-Law 4: District Measurers

1. The responsibilities of the District Measurer and any assistant should include:
 - (a) generally, ensuring that throughout the District, the principles of the Rules are understood and complied with;
 - (b) for sanctioned events and other events designated by the District Chairman as requiring the attendance of the District Measurer:
 - (1) perform a pre-race inspection of all boats to be sailed in such event and report to each owner and to the Race Committee Chairman the owner and number of any boat which, if sailed in such event, would violate the Rules and be subject to protest;
 - (2) assist the Race Committee at such event, upon request, with any protests to which the Measurement By-Law applies;
 - (3) issue interim rulings respecting the Rules, not previously the subject of an Interpretation of the Chief Measurer, provided that such interpretation shall be committed to writing following such event and submitted to the Chief Measurer for confirmation or variation as he shall see fit. Any such interim interpretation shall be binding and valid for the event for which it shall have been issued.
 - (c) carry out such additional responsibilities (as a member of the Executive of the District Association) as may be assigned to him.
2. No person shall be nominated for the position of District Measurer unless he has displayed, to the satisfaction of the District Chairman and Sailing Secretary:
 - (a) a thorough appreciation of the Constitution of the Laser Class;
 - (b) an appreciation of the principles as set forth in Part 1 of the Rules;
 - (c) a thorough knowledge of the Rules, the Interpretations issued thereunder and the Measurement By-Law of the Class, including the ability to carry out measurements in accordance with the Measurement By-Law; and
 - (d) that he is a person who maintains his Laser in a condition which does not violate any of the Rules of the Class and whose attitude towards the enforcement of the Rules has been and is likely to be, beyond reproach.

3. The District Chairman, upon satisfying himself in respect of the items set forth in paragraph 2 above, shall submit the recommendation for the appointment of the District Measurer to the Executive Secretary of the World Council or the Regional Council.
4. The Executive Secretary shall forthwith communicate the recommendation to the Chief Measurer and shall confirm the appointment, if the same is approved.
5. District Measurers, with the approval of the District Chairman, may appoint assistant District Measurers from time to time, who meet the requirements of paragraph 2, for the purpose of attending a sanctioned or other event designated as requiring the presence of the District Measurer. Such appointment shall be for one specific event.

ILCA By-Law 5: Sanctioned Events and Honour Awards

SANCTIONED EVENTS

1. The following events shall be deemed to be Sanctioned Events for the purposes of the Constitution, the Rules and the By-Laws of the Association:
 - (a) World Championship events;
 - (b) Regional Championship events approved by the World Council, including the North American, European, Central & South American and the Asian Pacific Championship, whether or not a Region has been established;
 - (c) Multi District events (other than district, regional or World Championship) including North American Midwinters, Canadian, US, Nordic, Australian and Middle East Championships;
 - (d) District Championship events, including District Ladies' Championship, District Junior Championship;
 - (e) Such other events as may be designated by the World Council or a Regional Executive Committee, as the case may be.
2. Any Sanctioned Event shall be conducted in accordance with the provisions of the Racing By-Law.
3. Honour Awards and Trophies shall only be given if sufficient entries take part in each category in a regatta according to the following table:

5-9 Entries	1 award/cube
10-19 Entries	2 awards/cubes
20-29 Entries	3 awards/cubes
30-39 Entries	4 awards/cubes
40+ Entries	5 awards/cubes

HONOUR AWARDS

Sail Awards

4. Every member shall be entitled to apply to his sail the symbol earned by him racing in a Sanctioned Event, in accordance with the following schedule:

World Championship

Winner	3 Chevrons
Series 2nd & 3rd place finishers	2 Chevrons
Each daily 1st place finisher	1 Chevron
Series 4th & 5th place finishers	1 Chevron

Regional Championships

(which may be known as "Bar Events")

Winner	3 Bars
Series 2nd & 3rd place finishers	2 Bars
Each daily 1st place finisher	1 Bar
Series 4th & 5th place finishers	1 Bar

Multi District Events

(which may be known as "Medallion Events")

Winner	3 Medallions
Series 2nd & 3rd place finishers	2 Medallions
Each daily 1st place finisher	1 Medallion
Series 4th & 5th place finishers	1 Medallion

District Sanctioned Events

(which may be known as "Diamond Events")

Winner	3 Diamonds
Series 2nd & 3rd place finishers	2 Diamonds
Each daily 1st place finisher	1 Diamond
Series 4th & 5th place finishers	1 Diamond

5. A member may carry on his sail only one award, which shall be the highest award won at any time by such member; it being understood that the highest awards are Chevrons, Bars, Medallions and Diamonds in that order.
6. (a) The symbols representing the sail awards shall be glued on or sewn to each side of the sail in the third panel from the top of the sail, with the first award being placed in the uppermost position as specified in Schedule A.
- (b) The symbols shall be in red for events which are not restricted, green for events restricted to women, blue for events restricted to juniors, and light blue for events restricted to Masters (35 years and over). A Masters event may be split into 4 categories: Great Grand Masters (aged 65 and over), Grand Masters (55-64 years), Masters (45-54 years) and Apprentices (35-44 years) in which case honour awards and cubes may be awarded for each category. The minimum number of entries at a Championship in the Great Grand Masters category shall be 5; if the entries are less than the minimum the Great Grand Masters shall be scored with the Grand Masters. Determination of category for Masters shall be the age attained on the day before the first scheduled race of a regatta.
7. Sail awards shall be retroactive to all North American, European and District Championships organised at any time and publicised and known as such; and any dispute as to whether any event heretofore qualifies as a Regional or District event herein shall be settled by the World Council on application for interpretation made to the Executive Secretary.

Trophies

8. Every member shall be entitled to receive a Laser cube, in accordance with the following schedule:

World Championship

Winner

Cube inscribed with 3 Chevrons

Series 2nd & 3rd place finishers

Cube inscribed with 2 Chevrons

Each daily 1st place finisher

Cube inscribed with 1 Chevron

Series 4th & 5th place finishers

Cube inscribed with 1 Chevron

Regional Events ("Bar Event")

Winner

Cube inscribed with 3 Bars

Series 2nd & 3rd place finishers

Cube inscribed with 2 Bars

Series 4th & 5th place finishers

Cube inscribed with 1 Bar

Multi District Events ("Medallion Events")

Winner

Cube inscribed with 3 Medallions

Series 2nd & 3rd place finishers

Cube inscribed with 2 Medallions

Series 4th & 5th place finishers

District Events ("Diamond Events")

Winner

Cube inscribed with 3 Diamonds

Series 2nd & 3rd place finishers

Cube inscribed with 2 Diamonds

Series 4th & 5th place finishers

Cube inscribed with 1 Diamond

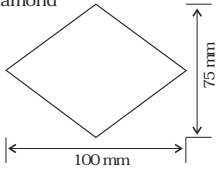
9. Any member who has earned a Laser cube in any event to which paragraph 3 applies shall be entitled, if available, to order such cube upon application to the Executive Secretary with particulars of the event, time and location; provided that such application shall be certified by the District Sailing Secretary or the Race Committee Chairman of such event. The insurance of the retroactive trophies shall be at the expense of the person applying therefore; the cost of the cube shall be determined from time to time by the World Council.

10. In the event of the disposition of a sail, the person holding a sail award shall cause the same to be removed from the sail prior to such disposition.

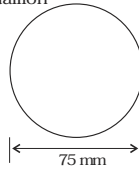
11. The cubes referred to in paragraphs 7 and 8 may be changed in style and design from time to time by the World Council.

Size and Shape of Award Symbols

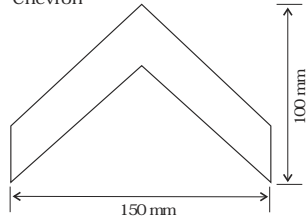
Diamond



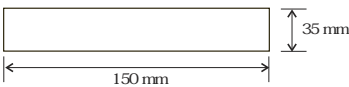
Medallion



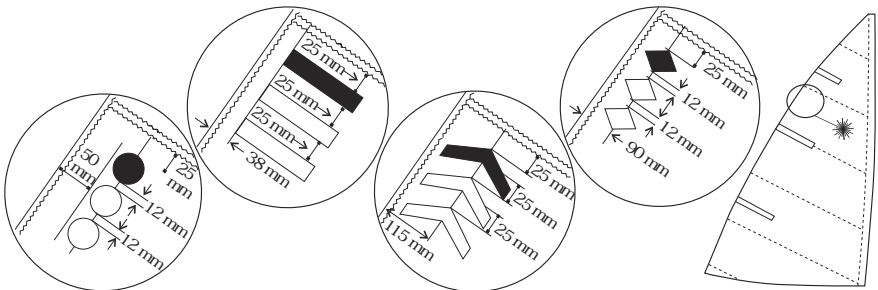
Chevron



Bar



Schedule A: Position of Award Symbols



ILCA By-Law 6: Status and Dissolution

1. The Association is a non-profit organisation. All profit and surpluses shall be used to maintain or improve the Association's facilities and the objects of the Constitution.
 2. No profit or surplus shall be distributed other than to another non-profit making body promoting international sailing on winding up or dissolution of the Association.
 3. Dissolution shall be approved by each of:
 - (a) The World Council
 - (b) The Advisory Council
 - (c) At least two thirds of the membership replying in writing to the International Office of the class in response to a postal ballot published by the International Office. Only those postal votes returned to the International Office within 6 months of the date of publication of the proposal to dissolve the Association shall be valid.
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ILCA By-Law 7: Postal Ballots

1. For the purposes of Constitution article 17 (c) and By-Law 1 (Rules) paragraph 29 (c) Postal Ballots may be published by any of:
 - (a) a printed document
 - (b) e-mail
 - (c) e-mail or a printed document and notice on the Association's web site
2. Responses to a Postal Ballot shall be by returning the Postal Ballot Voting Form by letter, fax, e-mail or completing a designated web based Postal Ballot Voting Form.
3. When so designated by the World Council a Postal Ballot on a subject that relates only to members owning a specific rig shall be voted upon only by members owning the specified rig.