ILCA HALL OF FAME

The ILCA Hall of Fame includes those who have helped build our class and champion sailors who have made an extraordinary impact. The ILCA World Council established the selection criteria for entry as individuals who, over the course of their sailing careers, made an outstanding impact on ILCA and the sport of sailboat racing by virtue of the excellence of their achievements as sailors and/or contributors to competitive sailing through technical expertise, design, writing or vision. Inductees receive a unique Hall of Fame ILCA Cube. Nominations to the Hall of Fame are welcomed from any ILCA Class member, with a selection vote to be taken annually by the ILCA World Council.

Ian Bruce (Canada)
Bruce Kirby (Canada)

Jeff Martin (Great Britain)

Marit Söderström Nord (Sweden)

Robert Scheidt (Brazil)

Peter Seidenberg (USA)

Takao Otani (JPN)

Dick Tillman (USA)

For further information go to our webpage: https://www.laserinternational.org/ilca-hall-of-fame/
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This Handbook is published every year by the International Laser Class Association (ILCA) and
distributed to class members throughout the world. Any changes to the information contained
in this Handbook, including changes to the class rules and By-Laws, are published on the ILCA
web site www.laserinternational.org.

If you are not an ILCA member consider joining us by contacting your national ILCA Class
association through the contacts list on our website.

Eric Faust
ILCA World Executive Secretary
From our President

A boat for Life in a Lifetime Sport

2022 was another great year for ILCA sailing and gives me great optimism for our class as we move forward to an exciting 2023 season ahead. With a number of new manufacturers now at full production, improved supply of equipment worldwide, and an impressive event schedule, never before have we seen our class in such a strong position for expansion and growth.

Coming up we see the ILCA 6 Men’s and Youth World Championships in Poland at the fantastic venue of Dziwnów with racing on the Baltic Sea. The focus then shifts to the first 2024 Olympic qualification events which will be held in The Hague. Netherlands as part of the World Sailing Championships where 16 of the 43 available Olympic berths will be awarded for both the ILCA 7 men and the ILCA 6 women. The World Sailing media team has been planning for this event for some time, so we should all look forward to following this event in near real time to learn which countries will take the first qualifying spots for 2024.

This year we are particularly excited to once again hold an ILCA championship in Africa. In October we will be visiting Tangier, Morocco for the ILCA Under-21 Championships. After visiting the site and meeting the team, we are sure that this will be an event that young sailors will not want to miss. As part of ILCA continued outreach and development we are looking to hold championship events on all continents to help expose more sailors and enthusiasts to our great class.

This year we will also be watching the remainder of the qualifications for the Paris games occurring in 2023-24 with events in Asia, Oceania, Africa and the Americas filling out the remainder of the available places. Look for details online as these event dates and locations are finalized by World Sailing.

As part of our continued growth, our class also faces certain challenges. ILCA has worked very hard over the past year to put in place a highly-qualified technical team to help ensure that the one-design principle that forms the foundation of our class remains strong. ILCA now has a seven-person team working around the world to monitor equipment manufacturing and ensure compliance with the ILCA Build Manual. The ILCA technical team will continue to audit builders and suppliers to make sure our equipment meets our class standards. Look for more information about the work of the technical team over the coming months.

As I’ve said before, ILCA was not a young class when it was first chosen for the Olympics, but it was certainly ready. Our class has opened the door to Olympic sailing for a host of new countries and continues to do so year on each year. The “ILCA Formula” of three rigs for one hull has developed into three distinct classes (ILCA 4, 6 and 7) serving sailors of different weight ranges. Our class provides a low-cost and high-performance pathway through age and weight growth and sailing development from the Optimist to the Olympics. This formula, along with our strong foundation in the one-design principle, has helped our class grow to where it is today – with well over 225,000 ILCA still in action today in over 120 countries.

The ILCA is the boat for life. It has a special charm that excites the holiday maker sailing off a sunny beach and technically challenges the racing sailor to continually develop boat and sail trim to get to the front of a racing fleet. The one-design rules are a great equalizer. When the competition is close, respect must be earned and the friendships that are born often last a lifetime.

Not everyone will make it to the front of an ILCA fleet, but the racing is fun and the lessons learned will always serve them well. Some will go on to try their hands at Olympic level competition in other classes. Many will continue to sail their boats at the club level and eventually move into Masters sailing where they will find new competition and friends on national and international circuits.

All of this is held together by the true strength of the ILCA Class - its members. In particular, as sailors we must always recognize and appreciate the many who share their love of ILCA sailing by volunteering their time to organize and run events and help to keep ILCA sailing the best racing to be found anywhere!

As a class we have something very special in sailing and I am profoundly grateful to have had the opportunity to serve you as the ILCA President over these past years.

Tracy Usher
ILCA President

In the pages of this handbook you will find an enormous amount of useful information:

- The ILCA Class Rules to help you understand what you can (and can’t) do to rig your boat for racing,
- Contact information for District Associations, Class Measurers, Class Officers and the ILCA office,
- ILCA guidelines and policies for major championship events,
- The ILCA Constitution to better understand the organization of the association,
- Useful hints and tricks gleaned from years of experience,
- And, finally, a list of all champions from ILCA World Championships to help provide incentive!
Go Sailing, Go Racing

Sailing is great but ILCA sailing is a little bit more special. You are completely in control, and when you want a challenge you go out in stronger and stronger winds until you are flying across waves and through spray, experiencing the most exhilarating ride of your life. When you are able to do that while comparing your skills against other sailors in competition, the excitement is multiplied. The simple joy of ILCA sailing is what launched the boat to success when it was introduced. And it is the fact that you can find active ILCA class sailors all over the world to sail with and compete against that keeps the ILCA dinghy the most popular boat of its type world wide.

If you need a little help learning about the boat there are a number of books and many on-line resources covering all aspects of ILCA sailing and racing. But for many of us, the best way to get to know your boat better is to go racing. It also means you can meet like-minded sailors.

Most of us start by racing in a local fleet. Contact the ILCA Association in your country for details about how racing is organised and where the nearest group of ILCA sailors are (see page 22 or check out the contact list on the ILCA website). Over 90% of ILCA racing takes place during a couple of hours in an evening or on a weekend. Most racing takes place from sailing or water sports clubs and you are almost certain to see a full range of experience at the local club where beginners and experts are welcome. Your club may even organise training weekends and bring in visiting coaches and you will certainly benefit from talking to and watching others.

After a while you may wish to enjoy a weekend or week away, sailing at a different venue against other ILCA sailors. This could be 50 or 500 kilometres away but for sure you will find other places to race. Again, your national ILCA class association can help you identify opportunities.

A National Championship is often the highlight of the annual racing calendar. These events usually are open to all comers and all levels of skill. You can experience the excitement of racing in a large fleet of between 30 and 100+ ILCA sailors. You probably will not become national champion (at least not at the first attempt) but you will certainly have a great time.

With the exception of most World and European Championships, ILCA racing generally has open entry and there are many national and international regattas you can go to with only a limited amount of experience.

In many countries there are events organised specifically for different ILCA rigs (ILCA 4, ILCA 6 and ILCA 7), as well as events for youth and master sailors. Some countries organise extra National Championships for these rigs and age groups.

Contact your national ILCA Class association to find out what activities are available. Check out the contact list on our website at www.laserinternational.org.
The ILCA Formula

A choice of rigs for different size sailors - 3 boats in one

- Are your children reaching the age when they want to go sailing in an ILCA by themselves?
- Does your husband or wife fancy the occasional sail in your ILCA?
- When you drive 2 hours to get to the water have you found it is too windy for you to go sailing?
- Are you too light to sail with the ILCA 7 rig?

The ILCA Formula is the answer to all these questions. By changing only the sail and lower mast an ILCA dinghy can be sailed comfortably in a great variety of wind conditions and provide exciting but controlled sailing even for sailors weighing as little as 35 kg. The ILCA Formula is a 3-rig option that has been adopted by a number of sailing schools as a simple and economical way for sailors of different size and ability to sail in a wide range of winds and reduce the amount of ‘down time’.

The ILCA 4 uses a short pre-bent lower mast to maintain a balanced helm and a sail area that is 35% smaller than the ILCA 7. It is ideal for the lighter weight sailor graduating from Optimist.

The ILCA 6 is the next step up in size. It uses a more flexible and slightly shorter lower mast together with a sail area 18% smaller than the ILCA 7. The ILCA 6 has a large following with national and international regattas and World Championships for Men, Women & Youth attracting as many countries and competitors as the ILCA 7. In addition to having a strong following among lighter weight sailors, the ILCA 6 is also used for youth, women and masters racing. Many countries support a full ILCA 6 Youth program.

The ILCA 7 can be sailed by any weight in light winds, but as the wind increases it is better suited to higher sailor weights.

Apart from the strong second hand market for the ILCA 7, there is an even stronger second hand market for ILCA 6 and ILCA 4 lower mast and sails as a separate package from the hull.

**ILCA 4**
- Sail Area: 4.70m²

**ILCA 6**
- Sail Area: 5.76m²

**ILCA 7**
- Sail Area: 7.06m²
Age Policy and Useful Information

WORLD CHAMPIONSHIPS - general
As a result of high demand, the majority of ILCA World Championships are allocated place events. The number of places a country receives for their sailors to participate in a World Championship is based on the number of paid members in that country.

YOUTH AGE CHAMPIONSHIP POLICY
The ILCA dinghy is widely used as a youth training and racing boat. The chart below illustrates a typical progression and suggested age limits for prizes at youth events. The stepped progression maintains interest throughout youth years for different rates of growth.

<table>
<thead>
<tr>
<th>Age*</th>
<th>12</th>
<th>13</th>
<th>14</th>
<th>15</th>
<th>16</th>
<th>17</th>
<th>18</th>
<th>19</th>
<th>20</th>
</tr>
</thead>
<tbody>
<tr>
<td>ILCA 4</td>
<td>UNDER 16</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ILCA 6 Youth</td>
<td>UNDER 17</td>
<td>UNDER 19</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ILCA 6 Women</td>
<td>UNDER 21</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ILCA 7 Men</td>
<td>UNDER 21</td>
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<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
</tbody>
</table>

* The age the competitor becomes in the year of the Championship
** The year in which the competitor must have been born FOR A 2023 CHAMPIONSHIP using this guide

Within these age limits there will be a wide variation in weight for a given age, therefore some overlap is necessary. The age bands for each rig show suggested main prize categories even when the total entry for a rig is starting together. In larger events, prizes for more age groups within the band limits may be awarded to generate even greater interest.

In general, ILCA recommends that youth events be held in ILCA 4 and ILCA 6. ILCA also supports an "Under 21" category (17 - 20 years old in the year of the championship) for the ILCA 7 Men and ILCA 6 Women categories.

In 2023 ILCA will organise Youth World Championships in the ILCA 6 and ILCA 4, following the above age limits, as well as an "Under-21" World Championship for the ILCA 7 Men and an "Under-21" World Championship for the ILCA 6 Women.

Competitors in Youth World Championships will normally be in the upper age limits and will be capable of sailing at a high level. They should be experienced in big fleets and able to sail well in all conditions, including waves and high winds. Entering a World Championship without experience and ability in all racing conditions is not recommended, especially if a sailor is not physically capable of handling the boat.

WOMEN - policy
ILCA's recommended policy is that Women's championships should be held in the ILCA 6.

For identification purposes, sails used at certain women’s events shall carry a red rhombus above the top batten pocket on both sides, see class rule 4(g).

Red rhombi shall conform with ILCA Rules, Part Two, section 4(g) RED RHOMBUS.

ILCA 4 - policy
Although the ILCA 4 is used primarily as a youth class, at times it may be appropriate to run “open” ILCA 4 regattas for lighter weight sailors of all ages. At these events, separate category prizes for youth and women should also be considered, in a format similar to the ILCA 6.
ILCA 6 - policy
With the exception of world and some continental championships most ILCA 6 regattas are mixed gender and ages. However, if there are two or more categories (e.g. category men, category women) with 35 or more sailors in each, then these categories should race separately and have separate prizes. Where there are separate prize categories, each category should be identified by either a masthead streamer or a colour band on the mast. When two or more categories race in one fleet, then the individual category results should be extracted from the overall results without rescoring.

MASTERS - policy, age limits and identification
ILCA's recommended policy for Masters events is that the sailor must reach the ages given in Fig. 1 (below), which shall be defined in the Notice of Race. The following colours in Figure 1 are recommended for identification bands on the mast below the gooseneck so that different category masters know who they are sailing with when they sail in mixed fleets. Overall prizes will be awarded in accordance with the ILCA Honour Award By-Law in each category.

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Masters Category</th>
<th>Fleet Colour</th>
</tr>
</thead>
<tbody>
<tr>
<td>30 to 44</td>
<td>Apprentice Master (7 / 6)</td>
<td>Green</td>
</tr>
<tr>
<td>45 to 54</td>
<td>Master (7 / 6)</td>
<td>Red</td>
</tr>
<tr>
<td>55 - 64</td>
<td>Grand Master (7 / 6)</td>
<td>Blue</td>
</tr>
<tr>
<td>65 - 74</td>
<td>Great Grand Master (7 / 6)</td>
<td>Yellow</td>
</tr>
<tr>
<td>75 and over</td>
<td>Legends (6)</td>
<td>White</td>
</tr>
</tbody>
</table>

HANDICAP NUMBERS
Sometimes we get asked: “What are the handicap numbers for ILCAs in mixed class racing?” The numbers used by the Royal Yachting Association (GBR) in their Portsmouth Handicap system are:

ILCA 7  1100  ILCA 6  1147  ILCA 4  1208

The numbers can be used for handicapping different ILCA rigs within a mixed fleet. To use the numbers, convert the elapsed time into seconds. Divide the elapsed time by the handicap number and multiply by 1000 to achieve a corrected time.

The handicap numbers work best on races around 100 minutes long. Further information on Portsmouth Numbers can be obtained on the internet at: www.rya.org.uk

Personal Handicaps
The handicap numbers take into account the difference in boat speed as a result of the different size rigs but take no account of an individual’s ability. If the finishes are timed, a personal factor can be applied to the handicap number so that each person has a Personal Handicap Number.

The handicap numbers are based on race times. In a theoretical race, where an ILCA finished in 60 minutes, an ILCA 6 should finish in 62 minutes 34 seconds if all the sailors were the same standard and made the same mistakes! A Personal Handicap can be introduced by adjusting the handicap numbers.
Personal Handicaps can be fixed for a set number of races or adjusted in any number of ways based on the performance of the last race. For example, if you win a race you are handicapped by 30 seconds in the next race. Second could be handicapped by 15 seconds etc. Similarly, the last placed boat could be given a handicap advantage of 1 minute, second to last 30 seconds etc. A simple time or place penalty system like this can also be used instead of handicap numbers.

It is best to keep race by race changes simple and restrict changes to a maximum of the first two and last two places.

If you decide on a Personal Handicap System don’t forget someone has to manage it so KEEP IT SIMPLE.

COACHING AND COACHES
The ILCA Class has been one of the most important platforms for developing sailing talent around the world. Many sailors who have had long and successful careers in ILCA sailing have become coaches to help develop the next generation of ILCA sailors.

On the ILCA website, we maintain contact information for a list of individuals, arranged by country, who have identified themselves as ILCA coaches. There is a good chance you can find someone in your part of the world who could provide coaching if you are looking for it.

If you are a coach and would like to be listed on the website, please send your contact details and other related information to the ILCA office: office@laserinternational.org

ADVERTISING/SPONSORSHIP
Advertising, including competitor advertising, is permitted in accordance with World Sailing Regulation 20 – Advertising code; except that the sail window shall be kept free of advertising or other graphic material (Class Rule 10). Information about Regulation 20 is available through the World Sailing Website at: http://www.sailing.org/documents/regulations/regulations.php

ANTI-DOPING

POLICY FOR TRANSLATING THE HANDBOOK
It is possible to translate the ILCA Handbook into your native language.

If you are interested in translating this handbook, please email your translation to ILCA at office@laserinternational.org. Once the translation has been approved, we will make the translated version available on our website.

If you have any questions or would like to translate this handbook, please contact the ILCA office.
What is ILCA?

The International Laser Class Association (ILCA) is a worldwide sailing organization specifically for owners of ILCA class sailboats and people interested in the sailing them. Like most sailing clubs it is run by volunteer sailors who employ staff to run a dedicated class office.

For easier administration the ILCA Association is divided into 4 main levels of activity, each with elected volunteers:

**FLEETS** - Normally sailing clubs or small groups of ILCA class sailors sailing together on a local basis. Fleet activities are normally co-ordinated by a Fleet Captain who has been elected by the sailors in that Fleet.

**DISTRICTS** - In North America these are single states or an amalgamation of states. For the rest of the world, district boundaries are normally the same as national boundaries, although occasionally small countries either amalgamate with other small countries or get looked after by larger countries. District activities are co-ordinated by a committee, elected by class members at the district's annual general meeting.

**REGIONS** - These are a number of districts grouped together on a continental basis. Regional activities are co-ordinated by officers elected by the District representatives.

**INTERNATIONAL (World Council)** – The World Council operates like the board of directors of a company. It is responsible for directing the work of the association and maintaining the objects of the association as they are expressed in the association's constitution. The World Council consists of the President and Vice President, the Chairman of each region, the Executive Secretary appointed by the council, a Treasurer, and two builder representatives. Our World Council is truly international, currently consisting of officers from around the world with a wealth of experience spread over all levels of sailing.

Contact information for the ILCA office, each Region and all active ILCA class Districts can be found on the contacts page of the ILCA website at www.laserinternational.org/contacts. Please do not hesitate to contact any officer if you need help or information about ILCA class sailing or the Association.
ILCA Goals
The objects expressed in the constitution of the association are:

• To enhance the enjoyment of ILCA Class sailboats and sailing.
• To provide a means of exchanging information among ILCA sailors throughout the world.
• To promote and encourage ILCA Class racing in all countries under uniform rules.
• To promote and encourage the sporting and recreational aspects of sailing.

ILCA’s Work
For the majority of members, the work done by Class officers is not directly apparent, but it is vitally important for the continuation of our class and the very existence of the ILCA sailboat as we know it. It is all too easy to go to a dealer, buy an ILCA, and go sailing with lots of other identical ILCAs without even thinking about how it all happened or if it will continue to happen.

The existence of a strong International Class Association is important to all ILCA owners, whether they are occasional weekend sailors or aiming for an Olympic gold medal. If you doubt this, think back to the reasons why you were originally attracted to the ILCA.

A good design?
ILCA cannot take credit for that. However, ILCA plays an important part in protecting that design and making sure it isn’t devalued by manufacturing changes. The construction of ILCA equipment is controlled by an agreement between the manufacturers, ILCA and World Sailing, and by the class rules. Monitoring this agreement is an important part of ILCA’s work.

Strict one design?
When the ILCA was first introduced a set of rules were drafted which, at the time, were very different to other existing classes. These other class rules listed a number of prohibitions, which led to developers trying out new ideas if the idea was not specifically prohibited. The result of this is that quite often older boats became outdated with a subsequent loss in value. The ILCA class rules are different in that they prohibit ANY changes unless the rules specifically allow a change. This means that a 10 year old ILCA is the same as a brand new one and, as a result, holds its resale value far better. ILCA plays an important part in keeping the class rules strictly one design by preventing changes and providing a measurement structure that maintains the one design.

Good racing?
The International Office of ILCA is responsible for organising World Championships for the class. Although these events may only involve a relatively small proportion of class members, the organisation of top quality championships has an effect on all sailors around the world. The qualification and training for major championships can only take place at lower level regattas. This results in increased participation at lower levels, which in turn attracts more people to the class. Standards that are set in sailing, racing and organisation at international level filter down throughout our organisation.

Good communication and website?
The amount and quality of communication throughout the ILCA Class is very important. ILCA maintains an active website (www.laserinternational.org) to keep members up to date with important announcement and news about ILCA sailing around the world and serve as repository for helpful information, class rules and historical records. The ILCA maintains a social media presence to engage with sailors worldwide through facebook, twitter and instagram. The office also sends out to all Districts world wide notices with information to be distributed to sailors. Many Districts send out their own newsletters or maintain a website with information of local interest. Sailors who have questions can easily contact their District representative or the ILCA office through the website. And District officers can of course contact the ILCA office for assistance on matters relating to the class.
Low price?
Mass production keeps the price of ILCA Class equipment relatively low. An active class association encourages more people into the class, therefore making mass production viable.

Activity
Whatever reasons made you become an ILCA Class boat owner, they are all a result of ACTIVITY. The Class Association plays an important part in promoting and maintaining this activity and keeping the ILCA at the top of the sailing world for sailors and sailing authorities.

The International Office, together with the regional and district officers, ensure a strong and healthy future for the ILCA.

The International Office also deals with correspondence and communications from individuals, fleets, sailing clubs, district committee members, national yachting authorities, the World Council, World Sailing and the various manufacturing plants - in fact anything concerning ILCA!

ILCA is working for each individual ILCA sailor no matter where they are in the world.

FINANCES
Being a large class, there is a considerable amount of administration. At District level, membership numbers are often so big that part time secretarial help is needed to assist the volunteer officers! Multiply the number of countries by 120 and add together all the memberships from each country, and it is easy to see why we need a full-time International Office.

Any club or association needs a small fee to cover costs. Your membership fee would normally include an amount for the district and sometimes regional administration, plus a contribution towards the international costs of the association. The international accounts are audited each year, and a summary income and expenditure account, including an accumulated reserve funds carried forward, is made available to members.

The association's finances and administration are independent of the builders, although we work closely together on a number of things. The World Council believes that our continued strength is related to having sound finances, therefore it aims to maintain a reasonable operating surplus each year, which is put in a reserve fund.
ILCA

- A self-administered international organisation
- Provides co-ordination, organisation and communication for the class worldwide
- Liaison with national and international authorities
- Maintains one design rules
- Protects the design and ensures consistency
- Monitors building agreements
- Self-funded
- Positively promotes ILCA sailing worldwide
- Publishes annual handbook
- Organises World Championships at international level
- Administers the class worldwide
- Sets the standard that others aspire to achieve

Website: www.laserinternational.org

The ILCA website contains a large amount of regularly updated information useful to ILCA owners and sailors, including:

- Event information for all ILCA Class world championships, including dates, allocations, Notice of Race, Charter Terms & Conditions and links to event venue websites.
- Full results, daily results and reports from all ILCA Class World Championships.
- Archive of results from ILCA World & Regional Championships since 1971.
- Facebook.com/intlaserclass / Instagram: https://www.instagram.com/ilca_sailing/
- Bid pages - want to host an ILCA championship? You can find all the bid documents for World championships online.
- Past issues of LaserWorld, are available for all to download or view online.
- Tips and How-to guides that can help you become a better sailor.
- Regularly updated list of addresses for ILCA contacts in each country.
Parts of the ILCA Class dinghy

Length overall: 4.23 m
Length waterline: 3.81 m
Beam: 1.37 m
Sail area:
  - ILCA 7: 7.06 m²
  - ILCA 6: 5.76 m²
  - ILCA 4: 4.7 m²
Nominal weight (with fittings): 58 kg
Positive flotation: 158.7 kg

Designed by Bruce Kirby
1. NAME
The name of the Association shall be ILCA, also doing business as the International Laser Class Association.

2. OBJECTS
The objects of the Association are:
(1) To provide a medium of exchange of information among ILCA sailors throughout the world and to enhance the enjoyment of sailboats that meet the ILCA class sailboat one-design class rules;
(2) To promote and develop ILCA class sailboat racing in all countries, under uniform rules; and,
(3) To encourage and foster the enjoyment of the sporting and recreational aspects of sailing.

3. POLICY
It shall be the policy of the Association to maintain the ILCA class sailboat as the epitome of a strict one-design class of sailboat.

4. JURISDICTION
The Association has authority over all activities of the ILCA class sailboat throughout the world, and its powers shall be vested in and carried out by the World Council, Regional Executive Committees, District Associations and Fleets as provided in this Constitution and any bylaws passed pursuant to the provisions hereof; all subject to and in accordance with the rules and regulations of World Sailing.

ORGANISATION
5. World Council
(1) The Association shall be governed by the World Council, which shall establish policy and provide oversight for the Association in fulfilling its Objects, and perform the other duties set out in this Constitution.

(2) Voting members of the World Council shall be the President, the Chairperson of each Regional Executive Committee from time to time holding office, the Builders' Representative to the World Council and any additional members appointed in accordance with clause 5.5 below.

(3) The World Council shall also include the following non-voting positions as active members and advisors: the Executive Secretary, the Treasurer, the Chief Measurer, the Chief Technical Officer, and any other member invited by the World Council.

(4) The World Council shall elect annually, by majority vote, from amongst its own members, both voting and non-voting, the President and Vice-President of the Association who shall hold office until they either resign or their successors are elected to office.
   a. If the elected President is a sitting Chairperson of a Regional Executive Committee or a World Council office holder, that person shall resign as Regional Chairperson or World Council office holder and serve solely in the role as the President of the Association.
   b. If the elected Vice-President is a sitting Chairperson of a Regional Executive Committee or a World Council office holder, that person shall not resign as Regional Chairperson or World Council office holder.
   c. The President will serve as the Chairperson of the World Council. In the absence of the President, or in the event of his or her inability or refusal to act, the Vice-President shall perform all the duties of the President.
   d. The Builders' Representative, the Executive Secretary, or any other paid staff member of the Association or a Builder shall not be eligible to hold the office of President or Vice-President of the Association.

(5) Any Region that represents more than 40% of the total membership of the Association may nominate an additional voting member of the World Council elected by the Chairpersons of the Districts of that Region.
   a. The Regional and total membership will be calculated annually and the additional Regional representative will serve an annual term beginning on the subsequent calendar year.
   b. If a Region's membership drops below 40% of the total membership of the Association, the additional Regional representative shall immediately resign from the World Council.

(6) The Builders' Representative shall be appointed annually by a majority vote of a representative from each of the approved ILCA builders.

(7) Each officer, advisor, committee member, and member of the World Council shall be a member of the Association.
(8) The World Council shall meet not less frequently than once per year. A quorum for any meeting shall be five voting members of the World Council.

(9) All World Council members shall comply with the ILCA Conflict of Interest Policy.

(10) The Executive Secretary shall be appointed by the World Council and shall hold office for such term and upon such conditions as the World Council shall decide. The Executive Secretary shall be responsible for the management of all business of the Association, subject to and in accordance with the Constitution, bylaws and the direction of the World Council, including
   a. the coordination of all inter-regional activities,
   b. the organisation of all activities relating to World Championships,
   c. liaison between the Association, World Sailing and all other yachting authorities, and
   d. liaison between the membership and the Chief Measurer.

(11) The World Council shall appoint, for such term as it shall decide, a Chief Measurer for the Association who shall rule on all questions and challenges relating to the ILCA Class Rules, and shall issue interpretations thereof as necessary. All such Interpretations shall be binding when duly published to the members of the Association until approved, rejected, or modified by decision of the World Council.

(12) The World Council shall appoint, for such term as it shall decide, a Treasurer for the Association who shall perform all duties incident to the office of treasurer and such other duties as may be required by law, by this constitution, or that may be assigned to him or her from time to time by the World Council.

(13) The World Council shall appoint, for such term as it shall decide, a Chief Technical Officer for the Association who shall be responsible for technical control and management of all ILCA approved Builders, managing and maintaining a register of all ILCA approved moulds, and such other duties as may be required by law, by this constitution, or that may be assigned to him or her from time to time by the World Council.

6. Regions

(1) The World Council may, as and when it deems it convenient for the administration of the affairs of the association within a substantial area where several Districts are or may be established, constitute such area as a Region.

(2) The World Council, upon establishing a Region, shall appoint a Regional Executive Committee comprised of a Regional Chairperson, Vice Chairperson, and Executive Secretary, to hold office until their successors are elected.

(3) The Regional Executive Committee shall have those powers, vested in the World Council by this Constitution (other than the power to amend the ILCA Class Rules or this constitution) as are specifically delegated to the Regional Executive by the Regional bylaw, including the power to appoint additional officers for such term as it may from time to time determine.

(4) The Regional Executive officers, other than the Executive Secretary, shall be elected annually by vote of the Chairperson (or other officer authorised by the Chairperson if he or she is unable to attend) of each District at the annual Regional meeting to be held at the head office of the Region or such other place as the Regional Executive Committee shall determine, and shall hold office until their successors are elected, and nothing shall preclude one of the District Chairpersons as also acting as the Regional Chairperson. Each officer shall be a member of the Association.

(5) The Regional Executive Secretary shall be appointed by the elected members of the Regional Executive Committee, and shall hold office for such term and upon such conditions as the Regional Executive Committee shall decide. The Regional Executive Secretary shall be responsible for the management of the business of the Region, subject to and in accordance with the Regional Executive bylaw and the direction of the Regional Executive Committee, including
   a. the co-ordination of inter-District activities and events,
   b. liaison with the Executive Secretary of the World Council,
   c. issuance of Fleet Charters,
   d. maintenance of all records of the Region, and
   e. maintenance of all membership records and information, unless such duties are delegated to the District Secretary.

(6) The World Council may subdivide a Region into one or more Regions, may amalgamate two or more Regions or may add Districts to or delete Districts from any Region from time to time as may be required for the effective administration of the Association.

(7) In the event that a Regional Chairperson shall be unable to attend any meeting of the World Council, the Executive Secretary of the Region or such any other member of the Regional Executive Committee nominated for that purpose may attend and represent the Chairperson and vote at such meeting of the World Council.

(8) Nothing shall preclude the Executive Secretary of a Region also serving as Executive Secretary of the World Council.

(9) The Regional Executive Committee may make bylaws, subject to the provisions of this Constitution and the Regional Executive bylaws of the World Council, for any purpose necessary to carry out the functions and responsibilities of such Region, and copies of all such bylaws as are from time to time passed by any Regional Executive shall be filed with the Executive Secretary of the World Council.
7. Districts

(1) The World Council, on the recommendation of a Regional Executive Committee where applicable, shall by bylaw establish Districts in distinctive areas deemed appropriate and relevant, having regard to all considerations, including geography, language, distance, and population, for the development of the ILCA class sailboat and the fulfillment of the objects of the Association.

(2) The World Council, upon establishing Districts, shall appoint District Associations comprised of a District Chairperson, a Vice-Chairperson, a Secretary, and a Treasurer, to hold office until their successors are elected.

(3) The District Association shall consist of the foregoing officers, and may appoint such additional officers to hold office for such term as it may determine. Each officer shall be a member of the Association.

(4) Each District shall be administered in accordance with and subject to the provisions of a Constitution of the District, approved by the World Council, or if the District has no Constitution, the District Association bylaw of the World Council; and the officers of each District Association shall be elected annually by the members of the Association within the District in accordance with the provisions of the District Constitution, or, in the absence thereof, the ILCA District General Bylaw.

(5) The boundaries of Districts may be varied by the World Council on the application of any District concerned, and one or more Districts may be amalgamated or any District may be subdivided into one or more Districts with the approval of the District Associations concerned.

(6) A District Association with the approval of the Chief Measurer may appoint a District Measurer for a District to assist the Chief Measurer in the conduct of his responsibilities and the enforcement of the ILCA Class Rules; and nothing precludes a District Measurer from acting as Measurer for more than one District. A District Measurer shall have the authority to rule on all questions and challenges relating to the ILCA Class Rules and Interpretations of the Chief Measurer, but may not issue Interpretations except with the prior approval of the Chief Measurer of the Association.

(7) A District Association may make bylaws, subject to the provisions of this Constitution, the Regional Executive bylaws, and the District Association Bylaw or District Association Constitution (as the case may be), for any purpose necessary to carry out its functions and responsibilities in the management of such District.

(8) If any District is within the jurisdiction of a World Sailing Member National Authority (“MNA”), the District Association shall, in addition to any other requirements of this constitution, be subject to the rules, regulations and directions of such MNA.

8. Fleets

(1) A Fleet may be granted a charter upon application to the Regional Executive Committee (or the World Council where the locality is outside a Region) by 6 or more members of the Association who are individual owners of ILCA class sailboats within any area or club deemed appropriate, having regard to the locality where regular racing activity is easily accessible to members of that Fleet.

(2) Notwithstanding the foregoing paragraph, 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 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 bylaws of the Association. Each officer shall be a member of the Association.

9. MEMBERSHIP

(1) Any person may become a member of the Association by making application to the Executive Secretary, or the appropriate Regional Executive Secretary or District Secretary, as the case may be, and payment of the prescribed Association dues, provided that he or she has not been disqualified from membership for cause by decision of the World Council or under suspension from membership.

(2) An application for membership implies that the applicant undertakes and agrees to be bound by the Constitution and bylaws of the Association upon being accepted to membership.

(3) A member of the Association ipso facto belongs to the District in which he or she normally sails, even though such place may not be his permanent residence; but such member, for valid reason and with the approval of both District Chairpersons, may select instead the District in which he or she has permanent residence.

(4) A member of the Association may become a member only of the Fleet in his District where he or she normally sails for the purpose of qualification, where required, for sanctioned events; and any dispute shall be settled by decision of the District Association, which decision shall be final.

(5) The World Council may grant honorary membership in the Association, for such period as it determines, to any person who, through special contribution to the Class or through special relationship to the Association, is considered meritorious.

(6) The World Council may grant an honorary life membership to any member who has achieved, in the opinion of the World Council, international stature as a result of his yachting achievements.

(7) An honorary and an honorary life member are entitled to full privileges of membership, but are not required to pay the annual dues of the Association.
(8) Membership in the Association shall not be open to any company, partnership, group or other association unless specifically authorised in any case or class of cases by the World Council; and the World Council may impose such terms, conditions or qualifications to any such membership as it shall deem appropriate.

10. FINANCES

(1) Association dues shall be in the amount determined by and shall be payable within the time prescribed by bylaw of each Region or District, as determined by the World Council, and shall include all amounts required for World Council, Region and District purposes as determined by each authority.

(2) The Association may ask for special contribution in addition to dues, provided any such contribution shall be for a specific purpose and shall not be mandatory.

(3) Dues shall be collected by the Regional Executive Secretary, but the World Council may direct the District Secretary to collect such dues under such terms and conditions as to reporting and accounting as may be required.

(4) The Association shall publish independently reviewed annual accounts including a balance sheet and profit and loss statement within six months of the end of its financial year.

11. SUSPENSION AND REMOVAL FROM OFFICE

(1) A member may be suspended by the World Council, on the recommendation of a District Association, for gross violation of the ILCA Class Rules or bylaws, for committing an unlawful act in relation to the Association or one of its members, or for any unsportsmanlike conduct contrary to the interests of the members of the Association. The duration of the suspension shall be fixed by the World Council and a suspended member shall during such period be precluded from racing or enjoying any other rights of membership.

(2) A World Council member, an officer or advisor of ILCA, a Regional or District officer, or other representative of ILCA may be removed from office by the World Council for a willful and unjustifiable act of commission or omission, or derogatory or unprofessional behavior or communications detrimental to the Association, the Objects of the Association, or to its members, employees or volunteers.

(3) Any action taken by the World Council under this clause requires a two-thirds majority vote.

12. APPEALS

Any dispute arising in relation to fleets, districts, regions, eligibility to race, interpretation of this constitution or the ILCA bylaws or similar matter, other than any dispute as to the interpretation of the ILCA Class Rules or any matter within the jurisdiction of the applicable racing rules, may be made to the World Council whose decision shall be final and binding.

13. TECHNICAL AND MEASUREMENT COMMITTEE

(1) The World Council shall appoint a Technical and Measurement Committee, the membership of which shall comprise the President, the Chief Measurer, the Chief Technical Officer and a Builders’ Representative.

(2) The committee shall be responsible for managing and amending the ILCA Build Manual and reviewing and making recommendations to the World Council on any proposed technical developments or changes to the ILCA Class Rules.

14. BYLAWS

The World Council may make bylaws for the purpose of carrying out the objects of this Constitution and of the Association and, without restricting the generality of the foregoing, may make bylaws

(a) amending the ILCA Class Rules , hereby established as bylaw 1 of the Association, as provided in paragraph 31 thereof;

(b) respecting the establishment of Regions, and the powers of the Regional Executive Committees;

(c) delegating specific powers of the World Council to Regional Executive Committees;

(d) respecting the establishment of Districts and the powers of District Associations;

(e) respecting the Constitution and bylaws of District Associations;

(f) respecting registration of members and collection of dues;

(g) respecting the measurement of boats and measurement fees;

(h) respecting the conduct of championship and other regattas, including the classification of regattas and the eligibility of members for major racing events;

(i) respecting the acceptance of deeds of gift of trophies; and

(j) respecting the procedures for meetings of the World Council and Regional Executive Committees, including the conduct of business by mail or other means of communication.

15. AMENDMENTS

Amendments to this Constitution shall require two-thirds majority approval by each of:

(a) the World Council, and

(b) the membership replying to a ballot published from the Head Office of the Association. Only those votes received within three months from the date of publication of the proposed change shall be valid.
Protecting the One Design Principle

An overview of the tools we have to protect the One Design Principle and how each member of ILCA can influence changes to the Rules and the ILCA Build Manual

The one-design principle is the most important asset of the ILCA. Its protection is therefore a prime concern for the class. A number of instruments are in place to assure that protection. The most important ones are the ILCA Build Manual (IBM) and the ILCA Class Rules.

The IBM is a proprietary, protected document that specifies the manufacturing procedures, standard plugs and tools as well as the raw materials and parts supplied by third parties for the hull, sails and spars. Periodic factory inspections by the class make sure that the manual is strictly adhered to by the builders. These factory inspections are the "measurements" in the traditional sense of sailing. The class rules specify that nothing can be changed by a sailor on the hull, sail and spars except what is specifically and positively allowed by the rules. At major ILCA regattas, there is no measurement in the traditional sense. Instead, a simple inspection is made to assure that only original parts are used and that the boat is rigged according to the rules.

The one-design principle means that all ILCA Class boats produced by the approved builders are the same. There should be no differences in performance, quality and fittings used between boats from different manufacturers. The IBM is the instrument to assure this. It defines in detail the manufacturing procedures, the materials used and the quality assurance procedures mandatory for each builder.

Several years ago, the ILCA undertook a major revision of the IBM to bring it into compliance with current practice. Wherever possible tolerances were reduced, more detailed descriptions were added and the whole manual was put into a properly secured electronic form. The IBM is continuously reviewed as part of an ongoing process to further tighten tolerances and specifications where possible.

During the revision of the IBM much thought was given to the basic principles on how the ILCA should evolve. The following principles were approved by all the builders and the ILCA and are now part of the IBM:

**Evolution in quality and ease of use:**
The builders have made and will continue to make a sustained effort to improve the quality, durability and ease of use of the ILCA – but without changing its basic performance. Where tolerances exist in the quality assurance procedures for incoming materials and for the manufacturing process, a continued effort will be made to reduce them, but avoiding significant cost increases.

**The concept of a "lead builder":**
For each proposed project a “Lead Builder” will be nominated, who will report periodically to the other builders and ILCA. Changes can only be introduced after the appropriate testing and with the approval of all of the parties concerned.

Between 2022 to 2024 the Technical team has over quadrupled - Along with the 10 approved builders, this team has improved the quality of the ILCA dinghy to exceed the expectations of World Sailing and all levels of sailor. This has involved a continuing further refinement of the specifications, tooling, materials and procedures within the IBM.
Availability of options in materials and fittings:
If the IBM or the class rules allow options in the fittings, boat parts and material used, then all
options should be made available worldwide at the same time and at comparable prices.

Evolution of the ILCA Class dinghy:
Allow only for changes that are not too expensive, do not affect the performance of the boat and
can be easily fitted by a sailor without professional help.
Parts or fittings that have been produced in compliance with the IBM and are therefore legal
under the rules cannot be subsequently made illegal, but restrictions on the use of particular
equipment (in the interest of minimising differences) may be made.
The control of the adherence to the IBM is governed by the Approved Builder Agreement which
defines the procedures for the periodic factory inspections by the class and the measures
necessary in case of deviations. This agreement, alongside the Class Rules, holds the whole
“ILCA one-design system” together.

The Rules:
The basic principle is that nothing can be changed by a sailor on a ILCA Class dinghy, which was
built according to the tight specifications of the IBM. Only a few changes, which are positively
described in the rules, are allowed. The rules also describe how a boat must be rigged to be
class legal. Sometimes a rule may seem ambiguous, with different people disagreeing about the
meaning of a rule. In these situations, the Chief Measurer of the Class publishes in the Handbook
as well as on the ILCA website interpretations to certain rules. Some of these interpretations
may end up becoming a permanent part of the class rules through the rule change process.
Over the years changes have been made to the ILCA and the IBM and the rules have evolved.
When considering changes, the class and the builders have been very careful that:

- The changes do not affect the basic performance of the boat, but
- Only the ease of use, durability and safety were improved and
- Older parts, fittings and sails remain legal

How can each member of ILCA influence these changes?
Firstly, be aware that only changes which improve the ease of use, durability and safety of the
boat, have the chance to be passed.

Rule changes:
If you have a good idea for a rule change, talk first to some other sailors and also to class
officials to see whether they share your opinion. If this is the case, then formulate the rule
change as precisely as possible and add a justification. Next, send your proposal to the ILCA
office. Proposals will be forwarded to the Chief Measurer and the members of the Technical and
Measurement Committee who, after considering the proposal, may put the matter before the
World Council. Finally, if the World Council and the Advisory Council agree, the rule change must
be approved by two thirds of the membership. It may seem like a lengthy process but it helps
insure that the one design nature of the class is maintained while still allowing for improvements
in ease of use, durability and safety in order to enhance our sailing and racing experience.

Changes in the ILCA Build Manual:
In view of the protection of the one-design principle, there is always much hesitany to change
the IBM. Any change must have clear and important advantages in terms of usability, quality,
durability or safety. Any proposal must be duly justified.
The best way to get some attention is to present a detailed proposal to the Technical and
Measurement Committee through the ILCA Technical Officer, Clive Humphris, e-mail: technical@
laserinternational.org.) Be aware that any change requires the unanimous approval by all the
builders, the International Laser Class Association and World Sailing, but is not subject to a
member vote. Despite the high hurdles a change must overcome before it can take effect, there
are several examples in the last few years of important changes that were initiated by ILCA
members. If you have a good idea for improving the Class boat, do not be scared away by this
process.
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Boat Care - Stresses and Strains

The ILCA dinghy has an excellent record of durability, but like any piece of equipment it can break if overstressed. Weight for weight it probably has one of the strongest constructions of any boat of its type, a fact we are all aware of on occasions when we see ILCAs over 20 or more years old, sailing happily when other boats are retired to the scrap heap. Further, the ILCA has proved itself in very strong winds when other classes are reduced to wreckage. It never ceases to amaze us to see ILCAs sailing in 40 knots plus.

Over the years, small changes have been made to the boat to strengthen it as we sail in increasingly challenging conditions. However, there is a limit to the number or kind of changes that can be made before performance is affected.

Mast

When the ILCA was introduced, and for many decades after, the two part aluminium mast design involved a trade-off between strength, stiffness and weight. Any increase in strength of the mast would dramatically affect stiffness and therefore performance, which would be totally undesirable.

Today, many ILCA masts are produced from composite materials, and aluminium spars are made to a very high manufacturing standard in the for the specified wall thickness. Within this standard the Class requirements demand an even tighter tolerance. Even with this high standard it is possible, when sailing, to stress the mast beyond its yield point which causes a permanent bend.

Some of the biggest causes of bending are sailing with a lot of boom vang on and:
1) capsizing at speed;
2) catching a wave with the boom end, either offwind or while gybing; or
3) sailing into the back of a wave causing rapid deceleration.

Recognising these causes tells us that it is very important to release the boom vang before sailing offwind, ideally just before you round the windward mark. In strong winds, this will reduce the risk of bending with the added advantage that you will open up the leech of the sail which is fast for offwind work! As a guide for letting off the boom vang, trim the mainsheet tight until the rear boom and traveller blocks are just touching then release the vang until there is no pressure on it.

While the above can help you reduce the chance of causing a permanent upper mast bend, sailors seem intent on pushing the ILCA harder and longer in ever more challenging conditions.

In 2017 Class equipment manufacturers introduced a class approved composite upper mast section. The composite mast, while having performance characteristics similar to the aluminium top mast, is not subject to permanent bending. Like any piece of sailing equipment, it is not indestructible, but the composite top mast should provide sailors with a longer mast life and consistently reliable performance when out racing, training or pleasure sailing. The composite ILCA 6 lower mast was introduced in 2020 and is class legal for competition.

Rudder and Tiller

Rudders and tillers like everything else are not indestructible. On the very few occasions when we have seen damage to either the rudder or the tiller, it has been caused by trying to bear away at speed while the ILCA is heeled to leeward. When an ILCA is heeled over it takes on severe weather helm. If you try and bear away whilst heeled, you place great loads on the rudder and tiller. The simple answer is to bring the boat upright first before attempting to bear away. This can be done by either hiking more and/or releasing the mainsheet.
One of the attractions of the ILCA Class for most owners is that the class rules are very strict and that the boat is one design. The Class 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 manufactured 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 ILCA 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 an ILCA Class boat - 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 Class 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 Class boat 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 against the rules. 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. ILCA takes a very strong line with competitors who do not sail according to the Class rules. There have been cases in the past where sailors who have sailed with illegal boats have been banned from competing in ILCA Class events. 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 ILCA 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.

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ILCA By-Law 1: Rules (Parts one to five inclusive)
Valid from 1st January 2023. Cancels all previous rules and interpretations.

RECENT CHANGES:
1 January 2023
Rule 24 modified to allow heat shrink tube.
1 January 2020
Definition of Builder modified. Other class rules affected by this rule change were modified to be consistent with the amended definition of Builder.
1 January 2019
Part One modified to clarify that all sails used in competition shall have an ILCA supplied sail button to be class legal. (previous interpretation.)
Rule 3(b) modified to remove the restriction on the use of aramid fibre rope for control lines. (previous interpretation)
Rule 3(b)(ii) modified to allow for local variation in thickness of control lines that is not specifically restricted to tapering. (previous interpretation)
Rule 3(b)(vi) modified to enable clam cleats to include a through hole attachment point. (previous interpretation)
Rule 19(a) modified to clarify that mast step abrasion tubes or collars may be in separate pieces. (previous interpretation)
Rule 31 modified to shorten the rule voting process from six months to one month and removing "votes to be sent by post".
1 January 2017
Rule 22 Compasses, Electronic Equipment and Timing Devices modified to allow use of digital compasses that are not GPS enabled.
New Rule 28 Added to allow boat or body mounted cameras.
Rule 3(f)(vi) modified to remove restriction on the attachment points of the shock cord inhaul.
Rule 17(c) modified to allow for the addition of one cleat and one turning point in the hiking strap support line that are not attached to the hull or hiking strap.

INTRODUCTION
The principle of the ILCA 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 ILCA Class Rules shall govern.

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

FUNDAMENTAL RULE
The boat shall be raced in accordance with these Rules, with only the hull, equipment, fittings, spars, sail and battens manufactured by a World Sailing and International Laser Class Association (ILCA) approved builder in strict adherence to the boat design specification (known as the Construction Manual) which is registered with World Sailing.
No addition or alteration may be made to the hull form, construction, equipment, type of equipment, placing of equipment, fittings, type of fittings, placing 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 boats 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.
Boats with sail numbers from 148200 shall display a unique World Sailing 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.

SAIL IDENTIFICATION
Sails manufactured after 1 January 2001 shall have attached near the tack of the sail an ILCA authorized sailmaker button purchased from the International Laser Class Association. ILCA 7 MKI sails shall have orange buttons and ILCA 6, ILCA 4 and ILCA 7 MKII (cross-cut) sails shall have red buttons.

DEFINITION OF BUILDER
A Builder is a manufacturer that is manufacturing the hull, equipment, fittings, spars, sails and battens in strict adherence to the Construction Manual, and has been approved as a Builder by each of World Sailing 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 a World Sailing 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 World Sailing.

3. CONTROL SYSTEMS, CONTROL LINES AND FITTINGS
(a) Control System Definitions
i The Cunningham,outhaul,vang,traveller and mainsheet are the Control Line Systems. The Cunningham,outhaul and vang Control Line Systems may include more than one Control Line as allowed in Rules 3(d), 3(e) and 3(f) i. Each Control Line shall be a single piece of uniform thickness and material. A line is a Control Line if any of the line moves along its axis during adjustment of the Control Line System. A line that exclusively attaches items together is a Tie Line.
ii For the purpose of these definitions, the Standard Fittings are the:
Plastic cunningham fairlead Vang cleat block
Plastic cunningham clam cleat Vang key block
Plastic outhaul clam cleat Vang key
Plastic outhaul fairlead Plastic traveller clam cleat
Plastic traveller fairleads Mainsheet block

© ILCA Valid from 1st January 2023
iii An “Optional” fitting is a fitting or block that replaces, or is additional to, a Standard Fitting as allowed by these Rules.

iv A “Builder Supplied” fitting replaces a Standard Fitting, and is supplied only by the Builder, as allowed by these Rules.

v A “Turning Point” is a sheave (pulley) in a block, a rope loop, a rope loop reinforced with a thimble, the outhaul fairlead, a 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, and the “Optional” cam cleats attached to the “Builder Supplied” deck cleat base will not be counted as “Turning Points” in Rules 3(e) and 3(f).

vi When an “Optional” block, or shock cord is attached to a fitting, line, mast, boom or the sail, it may be attached either with or without a shackle, clips, balls, hooks and/or a tie line.

(b) Control Lines and Fittings

i. Control lines shall be natural or synthetic rope.

ii. Control lines shall be of uniform thickness, but may vary in thickness for the purpose of a splice at the load bearing attachment point.

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 cunningham, vang or outhaul control systems, shall have sheaves of diameter not less than 15 mm and not more than 30 mm.

Thimbles allowed to reinforce rope loops used as “Turning Points” in the cunningham, vang and outhaul control line systems shall not exceed 40mm in length.

v. Only single or double “Optional” blocks shall be used. A single block means a block with one sheave; a double block means a block with two sheaves. “Optional” blocks may include a becket, a swivel and/or a shock cord.

vi. The fairleads and clam cleats may be replaced in the same position with an identical size and shape fitting. Clam cleats may include a through hole attachment point.

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 which may have one or two single “Optional” blocks attached.

“Optional” blocks shall not be attached to the cunningham fairlead.

Either the cunningham fairlead alone, or the “Builder Supplied” deck block fitting with single “Optional” block(s) attached may be used to lead the cunningham and/or outhaul control lines to the deck cleat(s)

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) Control lines shall not be tied to any of the cunningham fairlead, the “Builder Supplied” deck block fitting and the “Optional” blocks attached to it, the cunningham clam cleat or the “Builder Supplied” deck cleat base and the “Optional” cam cleats, cleat bridge and fairleads attached to it.

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 shock cord (except mainsheet).

xi. To secure the mast in the event of a capsize, a loose retention line or shock cord (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.

xii. Reference points (marks) may be placed on the deck, spars and ropes.

(c) Mainsheet – also see Rules 3(a) & 3(b)

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, or tied, so that the end of the mainsheet cannot pull through the mainsheet block. 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 shock cord. This option, if used, satisfies the knotting requirement in 3(c).

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 – also see Rules 3(a) & 3(b)

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:

b) The fitting shall be attached directly to the mast tang.
c) The fitting shall not be modified in any way.

(e) Cunningham – also see Rules 3(a) & 3(b)
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 attached to any of the mast, gooseneck, mast tang, swivel or shackle that may be used to attach the vang cleat block to the mast tang, the cunningham attachment point on the "Builder Supplied" vang cleating fitting or the becket of an optional becket block fixed on the cunningham attachment point on the "Builder-supplied" vang.

The cunningham control line shall pass through the sail tack cleat as a moving line.

The sail tack cleat shall be at least one of the maximum of 5 "Turning Points" permitted by Rule 3(e)i.

iii. Additional purchases may be obtained using rope loops, "Optional" blocks and using any of the boom, sail tack cleat, 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 fairlead or "Optional" single block attached to the "Builder Supplied" deck block fitting and shall pass only once through the "Optional" cam cleat attached to the "Builder Supplied" deck cleat base.

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

(g) Clew Tie Down – also see Rules 3(a) & 3(b)
i. The clew of the sail shall be attached to the boom by either a tie line or a webbing strap with or without a fastening device 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. An additional outhaul extension tie line may be added between the clew of the sail and the outhaul or the quick release system.

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

(h) Traveller – also see Rules 3(a) & 3(b)
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. A splice that does not extend through the nearest traveller eye may be used at the non-free end.

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

4. SAIL REGISTRATION NUMBERS, NATIONAL LETTERS AND NATIONAL FLAG

(For ILCA 6 and ILCA 4 sail number positions please see part 4 rule 29(e) and 30(e))

(a) For boats up to sail number 148199, the sail number is a number moulded into the deck under the bow eye or into the transom, or displayed on a
After 1st March 1998 - sail numbers and national letters shall be solid and easy to read. Each sail number digit shall be of one colour only. Sail numbers shall be regularly spaced. Width 200 mm (excluding digit 1). Height 300 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.

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.

(For additional guidance, see the Instructions for Applying Sail Numbers on p. 45 along with accompanying diagrams on pp. 52 - 55).

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).

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 boat 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 boat. When the competitor does not own a boat, the number used on the sail shall be the number of the boat chartered.

iii. when a sail is damaged during a series and Rule 7(c) 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.

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:

The letters on the starboard side of the MKI sail shall be placed along the top edge of the seam below the bottom batten pocket (+ or - 12 mm), for the MKII sail on a Base Line 400mm (+ 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, which may be one of the colours of the digits of the sail number, or another distinctive colour (also see diagrams on pages 52-55).

National Letters shall be required at all World Championships, Regional Championships and events described as international events in the notice of race or sailing instructions. National Letters may be required at any other regatta by the notice of race or sailing instructions.

RED RHOMBUS

i. Sails used in the following women’s events shall carry a red rhombus above the top batten pocket on both sides:

- a. World or regional (continental) championships.
- b. Events described as “international events” by the Notice of Race or Sailing Instructions.
- c. Other events that prescribe in the Notice of Race or Sailing Instructions that women competitors should be identified.

ii. The minimum size and approximate position shall comply with diagram on page 36.

iii. The rhombus may be retained for racing in other events.

NATIONAL FLAG

If required by the Notice of Race and the Sailing Instructions, a national flag with a nominal size of 567 x 337 mm shall be applied to both sides of the mainsail. For the ILCA 7 and ILCA 6 sails, flags shall be positioned such that the aft edge of the flag is within 100 and 150 mm of the leech and between the sail numbers and the batten pocket below the sail numbers. The flag shall be approximately parallel with the sail numbers and letters and shall not touch the numbers. For the ILCA 4 sail, the flag shall be positioned within 100 and 150 mm of the leech but below and within 50 mm of the bottom batten pocket. The flag shall be printed on separate material applied to the sail. The use of permanent ink pens or similar to make a national flag is forbidden. The national flag shall correspond to the national letters.

5. MAST

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

6. CLOTHING AND EQUIPMENT

(a) For the purposes of RRS 50.1 (b) the maximum total weight of competitors’ clothing and equipment shall be 9kg (for ILCA 6 and ILCA 4 rigs please see part 4).

(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 boat shall be raced with either one or two persons aboard.

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

(b) No part of the helmsman or crew may be placed forward of the mast while racing.

(c) 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.

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 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 ILCA Association duly established in accordance with the Constitution is a member of the International Laser Class Association).

10. ADVERTISING
Advertising, including competitor advertising, is permitted in accordance with World Sailing Regulation 20 - Advertising code; except that the sail window shall be kept free of advertising or other graphic material.

[Note: For information about World Sailing Regulation 20, see: http://www.sailing.org/documents/regulations/regulations.php]

PART THREE
OPTIONS & EXCEPTIONS TO PARTS ONE & 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. TRANSMOUNT DRAIN BUNG
A retaining line may be attached to the transmount 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. 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. The builder-supplied o-rings may be substituted with non builder-supplied alternatives provided the basic function of the bailer is unchanged.

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. A plastic/rubber tube and/or tape are permitted on the handle of the centreboard.

(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.

(d) One layer of any material of maximum 2mm thickness and of a maximum size of 30mm x 30mm may be applied at the top front corner of the centreboard case. Vertical cuts are allowed in the material to allow the material to conform to the shape of the centreboard case.

(e) A wood centreboard shall not be used on a hull that was originally supplied with a non wood centreboard.

(f) 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 capsize. 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. When the shock cord is attached to the bow eye it may also pass through an attachment to the “Builder Supplied” deck block fitting or the cunningham fairlead.

(g) 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.

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 blade and/or rudder head holes may be enlarged up to a maximum diameter of 10mm. The rudder bolt and bush set may be replaced with a larger diameter bolt to fit this hole. The bolt head, nut and washers shall fall within a 20mm diameter circle.

(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 may 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.
(i) A wood rudder shall not be used on a hull that was originally supplied with a non wood rudder.

(j) 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.

(k) Padding of uniform thickness may be used in the gap between the rudder blade and rudder head. This padding must cover completely the part of the rudder blade that comes in contact with the rudder head. The thickness of the rudder blade plus the padding must not exceed 20.3mm.

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, hook, pin or eye to secure 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 to either the traveller cleat, or the hiking strap eye straps at the aft end of the cockpit.

(d) A shock cord 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. The maximum width of the soft strap shall be 26mm. The soft strap shall only be fixed to the boom using the holes drilled by the builder as shown in the diagram below.

(c) Traveller and Boom mounted mainsheet blocks may be replaced with the “Builder Supplied” blocks shown in the photo.

19. MAST

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

(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.

(d) Flexible adhesive tape may be applied to the outside of the joint of the upper and lower mast sections to a limit of 40mm above and below the joint to prevent rotation of the mast sections at the joint.
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, around the mast or boom.

22. COMPASS, ELECTRONIC EQUIPMENT AND TIMING DEVICES
(a) One compass mounted on any part of the deck or the cockpit is permitted if the hull cavity is not pierced by anything other than the fasteners. Compasses may not be fitted to inspection ports.
(b) An additional wrist mounted compass is permitted. Electronic, self-contained, digital compasses using only magnetic input are permitted.
(c) A timing device and electronic compass may be integrated in the same device.
(d) A compass or timing device must not be capable of displaying, delivering, transmitting, receiving, calculating, correlating or storing information about wind speed, wind direction, boat speed or boat position.
(e) Any use of electronic equipment not specifically allowed in the rules is prohibited unless the rules are modified by the sailing instructions.

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 AND LINE
The use of flexible adhesive tape or similar, line or heat shrink tube is permitted to secure shackle pins and clips, and to bind sheets, control lines and rigging, except that tape or line shall not be used to construct new fittings or modify the function of 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 includes the replacement of fasteners (screws, bolts, nuts, washers and rivets) provided the replacement does not alter the function of the fitting. The tolerances of the Measurement Diagrams shall not be used to alter the position of fittings. In addition the reversing of spars is permitted if the fittings are replaced in accordance with the Measurement Diagrams. Any holes in the top section of the mast shall be 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) Any flotation equipment (flotation foam blocks or Cubitainer inserts) that is defective or has been removed shall be replaced by fully air filled, builder supplied, Cubitainer inserts which shall have an equal volume to the defective or removed flotation equipment.
(f) The use of lubricants is unrestricted except that they shall not be used on the hull (below the gunwales).

Part 4 of these rules shall be read in conjunction with the remainder of the Class Rules. When the ILCA 6 or the ILCA 4 rigs are used the Rules of Parts 1, 2, 3 and 5 of the ILCA Class Rules apply except where specifically amended by Part Four.

29. ILCA 6 RIG
(a) The ILCA 6 sail and bottom mast as supplied by an approved Builder shall conform to the measurement diagrams which form part of these Rules.
(b) The ILCA 6 rig may be used in any class regatta subject to the conditions in 29 (c) and any restrictions in the Notice of Race and Sailing Instructions.
(c) The ILCA 6 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 ILCA 6 rig shall not be changed for a ILCA 7 or ILCA 4 rig. A series is 2 or more races that count towards an overall points total.
(e) SAIL REGISTRATION NUMBERS & NATIONAL LETTERS
Rules 4(c) and (f) shall be amended to read as follows:

For ILCA 6 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.

For additional guidance, see the Instructions for Applying Sail Numbers on p. 51 along with accompanying diagrams on pp. 52 - 55.)

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, which may be one of the colours of the digits of the sail number, or another distinctive colour.
National Letters shall be required at all World Championships, Regional Championships and events described as international events in the notice of race or sailing instructions. National Letters may be required at any other regatta by the notice of race or sailing instructions.

(f) CLOTHING AND EQUIPMENT
Rule 6(a) shall be amended to read as follows:
6(a) For the purposes of RRS 50.1(b) the maximum total weight of competitors clothing and equipment shall be 9 kg.

30. ILCA 4 RIG
(a) The ILCA 4 sail and bottom mast as supplied by an approved Builder shall conform to the measurement diagrams which form part of these Rules.
(b) The ILCA 4 rig may be used in any class regatta subject to the conditions in 30 (c) and any restrictions in the Notice of Race and Sailing Instructions.
(c) The ILCA 4 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 an ILCA 4 rig shall not be changed for a ILCA 7 or ILCA 6 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 ILCA 4 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 digit 1.
Thickness 30 mm.
Note: Optimist Class legal numbers conform to this rule.
The maximum height to conform is 240 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 digit shall be one colour only.
The numbers shall be solid and easy to read.

4(c) For ILCA 4 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 a line placed 270mm (0 to +12mm) below and parallel to the seam below the bottom edge of the middle batten pocket. The port side numbers shall be placed along a line 270mm below and parallel to the bottom of 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.

(For additional guidance, see the Instructions for Applying Sail Numbers on p. 51 along with accompanying diagrams on pp. 52 - 55).

4(f) National letters, if required, shall conform to the same type, size, spacing and requirements as ILCA 4 numbers (refer rule 29 (e) 4 (b)).
For all ILCA 4 sails with numbers from 190000, and for sails purchased from 1 April 2006 onwards, The bottom of the starboard side letters shall be placed along a line 270mm (+12mm) below and parallel to the bottom of the numbers on the port side and start 100mm (+ or -12mm) from the leech. The bottom of the letters on the port side shall be placed along a line 270mm (+12mm) below and parallel to the bottom of the letters on the starboard side and finish 100mm (+ or -12mm) from the leech.
For ILCA 4 sails with numbers under 190000 that were purchased before 1 April 2006, they may be placed as above or along the same line, 270mm below and parallel to the bottom of the numbers on the port side, on opposite sides of the sail. The letters on the port side shall be closer to the leech than those on the starboard side, with the port side letters finishing 100mm (+ or - 12mm) from the leech.
National Letters shall be required at all World Championships, Regional Championships and events described as international events in the notice of race or sailing instructions. National Letters may be required at any other regatta by the notice of race or sailing instructions. The letters shall all be the same colour, which may be one of the colours of the digits of the sail number, or another distinctive colour.

(f) MAST
Rule 5 shall be amended to read as follows:
5 The ILCA 4 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) For the purposes of RRS 50.1(b) the maximum total weight of competitors clothing and equipment shall be 8 kg.

PART FIVE
31. 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 casting a vote in response to a ballot published by the International Office of the Class. Only those votes submitted within one month from the date of publication of the rule change ballot shall be valid, and
(d) World Sailing.
1. Approved compasses that meet the requirements of Rule 22. Compass, Electronic Equipment and Timing Devices. A list of approved compasses can be found on the ILCA website - please go to the "Interpretations" tab under "ILCA Class Rules".

2. Repairs and Maintenance: Sailors may apply anti-abrasion material at the traveller fairleads to prevent wear of the deck as a form of preventative maintenance under rule 26(a).

3. Hiking Strap: A sheaveless block, such as the “shock block” or equivalent, will be considered a ring for the purpose of rule 17(c).

4. In accordance with ILCA Class Rule 22e, the use of heart rate monitor with no additional function or capability is permitted. The heart rate monitor device shall comply with Class Rule 22.

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Instructions for Applying Red Rhombus For Women's Events

Sails used in the following women’s events shall carry a red rhombus above the top batten pocket on both sides:

- a. World or regional (continental) championships.
- b. Events described as “international events” by the Notice of Race or Sailing Instructions.
- c. Other events that prescribe in the Notice of Race or Sailing Instructions that women competitors should be identified.

The minimum size and approximate position shall comply with diagrams below. The rhombus may be retained for racing in other events.
All dimensions shown in millimetres

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

Mainsheet block shall be attached to eyestrap in position A. Centreboard Brake shall be attached in position B. Centreboard Brake in diagram 1 may be replaced with the builder supplied Centreboard Brake shown in diagram 2.

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

Eyes at aft end of cockpit.
ILCA 7, ILCA 6 & ILCA 4 MAST TOP SECTION

MAX 3600 (INCLUDING TOP PLUG)

305 +/- 5

ILCA 7, ILCA 6 & ILCA 4 BOOM

MAX 2740

AFT EDGE OF FITTING

1186 +/- 12

1047 +/- 25

1653 +/- 12

71 +/- 12

25 MAX, 8 MIN TO AFT EDGE OF FITTING

MAX 482

AFTERMOST PART OF FITTING

All dimensions shown in millimetres (not to scale)
ILCA 7 CLASS MKI SAIL & MAST BOTTOM SECTION

All dimensions shown in millimetres (not to scale)

Luff ½ foot and Leech measurements to be taken from front corner of luff sleeve.

MAX 965
¾ LEECH

MAX 1720
½ LEECH

MAX 2330
¼ LEECH

MAX 5130
LUFF MAX

MAX 495
½ FOOT MAX

MAX 2740
FOOT MAX

MAX 5570
LEECH MAX

MAX 640
MAX 640
MIN 620
MIN 620

MAX 600
MIN 450
MIN 430

MAX 2865 (INCLUDING BASE PLUG)

LOWEST PART OF FITTING

MIN 445
945 +/- 5

For Concave Batten Caps please see page 43

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Valid from 1st January 2023
ILCA 7 CLASS MKII SAIL & MAST BOTTOM SECTION

All dimensions shown in millimetres (not to scale)

Luff ½ Foot and Leech measurements to be taken from front corner of luff sleeve.

BATTENS (TAPERED)

To be used exclusively on the Standard MKII Sail.

½ LEECH
MAX 1760

¾ LEECH
MAX 990

¼ LEECH
MAX 2345

FOOT
MAX 2750

LEECH
MAX 5555

½ FOOT
MAX 5340

LUFF
MAX 5120

MAX 2865 (INCLUDING BASE PLUG)

MIN 445

945 ± 5

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Valid from 1st January 2023
Luff ½ foot and Leech measurements to be taken from front corner of luff sleeve.

For Concave Batten Caps please see page 43
Luff and Leech measurements to be taken from front corner of luff sleeve.

For Concave Batten Caps please see page 43

© ILCA
Valid from 1st January 2023
Concave Batten Caps
For ILCA 4, ILCA 6 and ILCA 7 MKI (Cross Cut) Sails
Not applicable for ILCA 7 MKII Sails

The diagrams below illustrate the methods to be used for the measurement of battens using both classic and concave end caps. Please see pages 39-42 for full sail and bottom section diagrams.

- **BATTEN MEASUREMENT LENGTH WHEN USING TWO CLASSIC END CAPS**
  - 400 mm MAXIMUM FOR TOP BATTEN
  - 600mm MAXIMUM FOR LOWER BATTENS

- **BATTEN MEASUREMENT LENGTH WHEN USING ONE CLASSIC END CAP AND ONE CONCAVE END CAP**
  - 400 mm MAXIMUM FOR TOP BATTEN
  - 600mm MAXIMUM FOR LOWER BATTENS

BATTEN LENGTH IS MEASURED TO THE MIDDLE OF THE CONCAVE END CAP
ILCA By-Law 2:
District General By-Law

1. NAME
The name of the District Association shall be the (Name or Geographic Designation) .......... ILCA 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 ILCA Sailors in the District;
(b) to promote and develop ILCA 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 ILCAs 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) 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,
(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.

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

2. (a) Hull
The part of the hull of the boat 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 boats, chosen by the Technical Committee as random samples, shall be measured in the same manner. The Technical Committee shall select, if possible, boats 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 boat shall be disqualified if the difference between the mean value so determined and the measurement on the boat 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 World Sailing.

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 baller 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 horizontal 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

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 shall include:
   
   (a) generally, ensuring that throughout the District, the principles of the Rules are understood and complied with;
   
   (b) National and District championships and other events designated by the District Chairman as requiring the attendance of the District Measurer:
   
   (i) perform a pre-race inspection following ILCA standard procedures of 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 and submit a written summary report of each event to the ILCA Chief Measurer within 2 weeks of the championship ending;
   
   (ii) assist the Race Committee at such event, upon request, with any protests to which the Measurement By-Law applies;
   
   (iii) 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.
   
   (d) to make an annual report to the ILCA Chief Measurer on the measurement and inspection that has taken place in the year.

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 ILCA 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 ILCA 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 position of District Measurer is limited to a two year period, after which the existing Measurer can be re-proposed or an alternative proposed by the District Chairman as set out in point 4 below.

4. 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.

5. The Executive Secretary shall forthwith communicate the recommendation to the Chief Measurer and shall confirm the appointment, following certification, if the same is approved.

6. 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, Ocean and the Asian 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 Womens’ 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:

<table>
<thead>
<tr>
<th>Entries</th>
<th>Awards/Cubes</th>
</tr>
</thead>
<tbody>
<tr>
<td>5-9</td>
<td>1</td>
</tr>
<tr>
<td>10-19</td>
<td>2</td>
</tr>
<tr>
<td>20-29</td>
<td>3</td>
</tr>
<tr>
<td>30-39</td>
<td>4</td>
</tr>
<tr>
<td>40+</td>
<td>5</td>
</tr>
</tbody>
</table>

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 Championships**

<table>
<thead>
<tr>
<th>Position</th>
<th>Awards/Cubes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Winner</td>
<td>3 Chevrons</td>
</tr>
<tr>
<td>Series 2nd &amp; 3rd place finishers</td>
<td>2 Chevrons</td>
</tr>
<tr>
<td>Each daily 1st place finisher</td>
<td>1 Chevron</td>
</tr>
<tr>
<td>Series 4th &amp; 5th place finishers</td>
<td>1 Chevron</td>
</tr>
</tbody>
</table>

**Regional Championships**

(which may be known as “Bar Events”)

<table>
<thead>
<tr>
<th>Position</th>
<th>Awards/Cubes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Winner</td>
<td>3 Bars</td>
</tr>
<tr>
<td>Series 2nd &amp; 3rd place finishers</td>
<td>2 Bars</td>
</tr>
<tr>
<td>Each daily 1st place finisher</td>
<td>1 Bar</td>
</tr>
<tr>
<td>Series 4th &amp; 5th place finishers</td>
<td>1 Bar</td>
</tr>
</tbody>
</table>

**Multi District Events**

(which may be known as “Medallion Events”)

<table>
<thead>
<tr>
<th>Position</th>
<th>Awards/Cubes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Winner</td>
<td>3 Medallions</td>
</tr>
<tr>
<td>Series 2nd &amp; 3rd place finishers</td>
<td>2 Medallions</td>
</tr>
<tr>
<td>Each daily 1st place finisher</td>
<td>1 Medallion</td>
</tr>
<tr>
<td>Series 4th &amp; 5th place finishers</td>
<td>1 Medallion</td>
</tr>
</tbody>
</table>

**District Sanctioned Events**

(which may be known as “Diamond Events”)

<table>
<thead>
<tr>
<th>Position</th>
<th>Awards/Cubes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Winner</td>
<td>3 Diamonds</td>
</tr>
<tr>
<td>Series 2nd &amp; 3rd place finishers</td>
<td>2 Diamonds</td>
</tr>
<tr>
<td>Each daily 1st place finisher</td>
<td>1 Diamond</td>
</tr>
<tr>
<td>Series 4th &amp; 5th place finishers</td>
<td>1 Diamond</td>
</tr>
</tbody>
</table>

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 5 categories: 75 and Over (aged 75+), Great Grand Masters (aged 65-74), Grand Masters (aged 55-64), Masters (aged 45-54) and Apprentices (aged 35-44) in which case honour awards and cubes may be awarded for each category. The minimum number of entries in each age category (except Apprentices) at a Masters championship shall be 5. If there are fewer than the minimum number then those Masters shall be scored and eligible to win awards in the next lower age category. Determination of category for Masters shall be the age attained on the day before the first scheduled race of a regatta.

© ILCA Valid from 1st January 2023
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 an ILCA 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** Cube inscribed with 1 Medallion

**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 an ILCA cube in any event to which paragraph 3 applies shall be entitled, if available, to order such cube upon application to the Executive Secretary; 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 therefor; 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**
  - 100 mm × 75 mm
- **Medallion**
  - 75 mm × 75 mm
- **Chevron**
  - 150 mm × 25 mm

**Schedule A: Position of Award Symbols**

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Valid from 1st January 2023
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.

ILCA By-Law 7:
Postal Ballots
1. For the purposes of Constitution article 17 (c) and By-Law 1 (Rules) paragraph 31 (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 website

ILCA By-Law 8:
Regional Championships
Organisation and Conduct of Regional (Continental) Championships
1. At least 18 months in advance of a Regional (Continental) Championship and before the dates, venue and notice of race of such a championship are published the venue and dates shall be submitted to the World Council for approval. Before giving such approval the World Council shall consider the requirements of this By-Law and any other aspect affecting the quality and fairness of the competition.
2. The sailing instructions shall be submitted to ILCA for approval 4 months before the date of the first race and shall follow the ILCA standard championship instructions.
3. An ILCA District or International Measurer approved for the event by the ILCA Chief Measurer shall inspect boats at the championship prior to the start of racing using a check list and procedure prepared by the ILCA Chief Measurer.

Technical Tips
One of the great things about the ILCA is it is instant sailing. It takes only a few minutes to rig and then you are out on the water. Here are some ideas to help make rigging and sailing even more simple.

How to change the hiking strap
The hiking strap connection to the front end of the cockpit is one of the most critical screwed joints in the boat. After all there is nothing worse than jumping out onto the new tack, in the heat of a race, and ending up head first in the drink!

So when changing a hiking strap here are some tips on how to avoid potential failures through stripped threads, broken screws or leaks:-

1. Do not use a power drill or power screwdriver – it is too easy to strip threads or misalign the screws.
2. Use a normal hand screwdriver.
3. When undoing the screws walk them out a turn or two at a time, first one, then the other.
4. When replacing the screws seal the threads with a silicone or polyurethane sealer and walk them in, a turn at a time, first one then the other.
5. When finally seating the screws be careful not to over torque. It is important to firmly torque with a hand screwdriver but that is sufficient.

When chartering a boat at a regatta please refer to the charter boat operator’s policy on changing hiking straps.
Mast retention line (class rule 3(b) xi.)

The mast retention line is one of the most important lines on the boat. It must allow 180 degree rotation of the mast and at the same time keep the mast in the deck tube in the event of a capsize. It is important that the mast cannot move in and out of the tube by more than 50mm. A mast retention line with too much movement may result in the mast sliding most of the way out of the tube and then breaking through the side of the tube and the deck when the boat is righted after a capsize.

You will need 640mm of 5mm diameter line and a 15mm plastic stop ball. Core spectra line works well as it is low friction.

1. Tie a stop knot in one end of the line and thread the stop ball on to the line.
2. Pass the loop through the 2 eyes on the deck block plate (fig 1).
3. Tie a bowline in the other end of the line so that the overall length of the line from the end of the loop to ball is 570mm. The loop of the bowline should be just big enough to allow the stop ball to pass through the loop.
4. Take the loop end round the front of the mast and then behind the mast over the top of the mast boom vang attachment point and back to the front of the mast.
5. Take the ball end of the rope to the front of the mast and pass through the loop to secure (fig 2).

The retention line can be left on the boat through the deck block fitting so it does not get lost.

Is Your Rudder Angle Correct?

The rudder angle is measured between the bottom edge of the rudder box and the front edge of the rudder blade. If the front edge of the rudder exceeds 78 degrees, it is more vertical than it should be. During equipment inspection, this is measured using a standard gauge manufactured to quickly determine whether the angle conforms to the 78 degree requirement.

The sanctioned method (Rule 15(e) of the ILCA Class Rules) to correct this is to wind plastic tape around the front lower rudder box spacer pin (fig 4).

Note: you are not allowed to add material to the front of the rudder to achieve the same effect.

If the rudder angle is significantly less than 78 degrees, you may cut away the rudder where it touches the spacing pin (see Rule 15(d)).

Be careful though, as just 1mm of cut away will result in about 1 degree of rudder movement.

You are always safer to make it slightly less than 78 degrees to allow for wear on the pivot bolt hole and the contact area to the spacing pin (fig 5).

With the availability of fibreglass skinned rudders, the incidence of rudders being significantly below 78 degrees (in conjunction with a modern rudder head) is extremely low.

If required, the gel coat can be wet sanded to fine tune the angle. However, sanding into the laminate will weaken the blade and is not advised.
Instructions for Applying Sail Numbers

PLEASE NOTE THE FOLLOWING DIAGRAMS ARE FOR INFORMATION AND ARE NOT PART OF THE CLASS RULES

Style and Colour
Only self-adhesive, stick on sail numbers and letters may be used. Each one shall be a single, solid colour, and easy to read. The last four numbers on both sides of the sail shall be the same dark colour, preferably black. The numbers in front of the last four shall all be another, obviously different colour, preferably red. National letters are only required at international events, and shall all be the same colour.

Preparation
If the sail is not new, it should be sponged clean with mild soapy water, rinsed and dried. Find a large, clean, flat, hard surface to work on, such as a table or clean wooden floor.

Template
Make a template that each number will just fit inside. See the Positioning Diagrams for the minimum sizes of numbers and letters, and template details. They are different for each of the ILCA 7, ILCA 6 and ILCA 4 sails. The template is a rectangle for upright numbers, and a parallelogram for angled numbers.

Base Lines and Limit Lines
Use a pencil to lightly draw Base Lines and Limit Lines on the sail. The bottom of each number and letter must lie on a Base Line. The Limit Line is parallel to the leech of the sail, and 100mm from it. The closest letter or number to the leech is positioned to just touch the Limit Line. This is shown as the Start Point on the Positioning Diagrams. The number or letter should touch the Limit Line at the Base Line or at any other height, depending on its shape.

Starboard Side Numbers and National Letters
1. Spread the sail out flat on the working surface so that the starboard side of the sail is facing up. The leech (back edge of the sail) will be on the left hand side as shown in the positioning diagrams.
2. Make sure you are using the correct diagram for the design of sail you are applying the numbers to. Draw the Base Line and Limit Line for the starboard numbers (and letters) as shown on the positioning diagram.
3. Before peeling off the backing, place the bottom of the first number on the Base Line, with the Start Point touching the Limit Line. Use the template with its bottom edge on the Base Line to make sure the number is at the correct angle. Pencil around the outline of the number.
4. Peel and fold back about 10mm of the backing from the bottom of the number. Place the number within the pencil outline and press down to stick the peeled back area. Lift the remainder of the number and slowly peel off the backing as you smooth the number onto the sail, taking care to remove air bubbles and creases as you go.
5. If the first number you applied was a 1 (one), measure from the bottom right corner of it and mark a point the space width away along the Base Line. The space width is 60mm for ILCA 7 and ILCA 6 sails, and 40mm for ILCA 4 sails - see the appropriate Positioning Diagram. Place your template on the Base Line with its lower left corner on the new mark and pencil round the outline of it. Before peeling off the backing of the second number, place it within the pencil outline of the template. Pencil around the outline of the number, and apply it as in point 4, above.
6. If the first number you applied was not a 1 (one), place your template over it and make a pencil mark at the bottom right hand corner. Measure the space width from this mark along the Base Line and make a second pencil mark. Place the template, with its lower left hand corner on the second mark, pencil around the outline and then apply the next number as in point 4, above.
7. When a 1 (one) is to be applied after another number, make sure the appropriate space width between numbers along the Base Line is maintained, as shown in the positioning diagram. Use the bottom right hand corner of the template, placed over the preceding number to find the start of the space width on the Base Line.
8. Continue marking number positions using the template, the appropriate space widths between template corners, and applying numbers to complete the full sail number. Use the same method to apply national letters if they are required.

Port Side Numbers and National Letters
1. Spread the sail out flat on the working surface so that the port side of the sail is facing up. The leech (back edge of the sail) will be on the right hand side. Draw the Base Line for the port numbers (and letters).
2. Start with the letter or number closest to the leech making sure that no part of the number or letter crosses the 100mm Limit Line towards the leech. Follow the same method as for the starboard side of the sail, working along the Base Line away from the leech towards the luff.
ILCA 4 SAIL NUMBER & LETTER SIZES AND POSITIONING

1. MINIMUM SPACE BETWEEN NUMBERS AND LETTERS IN THE CLASS RULES IS 30mm, SO USE 40mm TO ENSURE THAT ANY SMALL ERRORS IN POSITION ARE STILL LEGAL.

2. LAST FOUR DIGITS OF SAIL NUMBER TO BE ONE DARK, DISTINCTIVE COLOUR OR BLACK. PRECEDING DIGITS TO BE A DIFFERENT, CONTRASTING, DISTINCTIVE, COLOUR, PREFERABLY RED. ALL NATIONAL LETTERS TO BE ONE COLOUR. THEY MAY BE ONE OF THE COLOURS OF THE SAIL NUMBER DIGITS OR ANOTHER DISTINCTIVE COLOUR.

* CLOSEST POINT OF LETTER OR NUMBER SHOULD BE 100mm FROM LEECH, WITH TOLERANCE +/- 12 mm.

PLEASE NOTE DIAGRAMS ARE NOT PART OF THE CLASS RULES
UPRIGHT NUMBERS AND LETTERS

T = Thickness = MINIMUM 45mm

Suggested Space = 60mm
Minimum Space = 50mm

ANGLED NUMBERS AND LETTERS

T = Thickness = MINIMUM 45mm

Suggested Space = 60mm
Minimum Space = 50mm

1. MINIMUM SPACE BETWEEN NUMBERS AND LETTERS IN THE CLASS RULES IS 50mm, SO USE 60mm TO ENSURE THAT ANY SMALL ERRORS IN POSITION ARE STILL LEGAL.

2. LAST FOUR DIGITS OF SAIL NUMBER TO BE ONE DARK, DISTINCTIVE COLOUR OR BLACK. PRECEDING DIGITS TO BE A DIFFERENT, CONTRASTING, DISTINCTIVE COLOUR, PREFERABLY RED. ALL NATIONAL LETTERS TO BE ONE COLOUR. THEY MAY BE ONE OF THE COLOURS OF THE SAIL NUMBER DIGITS OR ANOTHER DISTINCTIVE COLOUR.

* CLOSEST POINT OF LETTER OR NUMBER SHOULD BE 100mm FROM LEECH, WITH TOLERANCE +/- 12 mm.

PLEASE NOTE DIAGRAMS ARE NOT PART OF THE CLASS RULES
1. Minimum space between numbers and letters in the class rules is 50mm, so use 60mm to ensure that any small errors in position are still legal.
2. Last four digits of sail number to be one dark, distinctive colour or black. Preceding digits to be a different, contrasting, distinctive colour, preferably red. All national letters to be one colour. They may be one of the colours of the sail number digits or another distinctive colour.

* Closest point of letter or number should be 100mm from leech, with tolerance +/- 12 mm.

Please note diagrams are not part of the class rules.
ILCA 7 MKI (CROSS-CUT) SAIL NUMBER & LETTER SIZES AND POSITIONING

UPRIGHT NUMBERS AND LETTERS

**T** = Thickness = MINIMUM 45mm

Equal Width

Equal Width

Equal Height

MINIMUM = 300mm

Suggested Space = 60mm

Minimum Space = 50mm

**T** = Thickness = MINIMUM 45mm

Equal Width (Except 1, I, M & W)

MINIMUM = 200mm

Suggested Space = 60mm

Minimum Space = 50mm

**T** = Thickness = MINIMUM 45mm

Equal Height

MINIMUM = 300mm

Suggested Space = 60mm

Minimum Space = 50mm

Template

**T** = Thickness = MINIMUM 45mm

Equal Height

MINIMUM = 300mm

Suggested Space = 60mm

Minimum Space = 50mm

Template

1. MINIMUM SPACE BETWEEN NUMBERS AND LETTERS IN THE CLASS RULES IS 50mm, SO USE 60mm TO ENSURE THAT ANY SMALL ERRORS IN POSITION ARE STILL LEGAL.

2. LAST FOUR DIGITS OF SAIL NUMBER TO BE ONE DARK, DISTINCTIVE COLOUR OR BLACK. PRECEDING DIGITS TO BE A DIFFERENT, CONTRASTING, DISTINCTIVE COLOUR, PREFERABLY RED. ALL NATIONAL LETTERS TO BE ONE COLOUR. THEY MAY BE ONE OF THE COLOURS OF THE SAIL NUMBER DIGITS OR ANOTHER DISTINCTIVE COLOUR.

*CLOSEST POINT OF LETTER OR NUMBER SHOULD BE 100mm FROM LEECH, WITH TOLERANCE +/- 12 mm.*

PLEASE NOTE DIAGRAMS ARE NOT PART OF THE CLASS RULES
Before 1997, ILCA did not hold separate ILCA 6 (Radial) or Youth Worlds. Except in 1980, entry to the Senior Worlds was restricted.

### 2016 Rio, Brazil

**Standard**
- 1st Tom Burton .......... AUS
- 2nd Tino Spianovic ....... CRO
- 3rd Michael Blackburn ..... AUS
- 4th Jean Baptiste Bernaz  . FRA
- 5th Michael Persson ...... SWE

**Radial**
- 1st Stefan Warkalla ...... GER
- 2nd Serge Kats .......... NED
- 3rd Michael Blackburn ..... AUS
- 4th Julia Büsselberg ..... GER
- 5th Jean Baptiste Bernaz  . FRA

### 2018 Beijing, CHN

**Standard**
- 1st Paul Goodison ....... GBR
- 2nd Vasili Zaporoget ..... SLO
- 3rd Sam Meech .......... NZL
- 4th Jessica Faria ....... BRA
- 5th Alice Young ......... GBR

**Radial**
- 1st Marit Bouwmeester ... NED
- 2nd Matilda Nicholls ...... GBR
- 3rd Bayley Taylor ........ AUS
- 4th Evie Saunders ....... AUS
- 5th Sarah Yeates ......... AUS

### 2019 Sydney, AUS

**Standard**
- 1st Robert Scheidt ........ BRA
- 2nd Andreas Geritz ........ AUT
- 3rd Vasili Zaporoget ..... SLO
- 4th Christian Gruber ...... GER
- 5th Greg McInnes ..... AUS

**Radial**
- 1st Joel Price .............. AUS
- 2nd Tino Spianovic ....... CRO
- 3rd Vasili Zaporoget ..... SLO
- 4th Kyle Plaskin ........... CAN
- 5th Andreas Geritz .......... AUT

### 1996 Savannah, USA

**Standard**
- 1st Robert Scheidt ........ BRA
- 2nd Ben Ansell ............... USA
- 3rd Peter Moberg ............. NOR
- 4th Michael Blackburn ....... AUS
- 5th Stefan Warkalla ..... GER

**Radial**
- 1st Robert Scheidt ........ BRA
- 2nd Michael Blackburn ....... AUS
- 3rd Vasili Zaporoget ..... SLO
- 4th Christian Gruber ...... GER
- 5th Greg McInnes ..... AUS
Entries 113 Countries 44
1st Nick Thompson ....... GBR
2nd Philip Burton ....... GBR
3rd Santiago Sampaio .... POR
4th Santiago Sampaio .... POR
5th Hiroki Kato ......... JPN

2014 Kiel, GER

Entries 147 Countries 44
1st Monika Mikkola ....... FIN
2nd Joel Rodriguez ....... ESP
3rd Santiago Sampaio .... POR
4th Santiago Sampaio .... POR
5th Filip Delihal ........... CRO

2014 Dzwonow, POL

Entries 208 Countries 44
1st Martin Rudawski .. POL
2nd Tom Burton ........... AUS
3rd Santiago Sampaio .... POR
4th Santiago Sampaio .... POR
5th Santiago Sampaio .... POR

2015 Kingston, CAN

Open: Standard
Entries 155 Countries 62
1st Monika Mikkola ....... FIN
2nd Maria Erdi ............. HUN
3rd Santiago Sampaio .... POR
4th Santiago Sampaio .... POR
5th Filip Delihal ........... CRO

2015 Aarhus, DEN
Mens: Radial
Entries 75 Countries 21
1st Matias Clar ... DEN
2nd Moritz Bartels ....... GER
3rd Mateusz Kowalski ... POL
4th Patrick Doping ....... DEN
5th Man Celi ... ITA

2015 Medemblik, NED
U21: Standard
Entries 10 Countries 19
1st Monika Mikkola ....... FIN
2nd Maria Erdi ............. HUN
3rd Santiago Sampaio .... POR
4th Santiago Sampaio .... POR
5th Santiago Sampaio .... POR

2016 Dusseldorf, GER
Mens: Radial
Entries 42 Countries 19
1st Christian Klaiber .... GBR
2nd Santiago Sampaio .... POR
3rd Santiago Sampaio .... POR
4th Santiago Sampaio .... POR
5th Santiago Sampaio .... POR

2016 Kiel, GER

U18 Women: Radial
Entries 69 Countries 39
1st Monika Mikkola ....... FIN
2nd Vasilisa Karachaliou ... GRE
3rd Marija Kojda ......... SLO
4th Victoria Doran ........... NED
5th Aurore Leduc ............ FRA

U18 Men: Radial
Entries 262 Countries 38
1st Dimitrios Papadimitriou GRE
2nd Philip Burton ....... GBR
3rd Santiago Sampaio .... POR
4th Santiago Sampaio .... POR
5th Filip Delihal ........... CRO

U18 Women: Standard
Entries 11 Countries 37
1st Monika Mikkola ....... FIN
2nd Maria Erdi ............. HUN
3rd Santiago Sampaio .... POR
4th Santiago Sampaio .... POR
5th Santiago Sampaio .... POR

U18 Men: Standard
Entries 115 Countries 37
1st Filip Loewe .......... GER
2nd Lasse Frølvik ....... NOR
3rd Federico Cattarozzi ... ITA
4th Filip Loewe .......... GER
5th Slavko Dolezal ......... CRO

2016 Nuevo Vallarta, MEX
Open: Standard
Entries 113 Countries 44
1st Nick Thompson ....... GBR
2nd Philip Burton ....... GBR
3rd Santiago Sampaio .... POR
4th Santiago Sampaio .... POR
5th Filip Delihal ........... CRO

2015 Aarhus, DEN
Women: Radial
Entries 75 Countries 21
1st Marcin Rudawski ... POL
2nd Belen Perez de la CalLENO
3rd Zan Luka Zelko ....... SLO
4th Patrick Doping ....... DEN
5th Man Celi ... ITA

2015 Medemblik, NED
Women: Radial
Entries 9 Countries 19
1st Monika Mikkola ....... FIN
2nd Maria Erdi ............. HUN
3rd Santiago Sampaio .... POR
4th Santiago Sampaio .... POR
5th Santiago Sampaio .... POR

2016 Dusseldorf, GER
Women: Radial
Entries 42 Countries 19
1st Christian Klaiber .... GBR
2nd Santiago Sampaio .... POR
3rd Santiago Sampaio .... POR
4th Santiago Sampaio .... POR
5th Santiago Sampaio .... POR

2016 Kiel, GER

U18 Women: Radial
Entries 69 Countries 39
1st Monika Mikkola ....... FIN
2nd Vasilisa Karachaliou ... GRE
3rd Marija Kojda ......... SLO
4th Victoria Doran ............ FRA
5th Aurore Leduc ............ FRA

U18 Men: Radial
Entries 262 Countries 38
1st Dimitrios Papadimitriou GRE
2nd Philip Burton ....... GBR
3rd Santiago Sampaio .... POR
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U18 Women: Standard
Entries 11 Countries 37
1st Monika Mikkola ....... FIN
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3rd Santiago Sampaio .... POR
4th Santiago Sampaio .... POR
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U18 Men: Standard
Entries 115 Countries 37
1st Filip Loewe .......... GER
2nd Lasse Frølvik ....... NOR
3rd Federico Cattarozzi ... ITA
4th Filip Loewe .......... GER
5th Slavko Dolezal ......... CRO
1994 Wakayama, JPN
Open: Standard
Entries 120 Countries 36
1st Glenn Bourke  .......  AUS
2nd Wouter Deutz  .......  NED
3rd Pieter Van Laer ......  BEL
4th Benoit Meesemaecker .  FRA
5th Michael Hicks  .......  GBR

Men: Radial
Entries 58 Countries 17
1st James Johnstone ....  USA
2nd John Baird .........  AUS
3rd Jeff Lossemore ....  AUS
4th Peter Katcha ......  CHN
5th Terry Neilson .......  CAN

Women: Radial
Entries 33 Countries 15
1st Ardis Bollweg .......  NED
2nd Carole Ann Call ....  CAN
3rd Ulrika Antonsson .... SWE
4th Grethe Halvorsen ... NOR
5th Marie Dahloff ....... SWE

1988 Falmouth, GBR
Open: Standard
Entries 88 Countries 24
1st Glenn Bourke  .......  AUS
2nd Benney Anderson ... DNL
3rd Peter Conde .........  USA
4th Mark Brink ........... USA
5th Stefan Warkalla ..... GER

Women: Radial
Entries 31 Countries 14
1st Jacqueline Ellis ..... AUS
2nd Ulrika Antonsson ..... SWE
3rd Ann Keates .......... GBR
4th Ulrika Antonsson ..... SWE
5th Sjaak Haakman ..... FIN

1987 Melbourne, AUS
Open: Standard
Entries 130 Countries 20
1st Stuart Wallace ....... AUS
2nd Gunn Pedersen ....... DEN
3rd Peter Tanscheit ...... NED
4th Kenro Hiraiwa ...... JPN
5th Simon Cole ......... GBR

1985 Halmstad, SWE
Open: Standard
Entries 106 Countries 28
1st Lawrence Crispin ...... GBR
2nd Andreas John ....... GBR
3rd Benny Anderson ....... DEN
4th Gustaf Svensson ....... SWE
5th Stefan Warkalla ..... GER

Women: Standard
Entries 66 Countries 12
1st Marit Soderstrom .... SWE
2nd Lynne Jewell ....... USA
3rd Francesca Peverelli .... SWE
4th Susanne Madsen ....... DEN
5th Claudine Tatibouet ... FRA

1983 Gulfport, USA
Open: Standard
Entries 114 Countries 27
1st Oscar Paulino ......... CHI
2nd Per Arne Nilson ... NOR
3rd Asbjorn Amkvam ....... SWE
4th Roland Gaebler ....... GER
5th John Irvine ......... NLD

Women: Standard
Entries 58 Countries 11
1st Betty Gelenitis ....... USA
2nd Wouter Deutz ....... NED
3rd Jackie Poulsen ....... USA
4th Virginia Perry ....... USA
5th Susanne Madsen ... DEN

1982 Sardinia, ITA
Open: Standard
Entries 231 Countries 28
1st Terry Neilson ....... CAN
2nd Andrew Roy ......... USA
3rd Mark Brink ......... USA
4th Peter Vilby ...... NLD
5th John Irvine ......... NLD

Women: Standard
Entries 23 Countries 11
1st Marion Steenhuis ...... NLD
2nd Anna Massottin ..... ITA
3rd Francesca Pavesi ....... ITA
4th Susanne Schmidt ....... GER
5th Barbara Champion .... GBR

1980 Kingston, CAN
Open: Standard
Entries 350 Countries 25
1st John Bertrand ....... USA
2nd Peter Comette ....... USA
3rd Andrew Menini ....... USA
4th Tim Alexander ........ AUS
5th Gary Knapf ......... USA

1979 Perth, AUS
Open: Standard
Entries 93 Countries 25
1st Lasse Hjortnaes ..... DEN
2nd Norm Freeman ....... CAN
3rd Chris Boome ......... NZL
4th Jeff Madrigal ...... USA
5th Emile Pels ....... NLD

1976 Bermuda
Open: Standard
Entries 114 Countries 24
1st John Bertrand ....... USA
2nd Barry Thom ......... NZL
3rd Bill Adamds ......... USA
4th Jeff Madrigal ...... USA
5th Emile Pels ....... NLD

Masters WORLD CHAMPIONSHIPS
2022 Villayara Nayarit, MEX
ILCA 7
Entries 64 Countries 14

Apprentices
1st Jon Emmett ....... GBR
2nd Arturo Reina ....... ESP
3rd David Gonzalez ....... ESP
4th Carlos Edmundo ....... ESP
5th Silva Galicia ....... MEX

Women Apprentices
1st Marina Sanchez Ferrer .... ESP
2nd Elisa Boschini ....... ITA
3rd Roisin Sadler ....... RSA

Masters
1st Stefan Eriksson ....... SWE
2nd Charles Leyden ....... FRA
3rd Monica Azon ....... ESP
4th Alessio Marinelli ....... ITA
5th Anders Matsson ....... SWE

Women Masters
1st Monica Azon ....... ESP
2nd Giovanna Lenci ....... ITA
3rd Elena Saez de Juan .... ESP
4th Isabelle Affret ....... FRA

Apprentices
1st Tania Elias Callis Wolf .... MEX
2nd Georgia Chiminera .... GBR
3rd Natalie Burks ....... USA
4th Christine Potts ....... USA

Grand Masters
1st Tania Elias Callis Wolf .... MEX
2nd Georgia Chiminera .... GBR
3rd Natalie Burks ....... USA
4th Christine Potts ....... USA

Great Masters
1st Tania Elias Callis Wolf .... MEX
2nd Georgia Chiminera .... GBR
3rd Natalie Burks ....... USA
4th Christine Potts ....... USA
5th Michel Alvarez ....... ESP

2021 Barcelona, ESP
Entries 239 Countries 29
ILCA 7
Apprentices
1st Wannes Van Laer ....... BEL
2nd Maciej Grabowski ....... POL
3rd Lorenzo Dellatore ....... ITA
4th Ian Elliott ....... CAN
5th George Kingston ....... IRL

Grand Masters
1st Joseph Christou ....... ESP
2nd Alejando Clos ....... ARG
3rd Jose Maria van de Velde Garcia .... ESP
4th Allan Clark ....... CAN
5th Benoit Messemaeker .... FRA

Great Grand Masters
1st Jose Maria van de Velde Garcia .... ESP
2nd Wolfgang Gerz ....... GER
3rd Tim Law ....... GBR
4th Alan Keen ....... RSA
5th Michael Hicks ....... GBR

Masters
1st Jon Emmett ....... GBR
2nd Arturo Reina ....... ESP
3rd David Gonzalez ....... ESP
4th Carlos Edmundo ....... ESP
5th Silva Galicia ....... MEX

Women Masters
1st Marina Sanchez Ferrer .... ESP
2nd Elisa Boschini ....... ITA
3rd Roisin Sadler ....... RSA

Women Grand Masters
1st Judith Stoll ....... USA
2nd Michael Noguer Castellvi .... ESP
3rd William Durnford ....... CAN
4th Bruce Martinson ....... USA
5th Robert Koci ....... CAN

Women Apprentices
1st Tania Elias Callis Wolf .... MEX
2nd Georgia Chiminera .... GBR
3rd Natalie Burks ....... USA
4th Christine Potts ....... USA
5th Michel Alvarez ....... ESP
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2005 Fortaleza, BRA
Entries 183 Countries 25

2006 Jeju Island, KOR
Entries 14 Countries Standard

2004 Bitez, TUR
Entries 153 Countries 30

2002 Hyannis, USA
Entries 270 Countries 24
Grand Masters
1st Alan Clark . . . . . . . . . .  AUS
2nd Alec McClure . . . . . . . . .  AUS
3rd Graham Gilbert . . . . . . . .  AUS
4th Doug Bates . . . . . . . . . .  NZL
5th Bob White . . . . . . . . . .  AUS

1985 World Masters Games
Toronto, CAN
Entries 101
Apprentices
1st David Olsen . . . . . . . . . .  USA
2nd Ben Lashaway . . . . . . . . .  USA
3rd Richard Gronblom . . . . . . .  FIN
Masters
1st Peter Seidenberg . . . . .  CAN
2nd Colin Lovelady . . . . . . . .  AUS
3rd Peter Lundt . . . . . . . . . .  USA
Grand Masters
1st Alec McClure . . . . . . . . . .  AUS
2nd Alexander Nimick . . . . . . .  USA
3rd Alister Taig . . . . . . . . . .  USA

1984 Pattaya, THA
Entries 62
Apprentices
1st Richard Verco . . . . . . . . .  USA
2nd Paul Millsom . . . . . . . . . .  AUS
3rd Kim Weber . . . . . . . . . .  FIN
4th Roger Williams . . . . . . . .  UAE
5th Ilkka Schroderus . . . . . . . .  FIN
Masters
1st John Rigg . . . . . . . . . .  AUS
2nd Peter Seidenberg . . . . .  CAN
3rd Colin Lovelady . . . . . . . .  AUS
4th Michael Heath . . . . . . . .  AUS
5th Denis O’Sullivan . . . . . . .  IRL
Grand Masters
1st Alex McClure . . . . . . . . . .  AUS
2nd Doug Bates . . . . . . . . . .  NZL
3rd Alan Clark . . . . . . . . . .  AUS
4th Robert Saltmarsh . . . . . . .  USA
5th Alf Johnson . . . . . . . . . .  RSA

1983 Gulfport, USA
Entries 70
Apprentices
1st Tucker Bragdon . . . . . . . .  USA
2nd Philip Peglar . . . . . . . . . .  AUS
3rd Michael Branning . . . . . . .  USA
4th Carolle Spooner . . . . . . . .  CAN
5th Roger Williams . . . . . . . .  QAT
Masters
1st Norman Freeman . . . . .  USA
2nd Randall Swan . . . . . . . . . .  USA
3rd Dick Rose . . . . . . . . . .  USA
4th Heinz Gebauer . . . . . . . .  CAN
5th Geoff Myburgh . . . . . . . . .  RSA
Grand Masters
1st Alan Clark . . . . . . . . . .  AUS
2nd Alan Levinson . . . . . . . . .  USA
3rd Bob Saltmarsh . . . . . . . . .  USA
4th Peter Milnes . . . . . . . . .  USA
5th Alf Johnson . . . . . . . . . .  RSA

1982 Sardinia, ITA
Entries 82
Apprentices
1st Jacky Nebrel . . . . . . . . . .  AUS
2nd Jacky Nebrel . . . . . . . . .  FRA
3rd Michael Wallace . . . . . . . .  IRL
4th Michael Heath . . . . . . . .  AUS
5th Tony Manning . . . . . . . . .  AUS
Masters
1st Hans-Luther Strewe . . . .  GER
2nd Geoff Myburgh . . . . . . . . .  RSA
3rd Nick Paine . . . . . . . . . .  GBR
4th Jack Swenson . . . . . . . . .  USA
5th Hugo Kroth . . . . . . . . . .  GER
Grand Masters
1st Alister Taig . . . . . . . . . .  USA
2nd Alex McClure . . . . . . . . .  AUS
3rd Cecil Walker . . . . . . . . . .  GBR
4th Bob Saltmarsh . . . . . . . . .  USA
5th Willian ter Weld . . . . . . . .  NED

1980 Bendor, FRA
Entries 67
Apprentices
1st Svend Carlsen . . . . . . . . .  DEN
2nd Werner Winter . . . . . . . .  GER
3rd Peter Fordham . . . . . . . . .  GBR
Grand Masters
1st Sam Small . . . . . . . . . .  USA
2nd Cecil Walker . . . . . . . . . .  GBR
3rd Vittorio Baldoni . . . . . . . .  ITA

1981 Bendor, FRA
Entries 52
Apprentices
1st Jacky Nebrel . . . . . . . . . .  FRA
2nd Michael Teiken . . . . . . . .  GER
3rd Michael Nerbolier . . . . . .  SUI
4th Werner Winter . . . . . . . .  GER
5th Wolf Peter Niesen . . . . . .  GER
Masters
1st Nick Paine . . . . . . . . . .  GBR
2nd Maudet de Cozanne . . . .  FRA
3rd Lucien Bouche . . . . . . . .  FRA
4th Horst Kimm . . . . . . . . . .  GER
5th Michael Tuson . . . . . . . . .  QAT