

# 2007 CLASS RULE CHANGES

Even though the Laser is a strict one design class, it is important that the Class Rules are developed to keep pace with the new ideas and requirements of the sailing members of the ILCA. The following four changes have been through the Technical and Measurement Committee evaluation process and gained the support of the World Council. They have been approved by the International Sailing Federation (ISAF) and are effective from 1st December 2006.

Rule 3(g) to be replaced as follows:-

- i *The clew of the sail shall be attached to the boom by either a tie line or a soft strap wrapped around the boom and through the sail cringle, a quick release system attached to a tie line or soft strap wrapped around the boom, or a "Builder Supplied" stainless steel boom slide with quick release system.*

*The "Builder Supplied" stainless steel boom slide with quick release system is shown below.*



- ii *If the clew tie down is a tie line, it may be passed through simple balls and/or tubes to reduce friction.*

This boom slide fitting has minimal friction so it is extremely easy to adjust the outhaul, which it will be particularly good for 4.7, Radial and general club sailors. It is not a fancy go faster device that further advantages the Olympic (athlete) level sailor. Extensive development has gone into the hook design, which will not allow unwanted release of the sail, but does allow quick release without removal of the slide, so rigging and de-rigging are much easier. As you can see, the sail is held very close to the boom. The slide has been tested over a two year period, with no noticeable wear to the boom. This is a fitting that has drawn enthusiastic support from everyone who has tried it, but if you don't have one you won't go any slower!

Rule 13 to have the following wording added:-

*The drain bung may be removed from the self bailer, and the self bailer opening pin may be secured to the cockpit floor with self adhesive plastic tape.*

This is a Rule change that catches up with what a number of sailors have been doing for a long time. We've only just realised that it should be allowed by the Rules! It's a great help if you don't have to worry about kicking the bailer closed and ending up with a cockpit full of water on a windy day.

Rule 14 to have the following wording added:-

*The components of the "Builder Supplied" centreboard stopper may be secured together by glue, screws, bolts, nuts and washers, **provided** the original shape and dimensions are not reduced.*

The stopper is important in ensuring that the maximum down position of everybody's centreboard is the same. The stopper is an essential part of the Laser, which may not be removed. Occasionally the self-locking components of the stopper have been known to come apart. The addition of this wording will allow sailors to improve the strength of the joints between the stopper components, so there will never be any reason why anyone will have the need to sail without it.

Possible stopper retention methods are shown below. When using the method on the right, the screw needs to be inserted into the top of the stopper so it cannot touch the hull when the centreboard is in the fully down position.



Rule 7(e)ii to be moved to be part of Rule 14 and have the wording modified as follows:-

*A tie line or shock cord shall be attached to the small hole in the upper forward corner of the centreboard, and any of the bow eye, the cunningham fairlead, the "Builder Supplied" deck block fitting and the mast to prevent loss of the centreboard in event of a capsized. The tie line or shock cord may be looped around the bow, but shall not be attached to the gunwale. Attachment can be by knots or loops in the shock cord, and/or tie lines, shackles, clips, hooks or eyes.*

Some sailors have looped their centreboard retaining shock cord around the bow before it attaches to the bow eye on the deck, so it is led away from the mast. This helps to prevent it from catching on the vang cleating block. The existing Rule does not specifically allow or disallow this. This wording change will tidy things up.