

International Laser Class Association



© Thom Touw

2018 Handbook

Constitution and Class Rules



BUSINESS OFFICE

International Laser Class Association, PO Box 49250, Austin, Texas, 78765, USA

Tel: +1-512-270-6727 Email: office@laserinternational.org Website: www.laserinternational.org

www.facebook.com/intlaserclass

Twitter: [ILCA@intlaserclass](https://twitter.com/ILCA@intlaserclass)

REGIONAL OFFICES

OCEANIA

118 The Promenade, Camp Hill, 4152 Queensland, Australia

Tel: +61 404 17644086 Email: kenhurling@hotmail.com Web: laserasiapacific.com

Chairman: Ken Hurling

CENTRAL AND SOUTH AMERICA

San Lorenzo 315 Piso 13, La Lucila, (c.p.1636) Buenos Aires, Argentina

Tel: +54 11 4799 1285 Mob: +54 911 4445 4253 Email: cpalombo@palombohnos.com.ar

Central & South American Chair & Executive Secretary: Carlos Palombo ARG

EUROPE

Societe Nautique de Genève, Port Noir, CH-1223 Cologny, Suisse

Email: entryeurilca@gmail.com Web: www.eurilca.org Chairman: Jean-Luc Michon

NORTH AMERICA

One Design Management, 2812 Canon Street, San Diego, CA 92106, USA

Tel: +1 619 222 0252 Fax: +1 619 222 0528 Email: sherri@odmsail.com Web: www.laser.org

North American Executive Director: Sherri Campbell

ASIA

Aileen Loo

Email: ladyhelm@hotmail.com

CLASS OFFICERS

Honorary President Peter Griffiths NZL

Honorary Vice President Hermann Cornelius GER

..... Paul Millsom AUS

WORLD COUNCIL MEMBERS (Full addresses at www.laserinternational.org)

President Tracy Usher USA tracy.usher.ilca@gmail.com

Vice President Hugh Leicester AUS hugh@hydrotechnics.com.au

Executive Secretary Eric Faust USA office@laserinternational.org

Past President Heini Wellmann SUI heini@hmwelldmann.ch

Central & South American Chair .. Carlos Palombo ARG cpalombo@palombohnos.com.ar

North American Chair Andy Roy CAN aroy187740@gmail.com

Oceania Chair Ken Hurling AUS kenhurling@hotmail.com

European Chair Jean-Luc Michon FRA michonjl@hotmail.com

Asian Chair Aileen Loo ladyhelm@hotmail.com

Advisory Council members Chris Caldecoat AUS chris@laserinternational.org

..... Bill Crane USA wscrane@gmail.com

Executive Secretary Emeritus Jeff Martin GBR office@laserinternational.org

CONSULTANTS

Technical (non-voting) Takao Otani JPN otani@psjpn.co.jp

Chief Measurer Aileen Loo SGP chiefmeasurer@laserinternational.org

TECHNICAL AND MEASUREMENT COMMITTEE

Tracy Usher USA (Chair), Takao Otani JPN, Jean-Luc Michon FRA, Aileen Loo

TECHNICAL OFFICER

Clive Humphris AUS technical@laserinternational.org

ADVISORY COUNCIL

Tracy Usher USA, Hugh Leicester AUS, Chris Caldecoat AUS, Bill Crane USA

www.laserinternational.org

International Laser Class Association 2018 Handbook

© International Laser Class Association

No part of this publication may be reproduced without prior permission of the International Laser Class Association

CONTENTS

1.	Administration & World Council	26	Boat Care
2.	Contents Table	27	Class Rules
3	From our President	36	Class Rule Interpretations
4	Go Sailing, Go Racing	36	Instructions for Applying Red Rhombus For Women's Events
5	The Laser Formula	37	Measurement Diagrams
6	ILCA Age Policy and Useful Information	43	Concave Batten Caps
7	Handicap Numbers	44	District General By-Law
8	Coaching and Coaches	45	Measurement By-Law
8	Advertising on sails	46	District Measurers By-Law
8.	Anti-doping	47	Sanctioned Events and Honour Awards By-Law
9	What is ILCA?	49	Status and Dissolution By-Law
11	Finance	49	Postal Ballots By-Law
12	Website	49	Regional Championships By-Law
13	Parts of the Laser	50	Technical Tips
14	Constitution	51	Instructions for Applying Sail Numbers
18	Protecting the One Design Principle	56	World Championship Archives
20	Laser Worldwide		
22	Country & District Contacts		

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** and in LaserWorld, the international magazine of the class that is also distributed to Laser class members.

If you are not an ILCA member consider joining us by contacting your national Laser 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

In 2018 the Laser Class enters its 46th year of existence and will this Summer crown its 45th World Champion, and notably its 38th female world champion (having first recognized a female world champion in 1980)! What is really different now is that this Summer will see world championships conferred upon competitors in the 4.7, Radial and Standard classes, some 11 champions in all! This is quite an achievement for what is now the most popular single-handed sailing dinghy in the world. And be sure that as the Laser Class looks forward to its 50th birthday it is also working hard to make sure the next 50 years see continued growth.



2018 also marks the second year in the current quadrennium leading to the XXXII Olympiad to be sailed in Fukuoka, Japan. This will mark the seventh games for the Laser Standard since its first appearance at the XXVI Olympiad held in Atlanta, Georgia in 1996, and the fourth games for the Laser Radial since its first appearance at the XXIX Olympiad held in Beijing, China in 2008. Both are firmly established as the Olympic singlehanded dinghies for the men and women and are the most popular of the Olympic classes. If the first year is any indication, the remaining three years leading to the games are going to be very exciting! More important, we look forward to several more Olympic games for both!

The Laser was not a young class when it was first chosen for the Olympics but it was certainly ready. It has opened the door to Olympic sailing for a number of new countries and continues to do so year on year. The "Laser Formula" of three rigs for one hull has developed into 3 classes (Laser 4.7, Radial and Standard) for different weight ranges of sailors. It provides a low-cost pathway through age and weight growth and sailing development from the Optimist to the Olympics. This has helped the Laser grow to where it is today with many of the over 200,000 Lasers still in action in over 120 countries.

Laser 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 their boat and sail trim to get to the front of a racing fleet. The one design rules are a great leveller where the competition is close – respect must be earned and friendships are born that last a lifetime.

Not everyone will make it to the front of a Laser fleet but the racing is fun and 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 Laser 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 Laser Class - its members, in particular the many who share their love of Laser sailing by volunteering their time to organize and run events and help to keep Laser sailing the best racing to be found anywhere!

We have something very special in sailing.

Tracy Usher
ILCA President

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

- ★ The Laser 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 Laser 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 Laser sailing is what launched the boat to success when it was introduced. And it is the fact that you can find active Laser sailors all over the world to sail with and compete against that keeps the Laser 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 Laser 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 Laser Association in your country for details about how racing is organised and where the nearest group of Laser sailors are (see page 22 or check out the contact list on the ILCA website). Over 90% of Laser 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 Laser sailors. This could be 50 or 500 kilometres away but for sure you will find other places to race. Again, your national Laser 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+ Laser 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, Laser 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 Laser rigs (Laser Standard, Laser Radial and Laser 4.7) as well as events for youth and master sailors. Some countries organise extra National Championships for these rigs and age groups.

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

The Laser 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 a Laser by themselves?*
- *Does your husband or wife fancy the occasional sail in your Laser?*
- *When you drive 2 hours to get to the water have you found it is too windy for you to go sailing?*
- *Maybe you are too light to sail the Laser with the Standard rig?*

The **Laser Formula** is the answer to all these questions. By changing only the sail and lower mast the Laser 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 Laser 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 **Laser 4.7** uses a short pre-bent lower mast to maintain a balanced helm and a sail area that is 35% smaller than the Laser Standard. It is ideal for the lighter weight sailor graduating from Optimist.

The **Laser Radial** 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 Laser Standard. The Laser Radial has a large following with national and international regattas and World Championships for Men, Women & Youth attracting as many countries and competitors as the Laser Standard Rig. In addition to having a strong following among lighter weight sailors, the Laser Radial is also used for youth, women and masters racing. Many countries support a full Laser Radial Youth program.

The **Laser Standard** 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 in Lasers with the Laser Standard rig, there is an even stronger second hand market for Laser Radial and Laser 4.7 lower mast and sails as a separate package from the hull.

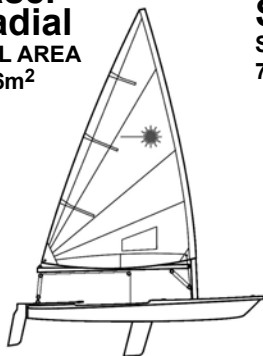
Laser 4.7

SAIL AREA
4.70m²



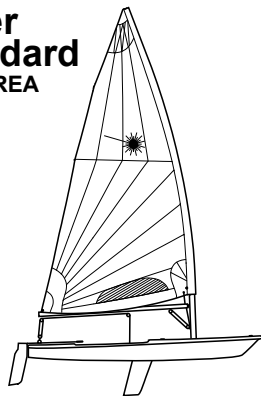
Laser Radial

SAIL AREA
5.76m²



Laser Standard

SAIL AREA
7.06m²



ILCA Age Policy and Useful Information

WORLD CHAMPIONSHIPS - general

As a result of high demand, the majority of Laser 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 Laser 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.

Age*	12	13	14	15	16	17	18	19	20
Birth Year**	2006	2005	2004	2003	2002	2001	2000	1999	1998
Laser 4.7	UNDER 16				UNDER 18				
Laser Radial Youth				UNDER 17		UNDER 19			
Laser Radial Women						UNDER 21			
Laser Standard Men						UNDER 21			

* The age the competitor **becomes** in the year of the Championship

** The year during which the competitor must have been born **FOR A 2018 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 should be awarded to generate even greater interest.

In general, ILCA recommends that youth events be held in Laser 4.7 and Laser Radial rigs. ILCA also supports an "Under 21" category (17 - 20 years old in the year of the championship) for the Laser Standard Men and Laser Radial Women categories.

In 2018 ILCA will organise Youth World Championships in the Laser Radial and Laser 4.7, following the above age limits, as well as an "Under 21" World Championship for the Laser Standard Men and an "Under 21" World Championship for the Laser Radial 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 heavy or strong enough to handle the rig.

WOMEN - policy

ILCA's recommended policy is that Women's championships should be held in the Laser Radial.

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)(i) RED RHOMBUS.

LASER 4.7 - policy

Although the Laser 4.7 is used primarily as a youth class, at times it may be appropriate to run "open" Laser 4.7 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 Laser Radial.

LASER RADIAL - policy

With the exception of world and some continental championships most Laser Radial 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 rescoreing.



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 stickers 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.

Fig. 1

Age Group	Masters Category	Fleet Colour
35 to 44	Apprentice Master (Standard / Radial)	Green
45 to 54	Master (Standard / Radial)	Red
55 -64	Grand Master (Standard / Radial)	Blue
65 - 74	Great Grand Master (Standard / Radial)	Yellow
75 and over	75 and Over (Radial)	White

HANDICAP NUMBERS

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

Laser 1080 Laser Radial 1104 Laser 4.7 1175

The numbers can be used for handicapping different Laser 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 a Laser finished in 60 minutes, a Laser Radial should finish in 61 minutes 17 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.

For example, changing the Laser Radial handicap number from 1101 to a Personal Handicap of 1102 would mean that in the same race the Personal Handicap would give an extra 4 seconds advantage on someone sailing a Laser Radial without a Personal Handicap.

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 Laser 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 Laser sailing have become coaches to help develop the next generation of Laser sailors.

On the ILCA website, we maintain contact information for a list of individuals, arranged by country, who have identified themselves as Laser 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

The latest information about the World Sailing Anti-Doping Code can be found on the World Sailing website: <http://www.sailing.org/sailors/antidoping/index.php>

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 the International Laser Class Association (ILCA)?

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

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

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

DISTRICTS - In North America and Australia 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 Laser sailors 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 and 2 representatives of the Laser manufacturers. Our World Council is truly international, currently consisting of officers from Argentina, Australia, Canada, France, Singapore, Switzerland, UK and USA - all are active sailors and between them have a wealth of experience spread over all levels of sailing.

Contact information for the ILCA office, each Region and all active Laser 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 have any Laser problems or need help or information about the Laser or Laser Association.



© Jesus Renedo/Sailing Energy/World Sailing

ILCA Goals

The objects expressed in the constitution of the association are:

- To enhance the enjoyment of Laser sailboats.
- To provide a means of exchanging information among Laser sailors throughout the world.
- To promote and encourage Laser 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 Laser sailboat as we know it. It is all too easy to go to a dealer, buy a Laser, and go sailing with lots of other identical Lasers without even thinking about how it all happened or if it will continue to happen.

The existence of a strong International Laser Association is important to all Laser 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 Laser:

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 the Laser 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 Laser 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 Laser rules are different in that they prohibit ANY changes unless the rules specifically allow a change. This means that a 10 year old Laser 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 Laser 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 Laser Class is very important. ILCA maintains an active website (www.laserinternational.org) to keep members up to date with important announcement and news about Laser 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 the Laser relatively low. An active Class Association encourages more people into the class, therefore making mass production viable.

Activity

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

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

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 Laser!

***ILCA is working for each individual Laser 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 Laser manufacturers, 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 tries to maintain a small 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 Laser 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

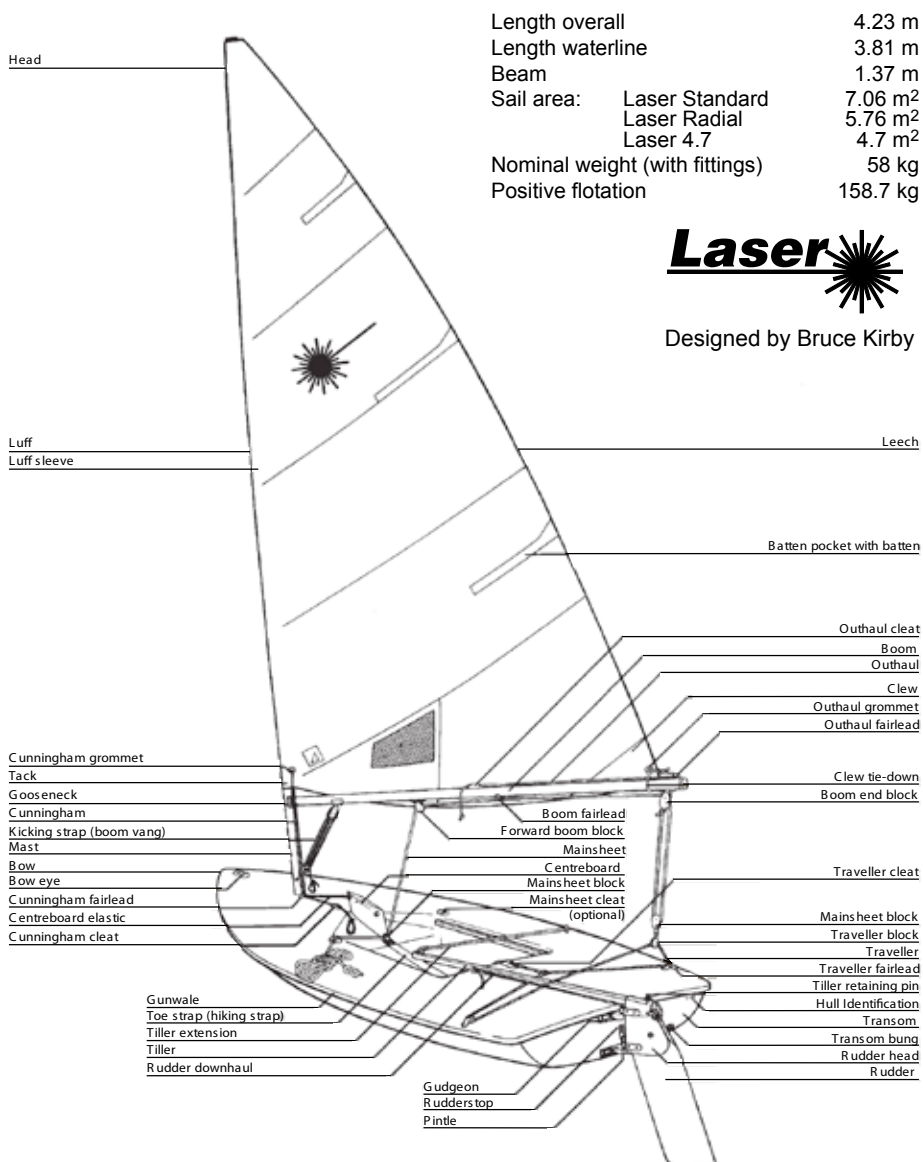
The ILCA website contains a large amount of regularly updated information useful to Laser owners, including:

- Event information for all Laser 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 Laser World Championships.
- Archive of results from Laser World & Regional Championships since 1971.
- RSS Newsfeed, to keep you in the loop with breaking news from ILCA.

Facebook.com/intlaserclass, Twitter: ILCA @intlaserclass

- 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 Laser contacts in each country.

Parts of the Laser



Constitution

© International Laser Class Association, Texas, USA

Amended 3 May 1974, 18 March 1993, article 12 amended 1 June 1995, articles 6 (1), 7 (4), 8 (3) and 9 (3) amended 1 January 2000, head office amended 1 January 2016.

NAME

1. The name of the association shall be the INTERNATIONAL LASER CLASS ASSOCIATION, with head office at PO Box 49250, Austin, Texas 78765, USA.

INSIGNIA

2. The emblem of the Class shall be the recognised Laser symbol, and the insignia of the officers shall be those prescribed by By-Law.

OBJECTS

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

POLICY

4. It shall be the policy of the Association to maintain the Laser as the epitome of a strict one-design class of sailboat.

JURISDICTION

5. The Association has authority over all activities of the Laser Class 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 By-Laws passed pursuant to the provisions hereof; all subject to and in accordance with the General Rules and By-Laws of World Sailing.

ORGANISATION

World Council

6.
 - (1) The Association shall be governed by the World Council comprised of the Chairman of each Regional Executive Committee from time to time holding office, the immediate Past President of the World Council, the Executive Secretary, the two appointed members of the Advisory Council, and such additional officers to be appointed by the Council for such term as it may from time to time determine. Each officer shall be a member of the Association.
 - (2) The World Council shall meet not less frequently than once per year and the first meeting shall take place within two months of the election of the Regional Chairmen. The time and location of meetings shall, if possible, coincide with the holding of a world or a regional championship meet.
 - (3) The World Council shall elect from amongst themselves, the President and Vice-President of the Association who shall hold office until their successors are elected to office; and the World Council may appoint Honorary Commodores from time to time as they shall see fit.
 - (4) The Executive Secretary shall be appointed by the elected members of the World Council and shall hold office for such term and upon such conditions as the World Council shall decide. He shall be situated at the Head Office of the Association and shall be responsible for the management of all business of the Association, subject to and in accordance with the Constitution, By-Laws and the direction of the World Council, including
 - (a) the co-ordination 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.
 - (5) 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 Rules, and shall issue Interpretations thereof deemed necessary by him. All such Interpretations shall be binding until approved, rejected, or modified by decision of the World Council, duly published to the members of the Association.

Regions

7.
 - (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 Chairman, Vice Chairman, 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 Rules or this Constitution) as are specifically delegated to the Regional Executive by the Regional By-Law, 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 Chairman (or other officer authorised by him if he 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 Chairman as also acting as the Regional Chairman. 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. He shall be responsible for the management of the business of the Region, subject to and in accordance with the Regional Executive By-Law 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 Chairman 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 Chairman 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 By-Laws, subject to the provisions of this Constitution and the Regional Executive By-Laws of the World Council, for any purpose necessary to carry out the functions and responsibilities of such Region, and copies of all such By-Laws as are from time to time passed by any Regional Executive shall be filed with the Executive Secretary of the World Council.

Districts

8. (1) The World Council, on the recommendation of a Regional Executive Committee where applicable, shall by By-Law 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 Laser Class and the fulfilment of the objects of the Association.
- (2) The World Council, upon establishing Districts, shall appoint District Associations comprised of a District Chairman, a Vice-Chairman, 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 By-Law 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 District Association By-Law.
- (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 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 Rules and Interpretations of the Chief Measurer, but he may not issue Interpretations except with the prior approval of the Chief Measurer.

- (7) A District Association may make By-Laws, subject to the provisions of this Constitution, the Regional Executive By-Laws, and the District Association By-Law 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 National Authority, such District Association shall, in addition to any other requirements of this constitution, be subject to such rules, regulations and directions of such National Authority.

Fleets

9. (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 Lasers 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 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 the By-Laws, 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. Each officer shall be a member of the Association.

MEMBERSHIP AND DUES

10. (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 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 By-Laws of the Association upon being accepted to membership.
- (3) A member of the Association *ipso facto* belongs to the District in which he 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 Chairmen, may select instead the District in which he has permanent residence.
- (4) A member of the Association may become a member only of the Fleet in his District where he 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.
11. (1) Association dues shall be in the amount determined by and shall be payable within the time prescribed by By-Law 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.

SUSPENSION AND REMOVAL FROM OFFICE

12. A member may be suspended by the World Council, on the recommendation of a District Association, for gross violation of the Rules and By-Laws, 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.
13. A Regional or District officer may be removed from office by the World Council for a wilful and unjustifiable act of commission or omission detrimental to the Association or to its members.

APPEALS

14. Any dispute arising in relation to fleets, districts, regions, eligibility to race, the interpreting of this Constitution, the By-Laws or similar matter, other than any dispute as to the interpretation of the Rules or any protest within the jurisdiction of the applicable racing rules, may be made to the World Council whose decision shall be final and binding.

ADVISORY COUNCIL

15. The President and Vice President of the World Council and two persons nominated by those builders who are also Trademark owners shall constitute the Advisory Council and shall assist and co-operate with the World Council in the carrying out of their responsibilities, and shall have the responsibilities as set forth in paragraph 17 hereof and the paragraph entitled "Amendments" of the Rules.

BY-LAWS

16. The World Council may make By-Laws 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 By-Laws
 - (a) amending the Rules of the Laser Class, hereby established as By-Law 1 of the Association, as provided in paragraph 29 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 By-Laws 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;
 - (j) changing the Headquarters of the Association; and
 - (k) 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.

AMENDMENTS

17. Amendments to this Constitution 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 from the date of publication of the proposed change shall be valid.

TRANSITION PROVISIONS

18. (1) This Constitution shall come into force on the date of the approval thereof by the Association in accordance with the provisions of Article XVIII of the Laser Association Constitution enacted September 30, 1972; and thereupon the said Constitution enacted September 30, 1972, shall be repealed and the officers of the Association elected and appointed under the provisions of the Constitution enacted September 30, 1972, shall be deemed to be the first officers of the World Council under the within Constitution, to hold office until their successors are appointed or elected, as the case may be.
- (2) On the coming into force of this Constitution each District and each Fleet established under the Constitution enacted September 30, 1972, shall be deemed to be Districts and Fleets within the meaning of this Constitution, and all officers and Fleet Captains of such Districts and Fleets shall be deemed to be the first officers and Fleet Captains of such Districts under this Constitution until their successors are appointed or elected, as the case may be.
- (3) All Actions of the Executive Committee or other officers of the Association, including any District officer, made or performed pursuant to the said Constitution enacted September 30, 1972, shall be deemed to be validly done for the purpose of the within Constitution to the same extent as though same were carried out in accordance with the provisions hereof.

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 Laser Construction Manual

The one-design principle is the most important asset of the Laser Class. 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 Laser Construction Manual (LCM) and the Laser Class Rules.

The LCM 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 Laser 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 Lasers 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 LCM 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. Any change in the LCM requires the unanimous approval by all approved builders, the International Laser Class Association and World Sailing. Several years ago, the ILCA undertook a major revision of the LCM 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 LCM is continuously reviewed as part of an ongoing process to further tighten tolerances and specifications where possible.

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

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 Laser – 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.



Availability of options in materials and fittings:

If the LCM 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 Laser:

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 LCM 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 LCM is governed by the Laser Construction Manual Agreement signed by the aforementioned parties. It defines the procedures for the periodic factory inspections by the class and the measures necessary in case of deviations. This agreement is the most important document, which, alongside the Laser Class Rules, holds the whole "Laser one-design system" together.

The Rules:

The basic principle is that nothing can be changed by a sailor on a Laser, which was built according to the tight specifications of the LCM. 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 Laser and the LCM 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 Laser Construction Manual:

In view of the protection of the one-design principle, there is always much hesitancy to change the LCM. 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 Laser, do not be scared away by this process.

ILCA Member Districts 2018



ALGERIA
ANDORRA
ANGOLA
ANTIGUA
ARGENTINA
ARUBA
AUSTRALIA
AUSTRIA
AZERBAIJAN
BAHAMAS
BAHRAIN
BARBADOS
BELARUS
BELGIUM
BELIZE

BERMUDA
BRAZIL
BRITISH VIRGIN ISLANDS
BRUNEI
BULGARIA
CAYMAN ISLANDS
CHILE
CHINA
CHINESE TAIPEI
COLOMBIA
COOK ISLANDS
CROATIA
CUBA
CYPRUS
CZECH REPUBLIC

DENMARK
DOMINICAN REPUBLIC
ECUADOR
EGYPT
EL SALVADOR
ESTONIA
FIJI
FINLAND
FRANCE
GERMANY
GIBRALTAR
GREECE
GUAM
GUATEMALA
HONG KONG

HUNGARY
ICELAND
INDIA
INDONESIA
IRAN
IRELAND
ISRAEL
ITALY
JAPAN
KAZAKHSTAN
KENYA
KOREA
KUWAIT
KYRGYZSTAN
LATVIA



COUNTRY AND DISTRICT CONTACTS (In Alphabetical Order)

Correct as at 01.01.17 Updated regularly on the ILCA website: www.laserinternational.org

Key to Regions: (o) Oceania (csa) Central & South America (e) Europe (int) International (na) North America (a) Asia

ALGERIA (int) Riad Labor Fédération Algérienne De Voile Chosaso Bp 88 El Biar, Algiers (W) +213 21 17 64 43 98 (E) favoille.alg@gmail.com (Web) www.favoille.dz
ANDORRA (e) Josep M. Pla Naus Terravella 11 FAV - Av. Tarragona 93 Andorra la Vella AD500 (W) +376 811 195 (E) contact@andorravela.com (Web) www.andorravela.com
ANGOLA (int) Nuno Gomes Angolan Nautical Sports Federation Rua Murtalla Mohamed Clube Naval de Luanda linha de Luanda Luanda (W) +244924987900 (E) ngomes999@gmail.com
ANTIGUA (csa) Alan Hart Isaac Hill English Harbour St Pauls (H) +1 268 560-4074(W) +1 268 726-3298 (E) aljpliot@hotmail.com (Web) www.antiguasailingassociation.com
ARGENTINA (csa) Andr Ar. Federico Lacrozze 1752 4th "A", Piso 12 Ciudad Autonoma de Buenos Aires (M) +54 911 6790 7142 (E) fidalaser@gmail.com
ARUBA (int) Cor van Aanholt Brakkeput Ariba 98 (M) +5999 5609454 (E) Arubalaser@gmail.com
AUSTRALIA - NATIONAL (o) Kevin Phillips Australian Laser Class Association PO Box 5242 Greenwich NSW 2085 (E) secretary@laser.asn.au (Web) <http://www.lasersdownunder.com>
AUSTRALIA - NSW & ACT (o) Kevin Phillips NSW & ACT Laser Association P.O. Box 5242 Greenwich NSW 2085 (M) +61 427146400 (E) secretary@laser.asn.au (Web) www.laser.asn.au
AUSTRALIA - NT (o) Gary Martin Northern Territory Laser Class Association PO Box 42, Nightcliff Northern Territory 814 (H) + 61 898955914 (M) + 61 404031101 (E) gms50@bigpond.net.au (Web) www.nt.yachting.org.a
AUSTRALIA - QLD (o) Phil Danks Queensland Laser Association Inc., PO Box 478 Bulimba Queensland 4171 (E) phil.danks@bigpond.com (Web) www.qldslasers.com
AUSTRALIA - SA (o) Andrew Darcey 12 Sierra Ave Grange, Adelaide South Australia 5022 (M) +61 402901935 (E) salaser@adam.com.au (Web) <http://salaser.com.au>
AUSTRALIA - TAS (o) Michael Gluskie 19 McClements Street Howrah Tasmania 7018 (M) +61 408552849 (E) drnguskie@bigpond.com
AUSTRALIA - VIC (o) John d'Hein PO Box 255 McCrae Victoria 3938 (M) +61 408031275 (E) jdhelin3@bigpond.com (Web) <http://www.viclaser.org.au/>
AUSTRALIA - WA (o) Bruce utting PO Box 1231 Canning Bridge Applecross Western Australia 6153 (E) bruce.utting@education.wa.edu.au (Web) <https://www.walaser.org/>
AUSTRIA (e) Christian Schmid An den langen Lussen 11/3/1 Vienna 1190 (W) +43 6504 136665 (E) austrianlaserclass@gmail.com (Web) www.lasersailing.at
AZERBAIJAN (e) Burcu Algon Giorganni U Hacibeyov str no 64 Baku 1010 (W) 393291318013 (E) algonburcu@yahoo.com (Web) www.sailing.az
BAHAMAS (int) Brent Burrows & Christopher Sands Bahamas Laser Fleet PO Box EE16551 Nassau (242) 393-8495 or (242) 324-2184 (E) BAH-LaserFleetCaptain@gmail.com (Web) <http://www.BahamasSailing.org>
BAHRAIN (a) Kacem Bahrain Maritime Sports Association PO Box 11622 arad manama 973 (W) +973 17180407 (M) +973 39 146986 (E) kbenjerima@gmail.com
BARBADOS (int) Penny McIntyre Bamboo Hollow 34 East Bamboo Ridge Holders Hill, St. James (H) +246 832 5695 (M) +246 823 0019 (E) sailfast@caribsurf.com (Web) www.sailbarbados.com
BELARUS (e) Polina Golovina Office 48/2 d. Zarechie-1, Zhdanovichski s/s, Minsk r-n, Minsk obl., 223028, Belarus Postal address: p/o box 74, Minsk-020 220020, Belarus Minsk 220002 (W) +375 17 511 30 56 (E) info@yachting.by (Web) www.yachting.by
BELGIUM (e) Jan Willem Wolters Nindsebaan 43 Keerbergen 3140 (H) 00324499746068 (E) jan-willem.wolters@telenet.be (Web) <http://www.lasergroupbelgium.net>
BELIZE (csa) Sharon Hardwick PO Box 601 Belize City (W) +501 624 8529 (E) hardwicksharon@hotmail.com / belzessailingassociation@gmail.com (Web) <http://www.belizeinternational.org>
BERMUDA (int) Brett Wright 7 Cove Point Lane Spanish Point, Pembroke HM01 (H) +41 241 295 258 (E) Brett.Wright@treecbn.bm (Web) www.bermudalasers.bm
BRAZIL (csa) Nicolas Pereira Garcia Rua Princesa Isabel 347, apto.201 Sao Paulo SP 4601001 5511998983589 (E) nick_3529@hotmail.com (Web) <http://www.laser.org.br>
BRITISH VIRGIN ISLANDS (int) Tamsin Rand Royal BVI Yacht Club PO Box 200 Road Reef, Road Town Tortola VG1110 (W) +284 494 3286 (E) admin@royalbvivyc.org (Web) www.royalbvivyc.org
BRUNEI (a) John McNaë No 12 Simpang 730, Jalan Jerudong BB3122 (M) +673 8 710992 (E) johnmacnae@mac.com
BULGARIA (e) Stefan Muzakova 75 Vassil Levski Blvd Sofia 1000 (W) +35 9895272666 (E) stefanmuzakova@gmail.bg (Web) <http://www.bulsaf.bg>
CAYMAN ISLANDS (int) Raphael Harvey Cayman Islands Sailing Club PO Box 3213 Grand Cayman KY1-1208 (W) +1 345 926 7915 (E) coach@selling.ky (Web) www.sailing.ky
CHILE (csa) Ignacio Almaraz Alejandro Fleming 11020 Casa 21 Santiago (E) ialmaraz@manquehue.net (Web) www.laserschile.cl
CHINA (a) ZANGYUE Chinese Yachting Association Weitui Mansion 6 Zuoanmennei Street Beijing 100061 (W) +86 10 67113677 (E) chinasailing@sina.com
CHINESE TAIPEI (a) Lin Hong-Dow Rtn. 903 No.20 Chu-Lun St. Sports Building Taipei10489 (M) +886 227 409 846 (E) ctya168@seed.net.tw (Web) <http://www.ct-sailing.org.tw/>
COLOMBIA (csa) Carlos Salas Classe Laser Colombia Calle 28 # 25 - 18 Bogot (E) comodolasercolombia@gmail.com cesalas2008@gmail.com (Web) <http://www.fedealacolombia.org/>
COOK ISLANDS (o) Anne Tiemey Muri Retreat Main Road Ngatongia Rarotonga (H) +682 28243 (M) +682 54605 (E) anne@ila.co.ck (Web) www.sailingcookislands.com
CROATIA (e) Zlatko Jakelic 109 D Vuikovarska Split 21000 (H) + 385 213 99140 (M) +385 9150 53669 (E) zlatko.jakelic@st.t-com.hr (Web) www.ljhs.hr
CUBA (int) (e) raldecid@yahoo.es
CYPRUS (e) Elena Papazoglou Cyprus Sailing Federation, PO Box 51813 Limassol 3508 (W) +357 25 320559(M) +357 99 338727 (E) cyacyp@cytanet.com.cy (Web) www.cysaf.org.cy
CZECH REPUBLIC (e) Dan Audy Pod Horkou 10 Brno 63500 +42 0602364721 (E) dan.audy@seznam.cz (Web) <http://www.euroiaers.cz>
DENMARK (e) Michael Faubel Anton Benitsen vej 30 Bredsten 7182 (O) +45 51572245 (E) Michael.Faube@duPont.com (Web) <http://www.lasersailing.dk>
DOMINICAN REPUBLIC (int) Ari Barshi She Horse Ranch 66 Cabarete (E) an@caribwind.com (Web) www.caribwind.com

ECUADOR (csa) Matias Dyck Miravalle 4 calle L 318 Quito Pichincha 170150 59397103706 (E) matiasdyck@gmail.com (Web) <http://www.levelacuador.org/index.php/quienes-somos/afiliados/craes-afiliados/craes-laser-der-eclador>

EGYPT (int) Dr Medhat El Sayed Ghazal 7 Ebn El Garrah Street No. 30 Cleopatra Station Alexandria (H) +201 3 522 5055 (W) +201 00 600 9495 (E) ghazal_medhat@yahoo.com (Web) www.esw.info

EL SALVADOR (csa) Quique Arathoon Km 14.5 Carretera a El Salvador CC Gran Plaza Codega 306 Guatemala 1016 (E) quiquito_arathoon@hotmail.com

ESTONIA (e) Anis Väinola 1712 Viimsi tee Tallinn Estonia 12112 (M) +372 504 2477 (E) anis.vainsalu@gmail.com

FUJI (o) Neville Koop PO Box 19231 Suva (E) laserclassfiji@gmail.com

FINLAND (e) Virpi Mikkola Memmiskäsentie 10K Espoo 2110 (M) + 358 50 546 5486 (E) virpi.mikkola@skt.fi (Web) www.sailaser.fi

FRANCE (e) Jean-Luc Michon 29 Rue de la Judée Le Bois Plage 17580 (M) + 33 66 210 9832 (E) michonjl@hotmail.com (Web) <http://www.francelaser.org/>

GERMANY (e) Alexandra Wehrhuth Soling 34 Kiel 24159 +49 (0) 431 3200 7400 (E) 1.vorsitzende@laserklasse.de (Web) www.laserklasse.de

GIBRALTAR (e) Brian Brophy Royal Gibraltar Yacht Club 26 Queensway (W) 00 350 54029093 (E) sabrophy@telefonica.net

GREECE (e) Panos Mavrogeorgis 464 Agias Marinas Avenue Koropi Athens 194 00 (W) + 302108945355 (E) info@hellaslaserclass.gr (Web) www.hellaslaserclass.gr

GUAM - MICRONESIA (o) Kelly Bruce Micronesia Laser Association c/o Marianas Yacht Club & the Guam Sailing Federation PO Box 2297 Hag GU96932 (W) +671 483 1903 (E) kbrcusester@gmail.com (Web) www.marianasayachtclub.org

GUATEMALA (csa) Juan Estuardo Maegli 23 Av. 6-72 Zona 15 Vista Hermosa I 1015 (H) +502 23657031 (W) +5022328 8888 (M) +502 52039783 (E) jernaegli@grupodecun.com (Web) www.velaguate.com

HONG KONG (e) Swanson Chan Hong Kong Laser Class Association Royal Hong Kong Yacht Club Kalliet Island, Causeway Bay (W) +852 98625255 (M) +91 949 1073622 (E) swanson_chan@yahoo.com (Web) www.laser.org.hk

HUNGARY (e) Bernadett Eszes Szé. Imre hrg. u. 9/d Balaionalmadi H-8220 (M) + 36 30 7091606 (E) detta77@hotmail.com (Web) www.laser-sailing.hu

ICELAND (e) Jon Pétur Friðriksson Íttrottamíðistíðin Engjavegi 6 Reykjavík (W) +354 514 4210 (E) sil@silsports.is (Web) www.silsports.is

INDIA (a) Lt Col SS Swatch Laser Class Association of India c/o Military College of EME Secunderabad Andhra Pradesh 500015 (W) +914027790396 (E) laserindia@gmail.com (Web) www.lcal.in

INDONESIA (a) Othaneli Manahit, Secretary General Sailing PB Porais (Indonesian Sailing Federation) Sekretariat Karselary Pintli Vi Stadion Utama Bung Karno Senayan Jakarta 10270 (E) othanelimanahit@yahoo.co.id

IRAN (a) Mohammadreza Dorkhan Iran Canoe, Rowing & Sailing Federation, Azadi Sport Complex, Tehran 1484815174 (W) +98 2144739135 (E) crsf@msy.gov.ir (Web) www.icf.ir

IRELAND (e) Aidan Staunton Flemington Balcadden Co. Dublin K32W201 353862426156 (E) aidanstaunton@hotmail.com (Web) <http://www.laser-ireland.com/>

ISRAEL (e) Smadar Pintov 6 Shirrit Str Tel Aviv 69462 (W) +972 3 648 2860 (E) isra@isailing.org.il (Web) <http://www.sailing.org.il>

ITALY (e) Gianni Galli Associazione Italia Classi Laser A.S.D. C.F. 92124080497, sede in Viale Italia 133, 57126, Livorno (E) giannigalli@icd@gmail.com (W) <http://www.latalaser.org/>

JAPAN (e) Takao Otani 31/331, Kamitsushidana-Minami Ayase Kanagawa-ken 252-1114 (W) +81 467 76 1051 (E) icalprn@cityfujisawa.ne.jp (Web) <http://cityfujisawa.sakura.ne.jp/>

KAZAKHSTAN (a) Oleg Kulivatsky 42388 Kapchagay Almaty 40800 (W) +77 772269411 (E) sailing.kaz@gmail.com

KENYA (int) Tom Morton PO BOX 060608 Nairobi (M) +254 728 218183 (E) tom@themortons.co.ke (Web) www.sailingkenya.org

KOREA (a) Victor Yun 501 Olympic Center,420 Olympic-ro Songpa-gu, Seoul 5540 (H) + 82 2 420 4393 (W) + 82 2 420 4392 (E) ksa@sports.or.kr (Web) www.ksaaf.org

KUWAIT (a) Khalid Alfordary PO Box 5863 Safat 13059 (H) + 96 556 16119 (M) + 96 590 84448 (Web) www.kuwaitssailingevent.com

KYRGYZSTAN (a) Viadimir Kirik 12 Erkindi Bishkek 720040 (W) +996312300152 (E) fspkr@mail.ru

LATVIA (e) Gints Fisers-Blumbergs Grdau street 9a, Engure Engure LV-3113 (M) +371 29153554 (E) gikelabo@gmail.com

LITHUANIA (e) Linas Grabinckas 3 Topolių g., Rumsiskes Kalsiadorių raj 56336 (M) +370 685 77534 (E) linas.grabinckas@sailing.lt (Web) <http://kaunas.sailing.lt>

LUXEMBOURG (e) Serge HARTLES 57, rue de Schoenfelds Bridel L-8151 (E) serge.hartles@pt.lu (Web) www.vcl.lu

MACAU (a) Denis Bordais Associação de Vela de Macau Centro Náutico Hac-Sa Coloane Macau SAR (M) +853 62347155 (E) denisbor@hotmail.fr

MACEAONIA (e) Antonie Churkoski 58 Khera Street Port Kembla NSW 2505 (M) +61 402 542 256 (E) tonicruka@yahoo.com

MALAYSIA (a) Megat Fairuz Khairuddin Malaysian Yachting Association Suite: 1.14, Level 1 Wisma OCM Hang Rd Kuala Lumpur 50150 (W) +603 2026 4524 (E) salimalaysia@gmail.com (Web) www.sailing.org.my

MALTA (e) Peter Dimech 18 Alfred Craig Street Ta' Xbex XBX1112 (H) +356 2733 6484 (M) +356 7946 6873 (E) peterdimech@onvol.net

MAURITIUS (int) Mike Lafleur Grand Baie 2302630881 (E) mike.lafleur@yahoo.com

MEXICO (int) Luis Barrios Libertad 1725 Colonia America Cuadalejara Jalisco CP44160 (W) +52 33 3825 2257 (E) lbarrios@hotelescity.com (Web) www.lasemexico.org

MOLDOVA (e) Denisuc Alexandru 10 Building, Ap 58/Strada Guceanu Chisinau 2020 (H) +373 22315670(M) +373 7954 5522(W) +35699149677 (E) moldsailing@star.net.md

MONACO (e) Damien Desprat Yacht Club de Monaco 16 Quai Antoine 1er MC 98000 (E) mc98000@yachtclubmonaco.com

MONTENEGRO (e) Pero Vujovic Crnogorski jedriličarski savez Skver b.b. Herceg Novi 85340 (W) +382 31 321357 (E) cgjs@com.me (Web) www.cgjs.me

MOROCCO (int) Mohammed Zanzouli BP 9112 Salé Mohammad-Salé-Morocco Rabat 11000 (W) +212 537802502 (E) laserzouzou@hotmail.com

MYANMAR (a) Heli de Rosa Alberto Federação Moçambicana de Vela e Canoagem Maputo 5714 +258 847268857 (E) fm.vela@oagem@gmail.com

MYANMAR (a) U Thayne Soe 132 Inya Road Kamayut Township Yangon (W) +95 1 230 7721 (E) sailingteam.myl@gmail.com (Web) <http://myanmar.sailing.org>

NETHERLANDS (e) Peter Plevier Hollandse Hout 154 Lelystad 8244 GE (H) +31 0320 254917 (M) +31 612 423103 (E) peter@p4communicatie.nl (Web) <http://www.laserklasse.nl/>

NETHERLANDS ANTILLES (int) Cor van Aanholt Brakleup Ariba 98 Curacao Curacao (M) +5999 5609454 (E) AHOsailing_laser@gmail.com (Web) <http://www.AHOsailing.org>

NEW CALEDONIA (a) FREI Jacques 9 bis rue Gustave LODS NOUMEA 98 846 (H) +687 262 685 (M) +687 793 194 (E) frei@lagoon.nc

NEW ZEALAND (a) Karen Grimwade New Zealand Laser Association PO Box 46 243 Herne Bay Auckland 1147 (E) secretarynzlaser@gmail.com (Web) www.nzlaser.org

NIGERIA (int) Ebenezer Ukwuna 1 Kessington Broadway Satellite Town Lagos (W) +234 802 442 4674 (E) eukwuna@yahoo.com

NORTH AMERICA (na) See list of Districts on page 25 or go to www.laser.org

NORWAY (a) Per Bakke Th. Kittelsen 49 Moss 1517 (M) +4798255055 (E) per.bakke@mac.com (Web) www.lasernytt.no

OMAN (a) Koray Ezer Director of Training Oman Sail LLC PO Box 2394 Ruwi PC 112 (E) Koray@omansail.com (Web) www.omansail.com

PAKISTAN (a) Captain A R Arshad Laser Association of Pakistan 105/111 Khayaban-E-Muhalliz Phase VI DHA Karachi (H) +92 215342123 (M) +92 3008202472 (W) +92 215873103 (E) sarashad2000@yahoo.com

PAPUA NEW GUINEA (a) Graham Numa Papua New Guinea Laser Association Royal Papua Yacht Club PO Box 140 Port Moresby Oceania 1111 (W) +675 325 5143 (M) + 675 72599536 (H) +675 768 60666 (E) copytek@datlon.net.pg

PERU (csa) Guillermo Arce Jr. Las Tres Marias 376 Surco Lima (M) 51997893130 (E) garcevega@hotmail.com (Web) www.laserperu.org

POLAND (a) Katarzyna Debernay et. ks. J Poniatowski 1 Warszawa 03-901 (W) +48 500090939 (E) kontakt@klasalaser.pl (Web) www.klasalaser.pl

PORTUGAL (a) Rita Gon Club Naval de Cascais Esplanada Principe D. Luis Filipe Cascais 2750-411 (E) laserpcpl@gmail.com

PUERTO RICO (int) Dr. Roberto Alfonso 51 King's Ct Apt 6A San Juan PR 00911 (M) +1 787-637-9500 (E) alfrobmd@caribe.net (Web) www.sailingpur.org

QATAR (a) ALI NASSER TELFAT Qatar Sailing and Rowing Federation PO Box 23515 Doha (H) +974 4420305 (W) +974 554 233 (W) +974 4327335 (E) qatarsailing@yahoo.com (Web) <https://qsmf.qa>

ROMANIA (a) Razvan Pisiaru Theodor D. Sperantia 108 Bl. S22, Sc. 1, Ap. 4, Sector 3 Bucharest 30941 (E) rpisiaru@yahoo.com (Web) www.lasersailing.ro

RUSSIA (a) Maxim Semerikhanov 8-448 Luznitskaya nab. Moscow 112270 (W) +79 031999611 (E) 1777maksim@gmail.ru

SERBIA (a) Miroslav Petkovic 53a Veselina Maslesa Belgrade 11000 (M) +381 6330 4577 (E) mpetkovic@akbceograd.com (Web) www.sailing.org.rs

SEYCHELLES (int) ALAIN ALCINDOR B 41 Hermitage PO BOX 508 Mont Fleuri Mah (W) +248 32 39 08 (M) +248 72 23 28 (E) noas@seychelles.net

SINGAPORE (a) Chung Pui Ming Singapore Laser Fleet 1500 East Coast Parkway National Sailing Centre Singapore Sailing Federation (W) +65 6444 4555 (E) peiming@singaporelaser.org.sg (Web) www.sailing.org.sg

SLOVAKIA (a) Giedrus Alksnevičius Abovska 214/30a Valalky Kosické Okolie 4413 (M) +421 917 870124 (E) gitsailing@gmail.com (Web) www.sailing.sk

SLOVENIA (a) Vito Batistic SLOLASER Dajtejeva 22 Izola 6310 (W) +386 403377778 (E) vito.batistic@gmail.com (Web) www.jadratna-zveza.si

SOUTH AFRICA (int) Alan Keen 8 Rover Rd Rondebosch 7700 (H) +272 1686 8061 (W) +278 2552 8750 (E) akeen.home@gmail.com (Web) www.laser.org.za

SPAIN (a) Jordi Capella Arondo C/ Mallorca nº 61 piso 1ºC Barcelona 8029 (W) +34 674163367 (E) Laser.es@gmail.com (Web) www.laser-esp.com

SRI LANKA (a) Sarath Kuragama Yachting Association of Sri Lanka Level 4, 1, Lake Crescent Colombo 02 (W) +94 714007684 (Fax) +94 1 4523620 (E) sskuragama@yahoo.com.sg

ST LUCIA (int) Ulrich Meixner P.O. Box 2091 Gros Islet Castries LC01 101 (W) +1758 452 8531 (E) destill@candw.lc (Web) www.stluciayachtclub.com

SWEDEN (a) Johan Claesson Rosenbergsgratan 3 Marstrand SE - 446 +46 702 206 777 (E) phancassens3@gmail.com (Web) <http://www.lasersweden.se>

SWITZERLAND (a) Gisèle Veluzat LUTHER CH. de l'Ocheltz 23 Saint-Sulpice VD 1025 (H) +41 6919281 (E) gisele.luther@sunrise.ch (Web) <http://www.swiss-laser.org>

TAHITI (a) Isabelle Barbeau PO Box 2057 Papeete Polynésie Française 98713 - 689 742752 (E) isabellebarbeau5@gmail.com

TANZANIA (int) Nelly Coelho P.O. Box 110219 Dar es Salaam (M) +25571366009 (E) tzsailingassociation@gmail.com (Web) <http://tanzaniasailingassociation.webs.com>

THAILAND (a) Albert T. Chandler 7th Floor, Bhubajit Building 20 North Sathorn Road Siam, Bangkok Bangkok 10500 (H) +66 81803 3005 (W) +66 2266 6485 (E) albert.chandler@chanderminn.com (Web) <http://laserthailand.weebly.com/>

TRINIDAD AND TOBAGO (int) James Armindel 1 Abercromby Street Port of Spain Trinidad (H) +868 637 2911 (M) +868 389 2792 (E) james.armindel@gmail.com

TUNISIA (int) Sahbi Fekih Federation Tunisienne de Voile Bloc "B" - 5ème étage Maison des Sports Tunisiens 1003 (W) +216 71 750 878 (E) ftv@planet.tn (Web) www.ftv.org.tn

TURKEY (a) Utku Gonener Turkiye Yekken Federasyonu Iscler Cad. No:143 K-1 Alsancaik / IZMIR 35220 (E) utku@tyf.org.tr (Web) www.tyf.org.tr

TURKS AND CAICOS (int) David Douglas The Bight Park Providenciales (W) +1 649 231 0624 (E) solmarine@clwlay.lc

UGANDA (int) Philip Betts Victoria Nyarua Sailing Club PO Box 10829 Kampala (W) +256 772 378 791 (E) ilca@saluganda.com (Web) www.saluganda.com

UKRAINE (a) Anastasiya Gafenko 7 13 Polovetskaya Str. ap. 81 Kiev 4107 (M) +380 5041 16547 (E) ukrflaserassoc@ukr.net (Web) www.lasersailing.com.ua

UNITED ARAB EMIRATES (a) Abdullah Al-Obaidi UAE Sailing & Rowing Federation PO Box 15 Abu Dhabi (W) +971 2 6815566 (E) sg-office@sarf.ae

UNITED KINGDOM (a) Dorothy Beadsworth Culverness Cottage, Baylton Common Kidderminster Worcestershire DY14 9NU (W) 44 1299 832970 (M) +44 7770 951194 (E) office@laser.org.uk (Web) www.laser.org.uk

URUGUAY (csa) Bruno Grundwath (W) 598) 95 643 692 (E) Grundwathbruno@gmail.com

US VIRGIN ISLANDS (int) Christine Thompson P.O. Box 302571 St Thomas VI 803 (M) +1 340-626-5455 (E) tchristhest@hotmail.com (Web) None

VENEZUELA (csa) Mar Fedration Venezolana de Vela Torre America 713 Ave. Venezuela Bello Monte Caracas Apartado 76069 Caracas 1070 (W) +58 212 761 9105 (E) federacionvenezoladevela@gmail.com shibuspining@hotmail.com

ZIMBABWE (int) Megan Griffiths 14 Ryelands Court Portlerry Road Harare (W) +263 772 143 246 (E) meganigriffiths@gmail.com

Boat Care - Stresses and Strains

The Laser boat 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 Lasers over 10 years old, sailing happily when other boats are retired to the scrap heap. Further, the Laser has proved itself in very strong winds when other classes are reduced to wreckage. It never ceases to amaze us to see Lasers sailing in 40 knots plus.

Over the years, small changes have been made to the Laser 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 Laser 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.

The Laser mast is produced to a high manufacturing standard in the aluminium trade for the specified wall thickness. Within this standard the Laser 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 Laser harder and longer in ever more challenging conditions.

In 2017 Laser 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.



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 Laser is heeled to leeward. When a Laser 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.

Laser Class Rules - One Design

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

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

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

If you feel you want to change something on a Laser - STOP. Ask yourself why you want to do it? If the answer is "to make me go faster" there is a very good chance the modification or addition is illegal!

Take a look at the Laser Rules.

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

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

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

Cheating

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

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

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

Class Rules Index

PART ONE		
Object	28	
Fundamental Rule	28	
Hull Identification	28	
Definition of a Builder	28	
PART TWO		
1. Measurement Diagrams	28	
2. Measurement	28	
3. Control Systems, Control Lines and Fittings.....	28	
4. Sail Registration Numbers, National Letters & Flag.....	30	
5. Mast.....	31	
6. Clothing and Equipment.....	31	
7. Sailing Requirements	32	
8. Hull Coatings	32	
9. Class Association Membership.....	32	
10. Advertising.....	32	
PART THREE:		
11. Hull Finish.....	32	
12. Transom Drain Bung	32	
13. Self Bailer	32	
14. Centreboard	32	
15. Rudder.....	32	
16. Tiller.....	33	
17. Hiking Strap.....	33	
18. Boom	33	
19. Mast.....	33	
20. Inspection Ports.....	34	
21. Clips & Storage Bags	34	
22. Compass	34	
23. Wind Indicators.....	34	
24. Tape and Line.....	34	
25. Safety Equipment.....	34	
26. Repairs & Maintenance.....	34	
27. Reefing	34	
28. Boat or Body Mounted Camera.....	34	
PART FOUR		
29. Laser Radial	34	
30. Laser 4.7	35	
PART FIVE		
31. Amendments	35	

The latest edition of the Laser Class Rules and By-Laws are available at www.laserinternational.org.

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

Valid from 1st January 2018. Cancels all previous rules and interpretations.

RECENT CHANGES:

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.

1 January 2016

4(f) National Letters: updated wording with instructions for positioning of letters on new *MKII* sail.

1 February 2015

3(h) ii Traveller: A spliced eye allowed. Previous interpretation

4(h) National Flag: new rule adopting World Sailing standard position of flags when country flags are required by NoR (currently only at World Cup events organized by World Sailing).

10. Advertising: change to prohibit advertising or graphics on the sail window

14(d) Centreboard: allowing vertical cuts in the anti-wear strip at front of centreboard box. Previous interpretation.

15(k) Rudder: new rule allowing padding either side of the head of the rudder blade up to a max 20.3mm. Previous interpretation.

18(c) Boom and traveller blocks: new rule allowing the original blocks to be replaced by new "builder supplied" blocks. Most boats now supplied with new blocks.

26(c) Repairs and Maintenance: re-word to clarify "fixings". Previous interpretation.

INTRODUCTION

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

The English text of the Laser Class Rules shall govern.

PART ONE

OBJECT

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

FUNDAMENTAL RULE

The Laser shall be raced in accordance with these Rules, with only the hull, equipment, fittings, spars, sail and battens manufactured by a World Sailing and International Laser Class Association (ILCA) approved builder in strict adherence to the Laser 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 Lasers shall have an identification number moulded into the deck under the bow eye or into the transom, which shall be either the sail number or a unique production number.

Lasers with sail numbers from 148200 shall display a unique 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.

DEFINITION OF BUILDER

A Builder is a manufacturer that has the rights to use a Laser trademark, is manufacturing the hull, equipment, fittings, spars, sails and battens in strict adherence to the Construction Manual, and has been approved as a Laser 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)(j), 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
Plastic cunningham clam cleat
Mainsheet block
Plastic outhaul clam cleat
Plastic outhaul fairlead
Vang cleat block
Vang key block
Vang key
Plastic traveller fairleads
Plastic traveller clam cleat

- 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)i and 3(f)i.
- 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, except that aramid fibre (e.g. kevlar) is not permitted for the boom vang or cunningham control systems.
- ii. Control lines shall be of uniform thickness and shall not be tapered except for the purpose of a splice 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 shackle.
- vi. The plastic fairleads and plastic clam cleats may be replaced in the same position with an identical size and shape fitting made of metal.
- vii. The plastic cunningham fairlead may be replaced with one of the same type which has a stainless steel insert, and has the same screw hole positions.
- viii. “Builder Supplied” Deck Fittings (Deck Block Fitting and Deck Cleat Base)

- a) The cunningham fairlead may be replaced in the same position with a “Builder Supplied” deck block fitting 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 capsized, 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 cringle as a moving line.

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

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

iv. Deck Block Fitting and Deck Cleat Base

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

(f) Outhaul – also see Rules 3(a) & 3(b)

- i. The outhaul system shall consist of a maximum of two control lines, "Optional" blocks or loops for purchase and a **maximum of 6 "Turning Points"**.
- ii. The outhaul control line shall be attached to either the end of the boom, the outhaul fairlead, the sail, or a quick release system, and shall pass through the boom outhaul fairlead as a moving line at least

once. The outhaul fairlead shall be at least one of the maximum of 6 "Turning Points" permitted by Rule 3(f).

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

An "Optional" block may be attached to the outhaul fairlead, **provided** Rule 3(f)ii is also satisfied.

An "Optional" block may be attached to the outhaul clam cleat.

- iv. An "Optional" block may be attached to the clew of the sail, or to a quick release system, or be part of a quick release system.
- v. One or two "Optional" blocks may be attached to the gooseneck fitting, or at the mast/gooseneck junction with their "Turning Points" not more than 100mm from the centre of the gooseneck bolt. (The gooseneck may be inverted.) The blocks in this rule may also be attached to the gooseneck with a bolt or a pin.
- vi. A shock cord may be used as an inhaul on the clew
- vii. Shock cord and/or rope loops (rope loops may be part of the control line) can be tied around the boom and/or the outhaul control lines to retain the outhaul lines close to the boom.

viii. Deck Led Outhaul System

- a) When led to the deck, the outhaul control line shall pass only once through the cunningham fairlead or the outhaul "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 Laser Radial and 4.7 sail number positions please see part 4 rule 29(e) and 30(e))

- (a) For Lasers up to sail number 148199, the sail number is a number moulded into the deck under the bow eye or into the transom, or displayed on a

plate attached to the rear of the cockpit.

For Lasers with sail numbers from 148200, the sail number is the number displayed on a unique World Sailing Building Plaque attached to the rear of the cockpit.

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

Height 300 mm.

Width 200 mm (excluding digit 1).

Thickness 45 mm.

Space between adjoining numbers minimum 50 mm.

Sail numbers shall be regularly spaced.

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

Each sail number digit shall be of one colour only.

The sail numbers shall be solid and easy to read.

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

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

(For additional guidance, see the Instructions for Applying Sail Numbers on p. 45 along with accompanying diagrams on pp. 46 - 49).

- (d) Sail numbers from 131000, sails purchased after 1st June 1993 and new sails stamped "New Numbers" shall have numbers that are clearly visible with the last four digits of the number in one dark, distinctive colour or black and any preceding numbers in a different, contrasting, distinctive colour (red is recommended).

- (e) Exceptions to this Rule are permitted:

- i. when the hull and/or sail are provided by the organisers for an event and after approval of the International Laser Class Association, the numbers on the sail used for that event only may be single, double or triple digit numbers.
- ii. in the case of a Laser borrowed or chartered for a specific event, and after written approval from the Race Committee, a competitor may use a sail with numbers that are different to the sail number allocated to the hull. The sail number used shall be the sail number allocated to the competitor's own Laser. When the competitor does not own a Laser, the number used on the sail shall be the number of the Laser chartered.
- iii. when a sail is damaged during a series and Rule 7 (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.

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

The letters on the starboard side of the *MKII* sail shall

be placed along the top edge of the seam below the bottom batten pocket (+ or - 12mm), for the *MKII* sail on a Base Line 400mm (+ or - 12mm) below the bottom batten pocket and on the port side of the sail along a line 400 mm (+ or - 12mm) 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.

(g) 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.

(h) 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 Standard and Radial 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 4.7 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) In alteration of RRS 43.1 (b) the maximum total weight of competitors' clothing and equipment shall be 9kg (for Laser Radial and 4.7 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 Laser shall be raced with either one or two persons aboard.

When two persons race a Laser they shall race together throughout the entire race or series of races

without alternating at the helm.

- (b) 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 a Laser in any Fleet, interFleet, District, or other sanctioned event unless at least one member of the crew is a current member of the International Laser Class Association (a member of a District Laser Association duly established in accordance with the Constitution is a member of the International Laser Class Association).

10. ADVERTISING

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. TRANSOM DRAIN BUNG

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

13. SELF BAILER

A self-bailing device as supplied only by the builder may be added. The bailer may be sealed with tape, filler or glue along its edge where it joins the hull and at the screw hole. Filling the screw hole level with the flat surface of the bailer is permitted. Fairing the flat surface of the bailer to the hull shape or changing the profile of the bailer is not permitted. 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 capsizes. 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 the eye straps on the aft face of the cockpit may be rigged in any manner so that the hiking strap is fixed or adjustable and may include one cleat; one ring, thimble, or shackle; or both.

- (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.



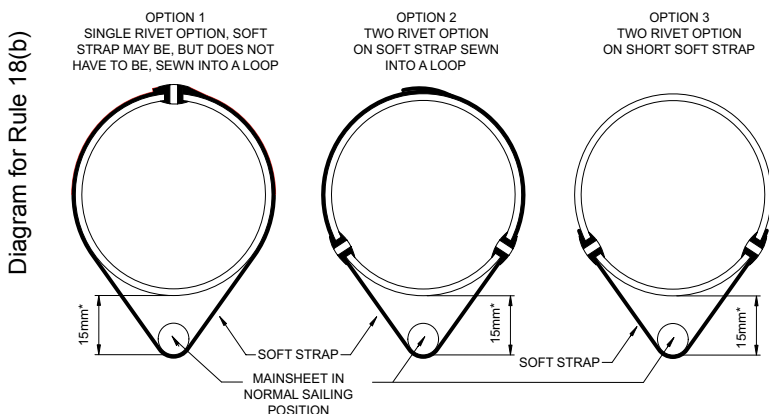
19. MAST

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

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

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

CROSS SECTIONS THROUGH BOOMS AND SOFT STRAPS SHOWING THE ONLY LEGAL FIXING OPTIONS



NOTES:
1. 15mm DIMENSION MARKED * IS NOMINAL
2. HOLES FOR OPTIONS 2 AND 3 ARE POSITIONED TO FIT THE ORIGINAL STAINLESS STEEL EYE STRAP
3. NO BOOM SHALL BE DRILLED WITH THREE HOLES AT THE BOOM STRAP POSITION

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, 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. An additional wrist mounted compass is permitted. Electronic, self-contained, digital compasses using only magnetic input are permitted.

(b) Timing devices 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 or line 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).

27. REEFING

The sail may be reefed by rolling the sail around the mast 1 or 2 times.

28. BOAT OR BODY MOUNTED CAMERA

One camera may be attached to the sailor or may be mounted on the boat if the hull cavity is not pierced by anything other than the fasteners.

PART FOUR

LASER RADIAL RIG AND LASER 4.7 RIG OPTIONS

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

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

29. LASER RADIAL

(a) The Laser Radial sail and bottom mast as supplied by an approved Builder shall conform to the measurement diagrams which form part of these Rules.

(b) The Laser Radial rig may be used in any Laser regatta subject to the conditions in 29 (c) and any restrictions in the Notice of Race and Sailing Instructions.

(c) The Laser Radial rig may only be used in District Championships and higher level regattas when prescribed in the Notice of Race and Sailing Instructions.

(d) In a series of races a Laser Radial rig shall not be changed for a Laser or Laser 4.7 rig. A series is 2 or more races that count towards an overall points total.

(e) SAIL REGISTRATION NUMBERS & NATIONAL LETTERS

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

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

(For additional guidance, see the Instructions for Applying Sail Numbers on p. 45 along with accompanying diagrams on pp. 46 - 49).

4(f) National Letters, if required, shall conform to the same type, size, spacing and requirements as sail

numbers (refer rule 4(b), (c), (d) and (e)) and shall be positioned as follows (also see diagram):

The top of the letters on the starboard side of the sail shall be placed on the bottom edge of the bottom batten pocket and its extension (+ 12 mm). The starboard letters shall commence 100 mm (+ or - 12 mm) from the leech. The bottom of the letters on the port side shall be placed on a line 400 mm (+ or - 12 mm) below and parallel to the bottom of the letters on the starboard side of the sail. The port letters shall finish 100 mm (+ or - 12 mm) from the leech. The letters shall all be the same colour, 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 43.1 (b) the maximum total weight of competitors clothing and equipment shall be 9 kg.

30. LASER 4.7

- (a)** The Laser 4.7 sail and bottom mast as supplied by an approved Builder shall conform to the measurement diagrams which form part of these Rules.
- (b)** The Laser 4.7 rig may be used in any Laser regatta subject to the conditions in 30 (c) and any restrictions in the Notice of Race and Sailing Instructions.
- (c)** The Laser 4.7 rig may only be used in District Championships and higher level regattas than prescribed in the Notice of Race and Sailing Instructions.
- (d)** In a series of races a Laser 4.7 rig shall not be changed for a Laser or Laser Radial rig. A series is 2 or more races that count towards an overall points total.

(e) SAIL REGISTRATION NUMBERS

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

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

Height 220 mm.

Width 150 mm excluding digit 1.

Thickness 30 mm.

Note: Optimist Class legal numbers conform to this rule.

The maximum height to conform is 240mm.

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 Laser 4.7 sails with numbers above 153000 and sails purchased after 1st June 1993 the sail numbers shall be glued or sewn on each side of the sail, with the bottom of the starboard numbers placed along the top edge of 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. 45 along with accompanying diagrams on pp. 46 - 49).

- 4(f)** National letters, if required, shall conform to the same type, size, spacing and requirements as Laser 4.7 numbers (refer rule 29 (e) 4 (b)).

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

(g) CLOTHING AND EQUIPMENT

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

- 6(a)** In alteration of RRS 43.1 (b) the maximum total weight of competitors clothing and equipment shall be 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 replying in writing to the International Office of the Class in response to a postal ballot published by the International Office of the Class. Only those postal votes returned to the International Office within 6 months from the date of publication of the rule change shall be valid, and
- (d)** World Sailing.

Class Rule Interpretations

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 "Laser Class Rules".
2. Clam cleats: Interpretation to Rule 3(b) vi. Clam Cleats® of identical overall size and shape with attachment points are allowed.
3. Mast abrasion prevention: Interpretation to Rule 19 a. The tube or collar may be in two separate pieces in both the lower and upper locations as long as the total thickness does not exceed 1mm.
4. Sail Button: Interpretation to Rule 4. Sails are required to have an ILCA sail button. Standard MKII orange, Standard MKI, Radial and 4.7 red.
5. Eye Splice: Interpretation to Rule 3 b ii. Local variation of thickness is acceptable for the purpose of a splice at a load bearing point.



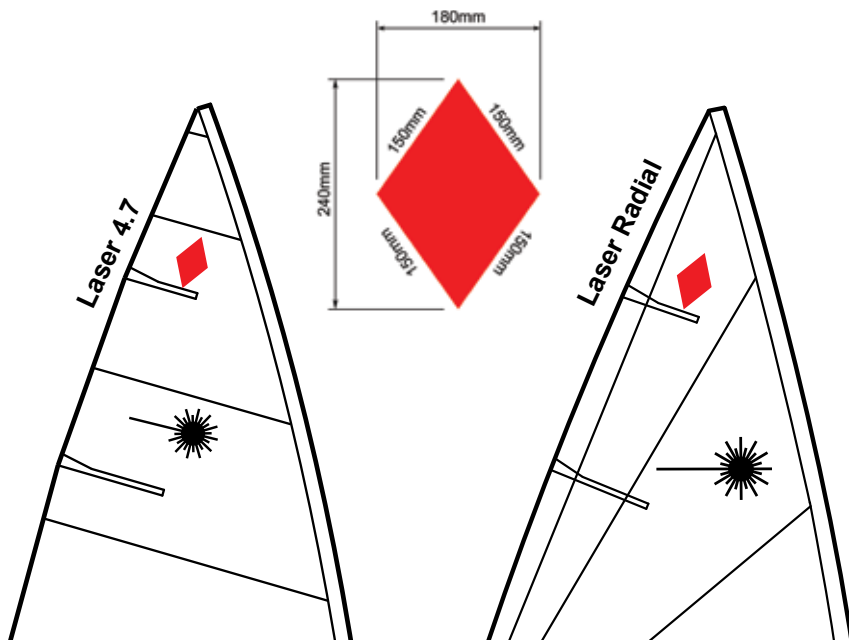
Instructions for Applying Red Rhombus For Women's Events

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.

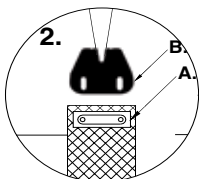
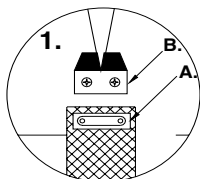


Measurement Diagrams

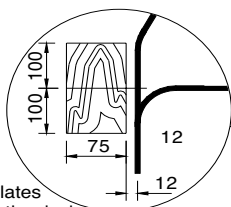
(pages 37 to 43 part of class rules)

All dimensions shown in millimetres

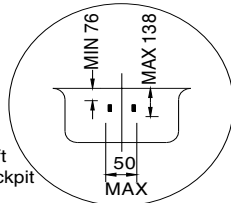
Measurements are shown only as a guide to replacement in the event of failure.



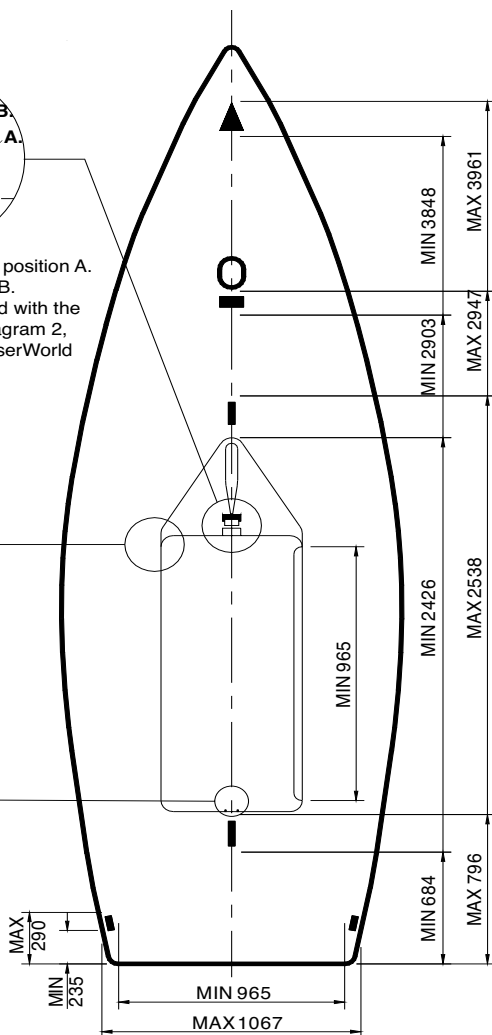
Mainsheet block shall be attached to eyestay in position A. Centreboard Brake shall be attached in position B. Centreboard Brake in diagram 1 may be replaced with the builder supplied Centreboard Brake shown in diagram 2, available mid/late 2009 (see December 2008 LaserWorld or www.laserinternational.org)



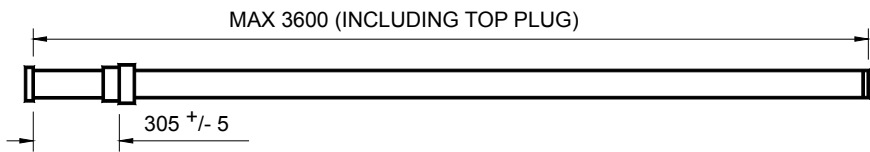
Wooden backing plates are under the deck for the fitting of cam or clam cleats



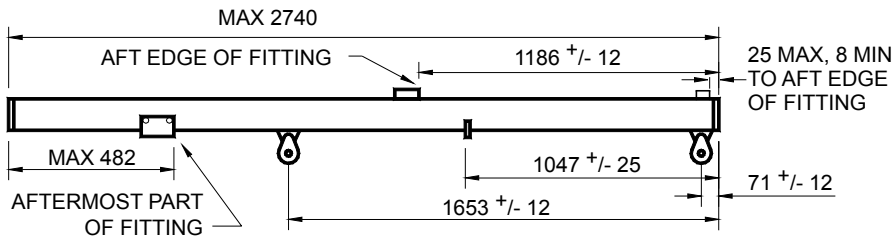
Eyes at aft end of cockpit



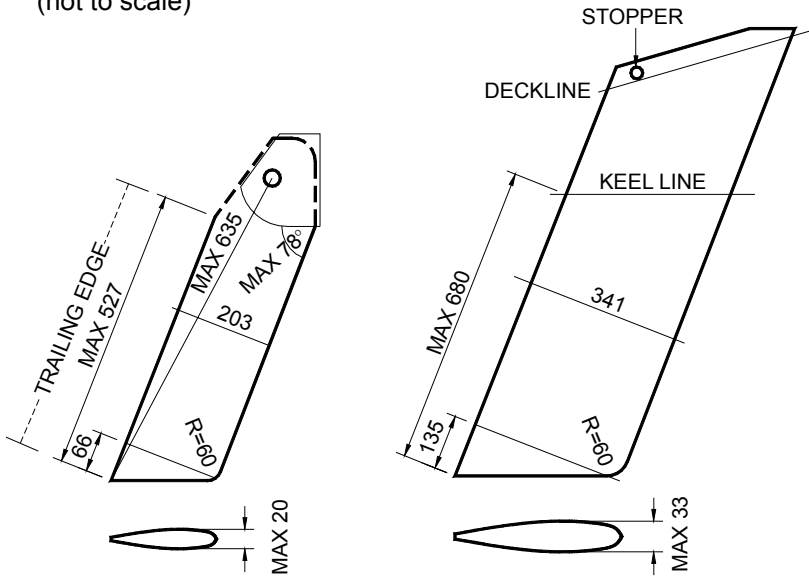
LASER, LASER RADIAL & LASER 4.7 MAST TOP SECTION



LASER, LASER RADIAL & LASER 4.7 BOOM

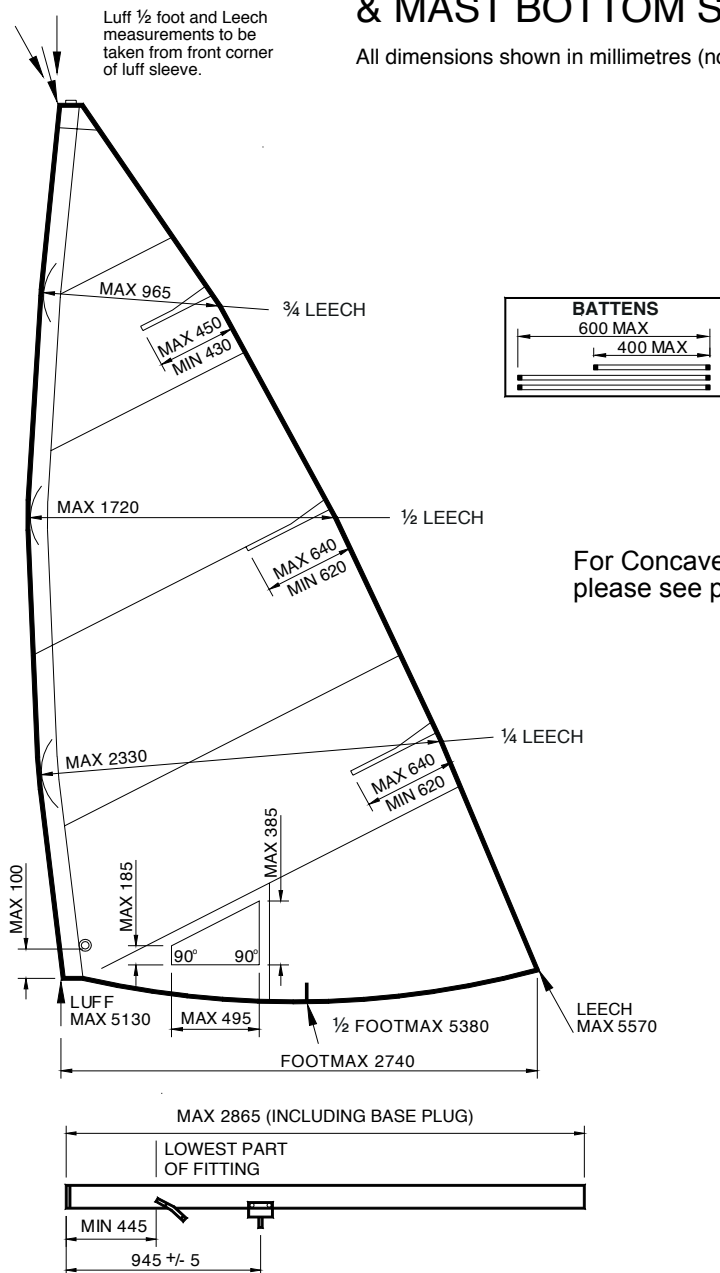


All dimensions shown
in millimetres
(not to scale)



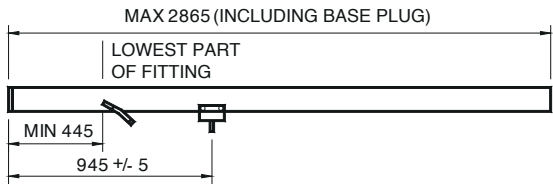
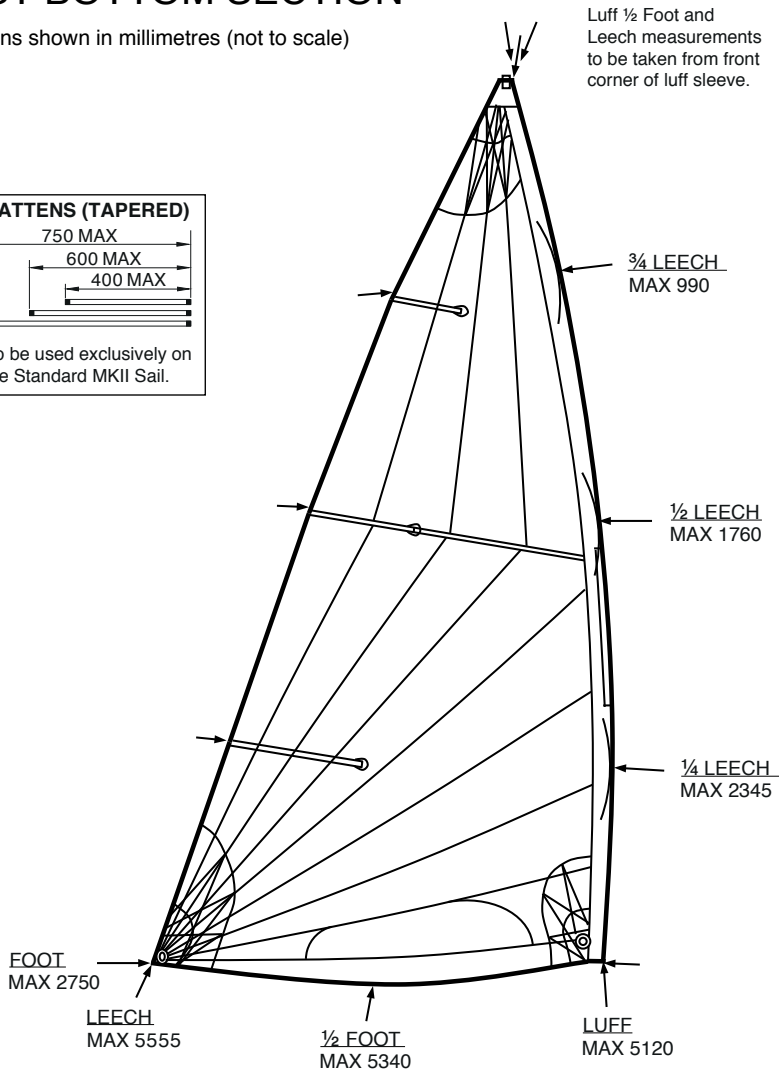
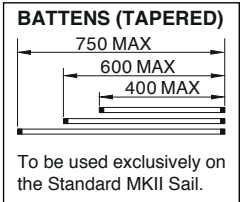
LASER STANDARD MKI SAIL & MAST BOTTOM SECTION

All dimensions shown in millimetres (not to scale)



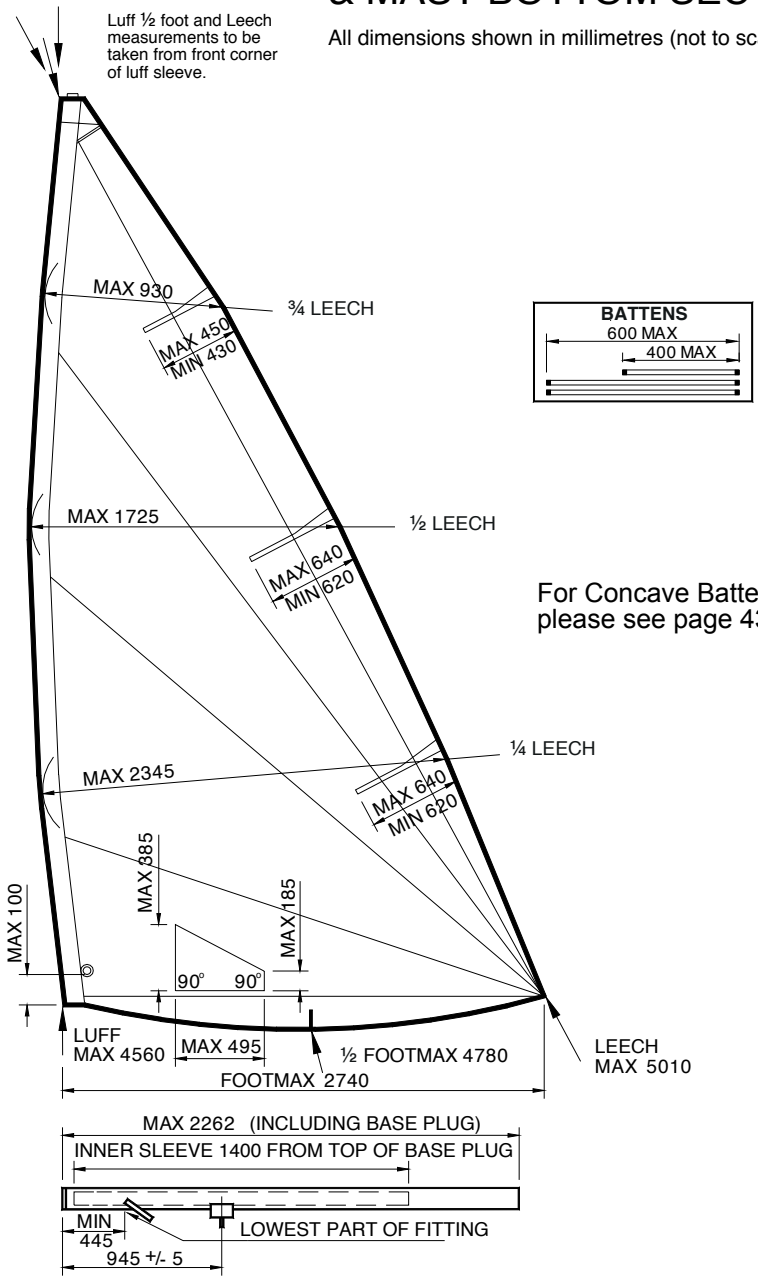
LASER STANDARD MKII SAIL & MAST BOTTOM SECTION

All dimensions shown in millimetres (not to scale)



LASER RADIAL SAIL & MAST BOTTOM SECTION

All dimensions shown in millimetres (not to scale)

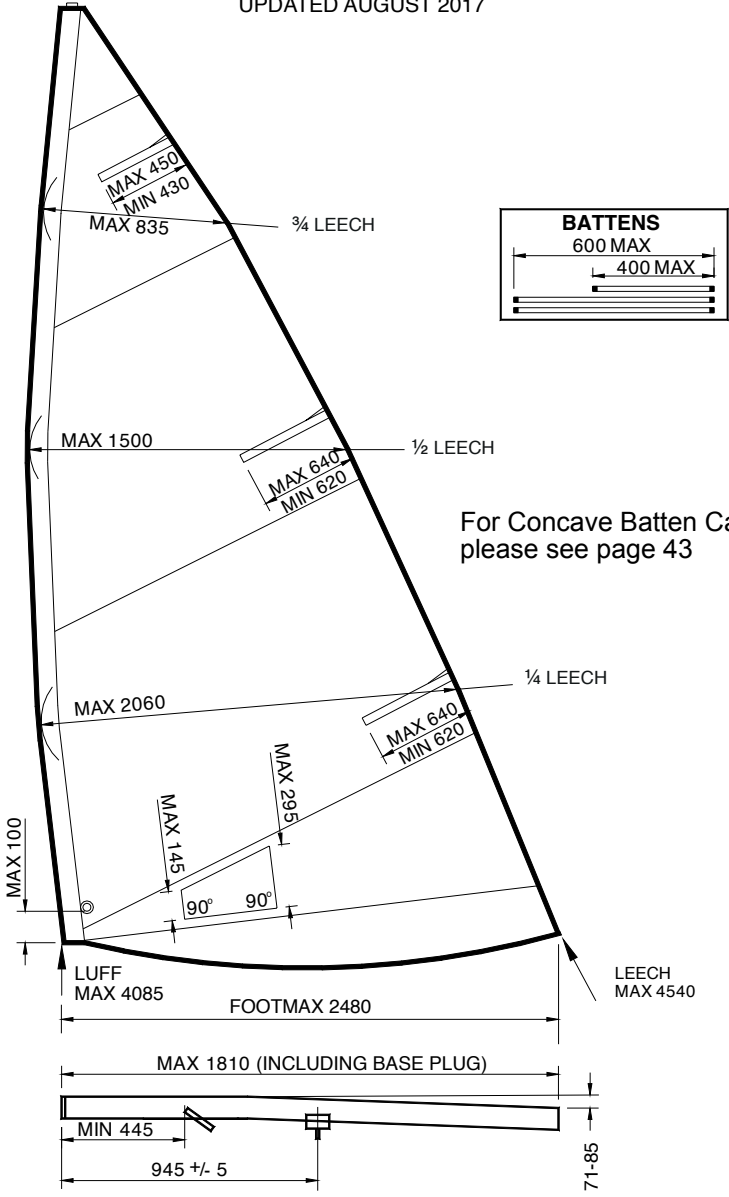


LASER 4.7 SAIL & MAST BOTTOM SECTION

All dimensions shown in millimetres (not to scale)

UPDATED AUGUST 2017

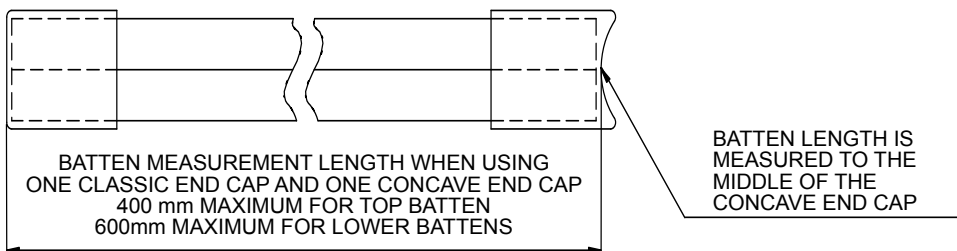
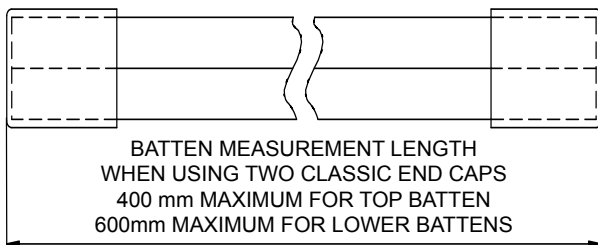
Luff and Leech measurements to be taken from front corner of luff sleeve.



Concave Batten Caps

**For Laser 4.7, Radial and Standard MKI (Cross Cut) Sails
Not applicable for Standard MKII (Bi-Radial Cut) 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.



ILCA By-Law 2:

District General By-Law

1. NAME

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

2. OBJECTS

The objects of the District Association are

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

3. FLEET CHARTERS

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

4. ASSOCIATION OFFICERS

The District Association shall be comprised of a

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

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

8. FEES

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

9. DISTRICT CHAMPIONSHIPS

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

10. BY-LAWS

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

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

11. COMING INTO FORCE

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

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

ILCA By-Law 3: Measurement

1. If a protest is lodged against a boat alleging that there has been an alteration or addition thereto not permitted by the Rules of the Class, and the Race Committee, on investigation, is in doubt as to whether a violation of the Rules has occurred, it shall measure the part of 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 Lasers, chosen by the Race Committee as random samples, shall be measured in the same manner. The Race Committee shall select, if possible, Lasers which show no evidence of having been repaired or altered and which do not have inspection ports.

The arithmetic mean of the measurements of the boats chosen as the sample shall be calculated, and the protested 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

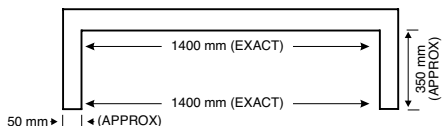
(b) Equipment

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 bailer depression and extend fore and aft, as necessary. Mark the centre line at point A. Now measure from point A to point X and retain this figure to establish an equal point of measurement on the five random sample boats.

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

Measure the shortest distance from point X up to the 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

Diagram 1

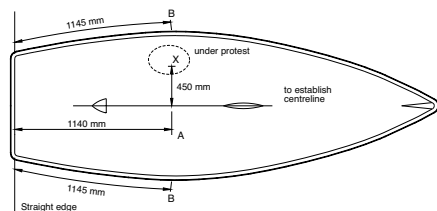
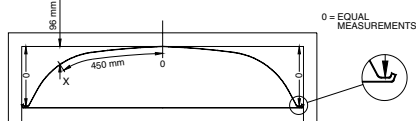


Diagram 2



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

Measurement of Rocker

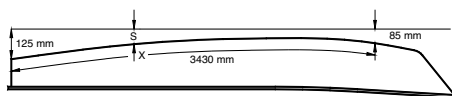
Turn boat upside down. Measure out a distance of 3430 mm along the keel line of the boat.

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

Measure distance along keel to point under protest (point X) and retain this figure to establish an equal point of measurement on the five sample boats.

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

Calculate arithmetic mean of the measurements from the five sample boats. Point under protest should not



deviate by more than 2 mm.

ILCA By-Law 4: District Measurers

- The responsibilities of the District Measurer and any assistant shall include:
 - generally, ensuring that throughout the District, the principles of the Rules are understood and complied with;
 - National and District championships and other events designated by the District Chairman as requiring the attendance of the District Measurer;
 - 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;
 - assist the Race Committee at such event, upon request, with any protests to which the Measurement By-Law applies;
 - 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.
 - carry out such additional responsibilities (as a member of the Executive of the District Association) as may be assigned to him.
 - to make an annual report to the ILCA Chief Measurer on the measurement and inspection that has taken place in the year.
- 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 thorough appreciation of the Constitution of the Laser Class;
 - an appreciation of the principles as set forth in Part 1 of the Rules;
 - 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
 - that he is a person who maintains his Laser in a condition which does not violate any of the Rules of the Class and whose attitude towards the

enforcement of the Rules has been and is likely to be, beyond reproach.

3. The 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, Oceania 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:

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

HONOUR AWARDS

Sail Awards

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

World Championships

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

Regional Championships

(which may be known as "Bar Events")

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

Multi District Events

(which may be known as "Medallion Events")

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

District Sanctioned Events

(which may be known as "Diamond Events")

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

5. A member may carry on his sail only one award, which shall be the highest award won at any time by such member; it being understood that the highest awards are Chevrons, Bars, Medallions and Diamonds in that order.
6. (a) The symbols representing the sail awards shall be glued on or sewn to each side of the sail in the third panel from the top of the sail, with the first award being placed in the uppermost position as specified in Schedule A.
- (b) The symbols shall be in red for events which are not restricted, green for events restricted to women, blue for events restricted to juniors, and light blue for events restricted to Masters (35 years and over). A Masters event may be split into 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.

7. Sail awards shall be retroactive to all North American, European and District Championships organised at any time and publicised and known as such; and any dispute as to whether any event heretofore qualifies as a Regional or District event herein shall be settled by the World Council on application for interpretation made to the Executive Secretary.

Trophies

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

World Championship

Winner

Cube inscribed with 3 Chevrons

Series 2nd & 3rd place finishers

Cube inscribed with 2 Chevrons

Each daily 1st place finisher

Cube inscribed with 1 Chevron

Series 4th & 5th place finishers

Cube inscribed with 1 Chevron

Regional Events ("Bar Event")

Winner

Cube inscribed with 3 Bars

Series 2nd & 3rd place finishers

Cube inscribed with 2 Bars

Series 4th & 5th place finishers

Cube inscribed with 1 Bar

Multi District Events ("Medallion Events")

Winner

Cube inscribed with 3 Medallions

Series 2nd & 3rd place finishers

Cube inscribed with 2 Medallions

Series 4th & 5th place finishers

Cube inscribed with 1 Medallion

District Events ("Diamond Events")

Winner

Cube inscribed with 3 Diamonds

Series 2nd & 3rd place finishers

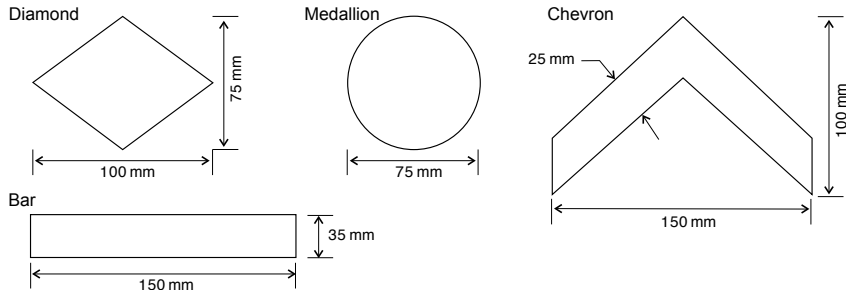
Cube inscribed with 2 Diamonds

Series 4th & 5th place finishers

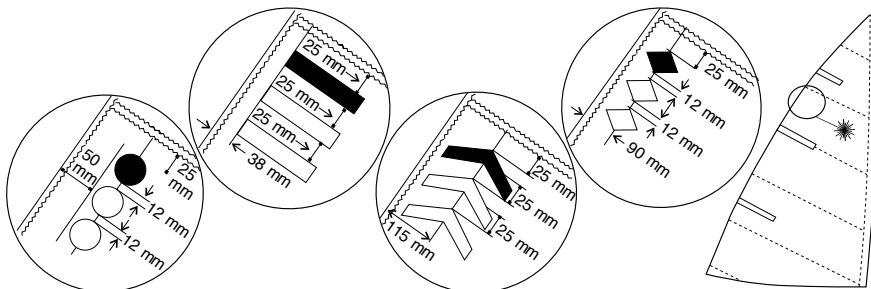
Cube inscribed with 1 Diamond

9. Any member who has earned a Laser cube in any event to which paragraph 3 applies shall be entitled, if available, to order such cube upon application to the Executive Secretary with particulars of the event, time and location; provided that such application shall be certified by the District Sailing Secretary or the Race Committee Chairman of such event. The insurance of the retroactive trophies shall be at the expense of the person applying therefore; the cost of the cube shall be determined from time to time by the World Council.
10. In the event of the disposition of a sail, the person holding a sail award shall cause the same to be removed from the sail prior to such disposition.
11. The cubes referred to in paragraphs 7 and 8 may be changed in style and design from time to time by the World Council.

Size and Shape of Award Symbols



Schedule A: Position of Award Symbols



ILCA By-Law 6: Status and Dissolution

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

ILCA By-Law 7: Postal Ballots

1. For the purposes of Constitution article 17 (c) and By-Law 1 (Rules) paragraph 30 (c) Postal Ballots may be published by any of:
 - (a) a printed document
 - (b) e-mail
 - (c) e-mail or a printed document and notice on the Association's web site

2. Responses to a Postal Ballot shall be by returning the Postal Ballot Voting Form by letter, fax, e-mail or completing a designated web based Postal Ballot Voting Form.
3. When so designated by the World Council a Postal Ballot on a subject that relates only to members owning a specific rig shall be voted upon only by members owning the specified rig.

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. A Laser 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.



© Jesus Renedo/Sailing Energy/World Sailing

Technical Tips

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

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 capsizing. 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 capsizing.

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.

Reprinted from an article featured in LaserWorld January 2008.



Is Your Rudder Angle Correct?

At championships, measurers are often asked what angle the rudder should be set at, how this is measured and, if it is wrong, how it can be fixed. This article is intended to answer these questions.

Using a measuring gauge (fig 3), the angle is measured between the bottom edge of the rudder box and the front edge of the rudder blade.

So, if the front edge of the rudder exceeds 78 degrees, it is more vertical than it should be.

The sanctioned method (Rule 15(e) of the Laser 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 recent availability of new fibreglass skinned rudders, both Performance Sailcraft Australia and Laser Performance inform us that 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.

Reprinted from an article by Technical Officer Clive Humphris, featured in LaserWorld March 2009.



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 Standard, Radial and 4.7 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

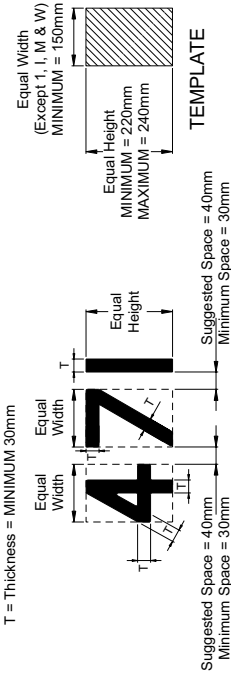
1. Spread the sail out flat on the working surface so that the starboard side of the sail is facing up. The leech (back edge of the sail) will be on the left hand side as shown in the positioning diagrams.
2. **Make sure you are using the correct diagram for the design of sail you are applying the numbers 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 Standard and Radial rig sails, and 40mm for 4.7 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

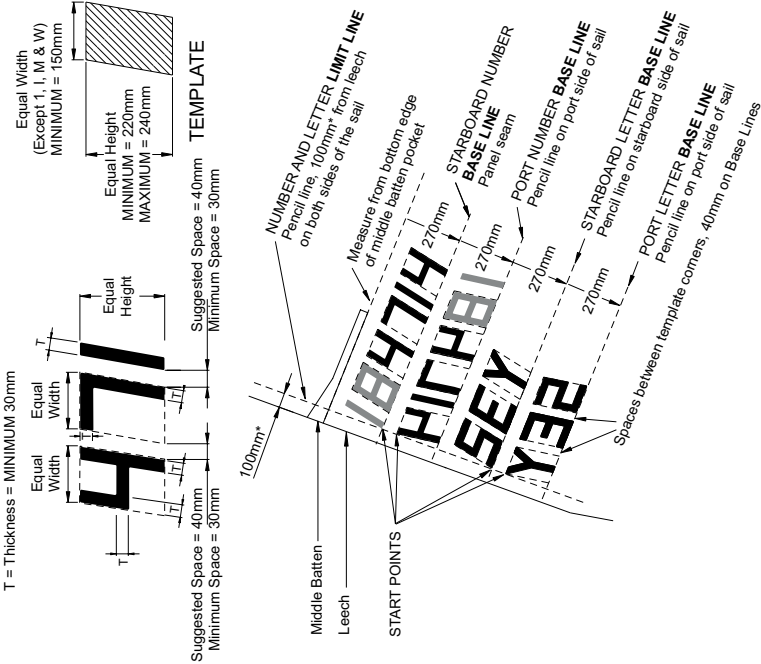
1. Spread the sail out flat on the working surface so that the port side of the sail is facing up. The leech (back edge of the sail) will be on the right hand side. Draw the **Base Line** for the port numbers (and letters).
2. Start with the letter or number closest to the leech making sure that no part 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.

LASER 4.7 SAIL NUMBER & LETTER SIZES AND POSITIONING

UPRIGHT NUMBERS AND LETTERS



ANGLED NUMBERS AND LETTERS



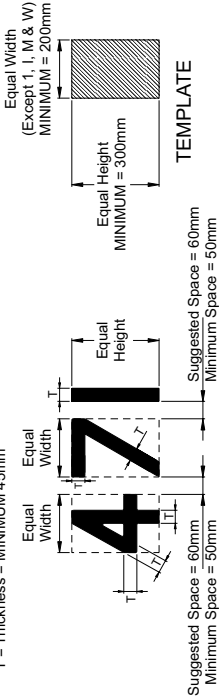
1. MINIMUM SPACE BETWEEN NUMBERS AND LETTERS IN THE CLASS RULES IS 30mm, SO USE 40mm TO ENSURE THAT ANY SMALL ERRORS IN POSITION ARE STILL LEGAL.
 2. LAST FOUR DIGITS OF SAIL NUMBER TO BE ONE DARK, DISTINCTIVE COLOUR OR BLACK, PRECEDING DIGITS TO BE A DIFFERENT, CONTRASTING, DISTINCTIVE COLOUR, PREFERABLY 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

RADIAL SAIL NUMBER & LETTER SIZES AND POSITIONING

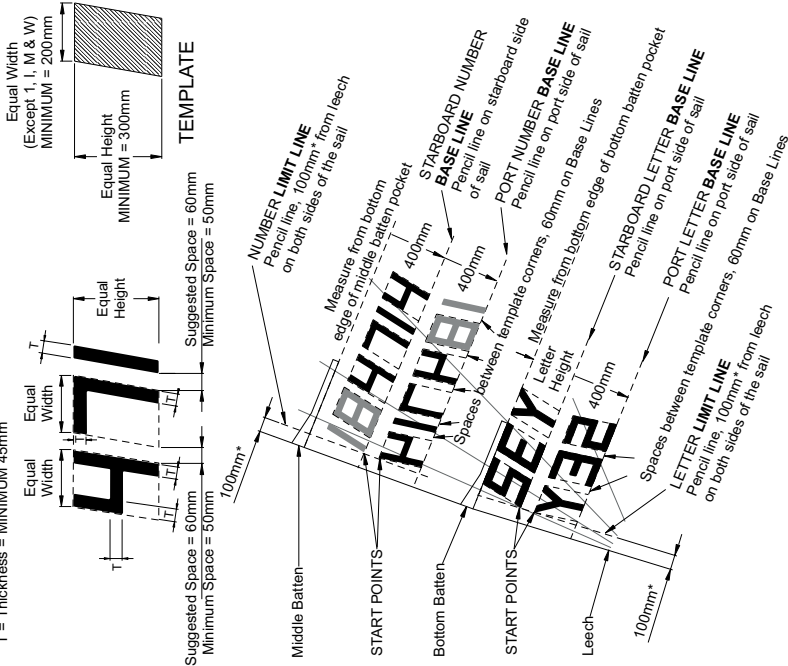
UPRIGHT NUMBERS AND LETTERS

T = Thickness = MINIMUM 45mm



ANGLED NUMBERS AND LETTERS

T = Thickness = MINIMUM 45mm



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.

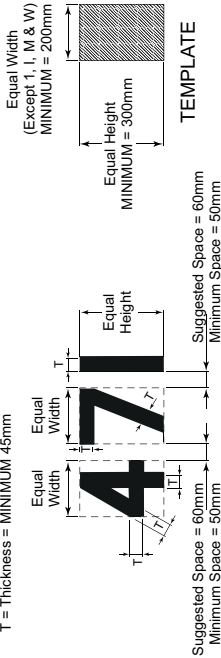
PLEASE NOTE DIAGRAMS ARE NOT PART OF THE CLASS RULES

STANDARD MKII (BI-RADIAL CUT) SAIL NUMBER & LETTER SIZES AND POSITIONING

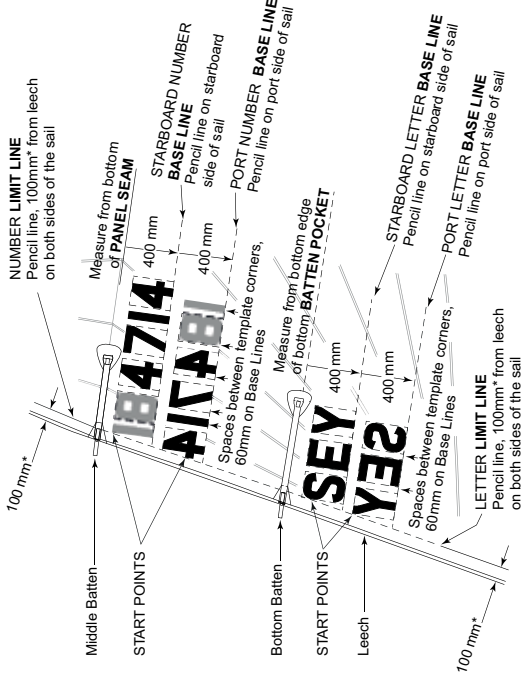
November 2017 Edition

UPRIGHT NUMBERS AND LETTERS

T = Thickness = MINIMUM 45mm



NUMBER LIMIT LINE
Pencil line, 100mm* from leech
on both sides of the sail



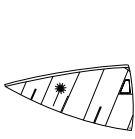
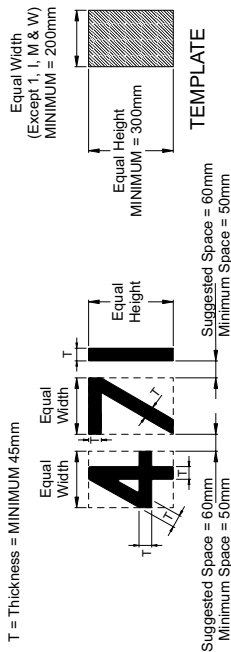
1. MINIMUM SPACE BETWEEN NUMBERS AND LETTERS IN THE CLASS RULES IS 50mm. SO USE 60mm TO ENSURE THAT ANY SMALL ERRORS IN POSITION ARE STILL LEGAL.
 2. LAST FOUR DIGITS OF SAIL NUMBER TO BE ONE DARK, DISTINCTIVE COLOUR OR BLACK; PRECEDING DIGITS TO BE A DIFFERENT, CONTRASTING, DISTINCTIVE COLOUR, PREFERABLY 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

STANDARD MKI (CROSS-CUT) NUMBER & LETTER SIZES AND POSITIONING

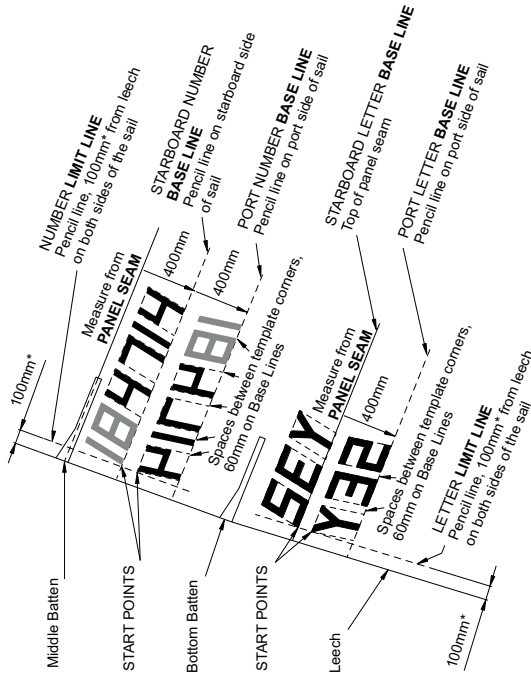
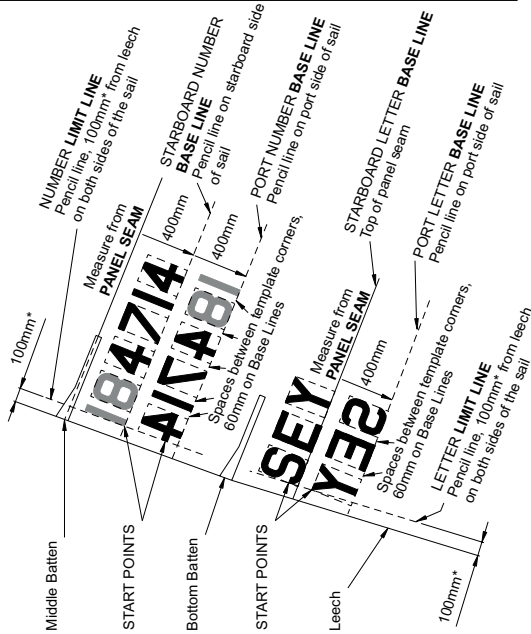
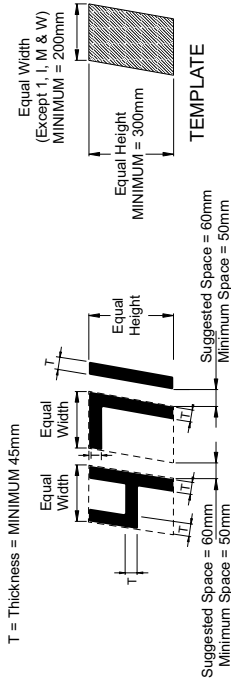
UPRIGHT NUMBERS AND LETTERS

T = Thickness = MINIMUM 45mm



ANGLED NUMBERS AND LETTERS

T = Thickness = MINIMUM 45mm



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 DARK 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

World Championship Archives

Before 1997, ILCA did not hold separate Laser Radial or Youth Worlds. Except in 1980, entry to the Senior Worlds (Standard Rig) was restricted. Regional Championship archives are on the website: www.laserinternational.org

OLYMPIC GAMES

2016 Rio, Brazil

Laser Standard

Countries 46	
1st Tom Burton	AUS
2nd Tonci Stipanovic	CRO
3rd Sam Meech	NZL
4th Robert Scheidt	BRA
5th Jean Baptiste Bernaz	FRA

Laser Radial

Countries 37	
1st Marit Bouwmeester	NED
2nd Annalise Murphy	IRL
3rd Anne-Marie Rindom	DEN
4th Evi Van Acker	BEL
5th Tuula Tenkanen	FIN

2012 London, UK

Laser Standard

Countries 49	
1st Tom Slingsby	AUS
2nd Pavlos Kontides	CYP
3rd Rasmus Mygren	SWE
4th Tonci Stipanovic	CRO
5th Andrew Murdoch	NZL

Laser Radial

Countries 41	
1st Lijia Xu	CHN
2nd Marit Bouwmeester	NED
3rd Evi Van Acker	BEL
4th Annalise Murphy	IRL
5th Alison Young	GBR

2008 Beijing, CHN

Laser Standard

Countries 43	
1st Paul Goodison	GBR
2nd Vasilij Zbogor	SLO
3rd Diego Romero	ITA
4th Gustavo Lima	POR
5th Andrew Murdoch	NZL

Laser Radial

Countries 28	
1st Anna Tunnicliffe	USA
2nd Gintare Volungeviciute	LTU
3rd Lijia Xu	CHN
4th Sarah Blanka	AUS
5th Sarah Steyaert	FRA

2004 Athens, GRE

Laser Standard

Countries 42	
1st Robert Scheidt	BRA
2nd Andreas Geritzer	AUT
3rd Vasilij Zbogor	SLO
4th Paul Goodison	GBR
5th Gustavo Lima	POR

2000 Sydney, AUS

Laser Standard

Countries 43	
1st Ben Ainslie	GBR
2nd Robert Scheidt	BRA
3rd Michael Blackburn	AUS
4th Serge Kats	NED
5th Andreas Geritzer	AUT

1996 Savannah, USA

Laser Standard

Countries 56	
1st Robert Scheidt	BRA
2nd Ben Ainslie	GBR
3rd Peer Moberg	NOR
4th Michael Blackburn	AUS
5th Stefan Warkalla	GER

WORLD

CHAMPIONSHIPS

2017 Split, CRO

Open: Laser Standard

Entries 148	Countries 52
1st Pavlos Kontides	CYP
2nd Tom Burton	AUS
3rd Matthew Wearn	AUS
4th Philipp Buhl	GER
5th Jesper Stalheim	SWE

2017 Medemblik, NED

Women: Laser Radial

Entries 99	Countries 40
1st Marit Bouwmeester	NED
2nd Evi Van Acker	BEL
3rd Manami Doi	JPN
4th Mathilde De Kerangat	FRA
5th Brenda Bowskill	CAN

Men: Laser Radial

Entries 65	Countries 28
1st Marcin Rudawski	POL
2nd Eliot Merceron	SUI
3rd Zac Littlewood	AUS
4th Maxime Mazard	FRA
5th Danil Krutskikh	RUS

Youth Men: Laser Radial

Entries 281	Countries 44
1st Dimitris Papadimitriou	GRE
2nd Matias Dietrich	ARG
3rd Nicholas Bezy	HKG
4th Josh Armit	NZL
5th Alexandre Boite	FRA

Youth Women: Laser Radial

Entries 110	Countries 32
1st Hannah Anderssohn	GER
2nd Dolores Moreira Fraschini	ITA
3rd Charlotte Rose	USA
4th Emma Savelon	NED
5th Laura Schewe	GER

2017 Nieuwpoort, BEL

U21: Laser Standard

Entries 125	Countries 41
1st Joel Rodriguez Perez	ESP
2nd Jonatan Vadnai	HUN
3rd Daniel Whiteley	GBR
4th Jack Cookson	GBR
5th Sam Whaley	GBR

U21: Laser Radial Women

Entries 66	Countries 27
1st Maria Erdi	HUN
2nd Hannah Anderssohn	GER
3rd Magdalena Kwana	POL
4th Louise Cervera	FRA
5th Dolores Moreira Fraschini	ITA

U18 Men: Laser 4.7

Entries 235	Countries 43
1st Yiklan Timursah	TUR
2nd Sofiane Karim	FRA
3rd Cesare Barabino	ITA
4th Pere Ponsetti Mesquida	ESP
5th Finn O'Dea	AUS

U18 Women: Laser 4.7

Entries 115	Countries 30
1st Federica Cattarozzi	ITA
2nd Giorgia Cingolani	ITA
3rd Ana Moncada Sanchez	ESP
4th Julia Buesselberg	GER
5th Shai Kakon	ISR

2016 Nuevo Vallarta, MEX

Open: Laser Standard

Entries 113	Countries 44
1st Nick Thompson	GBR
2nd Jean-Baptiste Bernaz	FRA
3rd Rutger Van Schaardenburg	NED
4th Matthew Wearn	AUS
5th Marco Gallo	ITA

Women: Laser Radial

Entries 72	Countries 32
1st Alison Young	GBR

2nd Paige Railey	USA
3rd Ann-Marie Rindom	DEN
4th Marit Bouwmeester	NED
5th Gintare Volungeviciute	LTU

2016 Dun Laoghaire, IRL

Men: Laser Radial

Entries 42	Countries 18
1st Marcin Rudawski	POL
2nd Nik Pletikos	SLO
3rd Martin Manzoli Lowy	BRA
4th Darragh O'Sullivan	IRL
5th Jack Marshall	USA

Youth Men: Laser Radial

Entries 231	Countries 42
1st Henry Marshall	USA
2nd Ewan McMahon	IRL
3rd Bernie Chin	SIN
4th Daniel Whiteley	GBR
5th Finnian Alexander	IRL

Youth Women: Laser Radial

Entries 76	Countries 25
1st Zoe Thomson	AUS
2nd Caroline Rosmo	NOR
3rd Louise Cervera	FRA
4th Sophia Reineke	USA
5th Carolina Albano	ITA

2016 Kiel, GER

U21: Laser Standard

Entries 147	Countries 38
1st Jonatan Vadnai	HUN
2nd Joel Rodriguez	ESP
3rd Nik Aaron Willim	GER
4th Santiago Sampaio	POR
5th Nicolo' Villa	ITA

U21: Laser Radial Women

Entries 59	Countries 39
1st Monika Mikkola	FIN
2nd Vasiljea Karachaliou	GRE
3rd Maite Carlier	BEL
4th Valentina Balbi	ITA
5th Maud Jayet	SUI

U18 Men: Laser 4.7

Entries 262	Countries 38
1st Dimitrios Papadimitriou	GRE
2nd Guido Gallinaro	ITA
3rd Pere Ponsetti	ESP
4th Uffe Tomsgaard	NOR
5th Andrey De Oliveira Godoy	BRA

U18 Women: Laser 4.7

Entries 127	Countries 32
1st Emma Savelon	NED
2nd Maria Kisulkhina	RUS
3rd Elisa Navoni	ITA
4th Federica Cattarozzi	ITA
5th Juli Baruch	ISR

2015 Kingston, CAN

Open: Laser Standard

Entries 158	Countries 62
1st Nick Thompson	GBR
2nd Philipp Buhl	GER
3rd Tom Burton	AUS
4th Juan Ignacio Maegli	GUA
5th Matthew Wearn	AUS

Youth Men: Laser Radial

Entries 142	Countries 34
1st Conor Nicholas	AUS
2nd Gianmarco Planchestainer	ITA
3rd Nic Baird	USA
4th Paolo Giorgia	ITA
5th Umberto Jose Varbaro	ITA

Youth Women: Laser Radial

Entries 53	Countries 20
1st Maria Erdi	HUN
2nd Dolores Moreira	ITA
3rd Magdalena Kwana	POL
4th Francesca Bergamo	ITA
5th Carolina Albano	ITA

2015 Al Musannah City, OMA

Women: Laser Radial

Entries 100	Countries 49
1st Ann-Marie Rindom	DEN

2nd Marit Bouwmeester	NED
3rd Evi Van Acker	BEL
4th Tuula Tenkanen	FIN
5th Josefien Olsson	SWE

2015 Aarhus, DEN

Men: Laser Radial

Entries 75	Countries 21
1st Marcin Rudawski	POL
2nd Matthias Van De Look	BEL
3rd Zan Luka Zelko	SLO
4th Patrick Dopping	DEN
5th Mon Caellas Salas	ESP

2015 Medemblik, NED

U21: Laser Standard

Entries 155	Countries 42
1st Joel Rodriguez	ESP
2nd Michael Beckett	GBR
3rd Benjamin Vadnai	HUN
4th Finn Lynch	IRL
5th Jonatan Vadnai	HUN

U21: Laser Radial Women

Entries 74	Countries 33
1st Maxime Jonker	NED
2nd Line Flem Host	NOR
3rd Monika Mikkola	FIN
4th Dewi Couvert	NED
5th Martina Reino Caicho	ESP

U18 Men: Laser 4.7

Entries 257	Countries 36
1st A. Bethencourt Fuentes	ESP
2nd Rafael De La Hoz Tuells	ESP
3rd Guido Gallinaro	ITA
4th Toygar Elmas	TUR
5th Alberto Tezza	ITA

U18 Women: Laser 4.7

Entries 127	Countries 29
1st Kateryna Gumenko	UKR
2nd Julia Büsselberg	GER
3rd Isaura Maenhaut	BEL
4th Lin Pletikos	SLO
5th Federica Cattarozzi	ITA

2013 Al Musannah, OMA

Open: Laser Standard

Entries 112	Countries 38
1st Robert Scheidt	BRA
2nd Pavlos Kontides	CYP
3rd Philipp Buhl	GER
4th Rutger Schaardenburg	NED
5th Jesper Stalheim	SWE

2013 Rhizao City, CHN

Women: Laser Radial

Entries 76	Countries 31
1st Tina Mihelic	CRO
2nd Tuula Tenkanen	FIN
3rd Paige Railey	USA
4th Dongshuang Zhang	CHN
5th Sarah Gunn	DEN

2013 Dun Laoghaire, IRL

Men: Laser Radial

Entries 95	Countries 25
1st Tristan Brown	AUS
2nd Marcin Rudawski	POL
3rd Finn Lynch	IRL
4th Juan Cabrera Gonzales	ESP
5th Sebastian Schneider	ESP

2013 Al Musannah, OMA

Youth Men: Laser Radial

Entries 51	Countries 22
1st Benjamin Vadnai	HUN
2nd Gianmarco Planchestainer	ITA
3rd Sebastian Schneider	SUI
4th Ryan Lo	SIN
5th Jonatan Vadnai	HUN

Youth Women: Laser Radial

Entries 28	Countries 17
1st Monika Mikkola	FIN
2nd Celine Therese Herud	NOR
3rd Line Flem Host	NOR
4th Jillian Lee	SIN
5th Agata Barwinska	POL

2013 Balatonfured, HUN

U21: Laser Standard

Entries 138	Countries 34
1st Mitchell Kennedy	AUS
2nd Hermann Tommasgaard	NOR
3rd Francesco Marrai	ITA
4th Lorenzo Chiavarini	GBR
5th Giovanni Cocoluto	ITA

U21: Laser Radial Women

Entries 96	Countries 32
1st Svenja Weger	GER
2nd Niki Blassar	FIN
3rd Cigaretta Tempesti	ITA
4th Manami Doi	JPN
5th Kim Pletikos	SLO

U18 Men: Laser 4.7

Entries 239	Countries 46
1st Anil Cetin	TUR
2nd Jonatan Vdnai	HUN
3rd Conor Nicholas	AUS
4th Gianmarco Planchestainer	ITA
5th Sergio Silva	PER

U18 Women: Laser 4.7

Entries 130	Countries 33
1st Silvia Morales Gonzalez	ESP
2nd Magdalena Kwasna	POL
3rd Sofia Cappuccinini	ITA
4th Alba Elejabetia	ESP
5th Jose Maria Marichal	ESP

2012 Boltenhagen, GER**Open: Laser Standard**

Entries 169	Countries 62
1st Tom Slingsby	AUS
2nd Tonci Stipanovic	CRO
3rd Andrew Maloney	NZL
4th Juan Maegi	GUA
5th Tom Burton	AUS

2012 Boltenhagen, GER**Women: Laser Radial**

Entries 136	Countries 53
1st Gintare Scheidt	LTU
2nd Lijia Xu	CHN
3rd Sari Mutlala	FIN
4th Allison Young	GBR
5th Marit Bouwmeester	NED

2012 Buenos Aires, ARG**U21: Laser Standard**

Entries 29	Countries 19
1st Giovanni Cocoluto	ITA
2nd Stig Steinfurth	DEN
3rd Aleksander Arian	POL
4th Juan Ignacio Biava	ARG
5th Ignasi López Carcaré	ESP

2012 Brisbane, AUS**Men: Laser Radial**

Entries 54	Countries 9
1st Tristan Brown	AUS
2nd Matthew Wearn	AUS
3rd Jeremy O'Connell	AUS
4th Mahia Pepper	NZL
5th Daniel Smith	AUS

Youth Men: Laser Radial

Entries 71	Countries 11
1st Hermann Tommasgaard	NOR
2nd Andrew McKenzie	NZL
3rd Mitchell Kias	USA
4th Maxim Nikolaev	SRB
5th Juan Carlos Perdomo	PUR

Youth Women: Laser Radial

Entries 35	Countries 19
1st Maxime Jonker	NED
2nd Madison Kennedy	AUS
3rd Georgina Povall	GBR
4th Milly Bennett	AUS
5th Anna Philip	AUS

2012 Buenos Aires, ARG**U18 Men: Laser 4.7**

Entries 71	Countries 25
1st Benjamin Vdnai	HUN
2nd Nahuel Rodríguez Pérez	ESP
3rd Maximilian Kuester	ITA
4th Jacopo Fanti	ITA
5th Raul Sanchez Lago	ESP

U16 Men: Laser 4.7

Entries 20	Countries 12
1st Joel Rodríguez Pérez	ESP
2nd Malone Chao Jie Pun	SIN
3rd Luka Totic	SRB
4th Liam McCarthy	SRB
5th Francisco Guaragna	ARG

U18 Women: Laser 4.7**Entries 46 Countries 17**

1st Celine Therese Herud	NOR
2nd Yolanda Luque Gonzalez	ESP
3rd Anja Hamerlitz	CRO
4th Julia Silva	BRA
5th Martina Reino Cacho	ESP

U16 Women: Laser 4.7

Entries 12	Countries 7
1st Maria C. K. Boabaid	BRA
2nd Natalia A. S. Barriga	ESP
3rd Jacinta Ainsworth	AUS
4th Daniela Cardozo	ARG
5th Kana Hayashi	JPN

2011 Perth, AUS**Open: Laser Standard**

Entries 145	Countries 66
1st Tom Slingsby	AUS
2nd Simon Groteluschen	GER
3rd Nick Thompson	GBR
4th Andreas Gertzer	AUT
5th Paul Goodison	GBR

Women: Laser Radial

Entries 102	Countries 51
1st Marit Bouwmeester	NED
2nd Evi Van Acker	BEL
3rd Paige Railey	USA
4th Veronika Fenclova	CZE
5th Gintare Volungeviciute	LTU

2011 La Rochelle, FRA**U21: Laser Standard**

Entries 151	Countries 40
1st Sam Meech	NZL
2nd Alex Mills-Barton	GBR
3rd Martin Evans	GBR
4th Ki-Raphael Sukowski	AUS
5th Francesco Marrai	ITA

2011 La Rochelle, FRA**Men: Laser Radial**

Entries 135	Countries 35
1st Marcin Rudawski	POL
2nd James Burman	AUS
3rd Yuri Hummel	NED
4th Tristan Brown	AUS
5th Juan Carlos Perdomo	PUR

Youth Men: Laser Radial

Entries 277	Countries 42
1st Giovanni Cocoluto	ITA
2nd Eliott Hanson	GBR
3rd Eliot Merceror	FRA
4th Mitchell Kiss	USA
5th Tommaso Centonze	ITA

Youth Women: Laser Radial

Entries 101	Countries 27
1st Erika Reineke	USA
2nd Oren Jacob	ISR
3rd Sandy Fauthoux	FRA
4th Paulina Czubachowska	POL
5th Manami Doi	JPN

2011 San Francisco, USA**U18 Men: Laser 4.7**

Entries 112	Countries 28
1st Francisco Gonzalez S.	ESP
2nd Carlos Rosello	ESP
3rd William de Smet	BEL
4th Keiju Okada	JPN
5th Mehmet Turkmen	TUR

U16 Men: Laser 4.7

Entries 39	Countries 22
1st Nils Theuninck	SUI
2nd Anthony Parke	GBR
3rd Martin Lowy	BRA
4th Nicholas Connor	AUS
5th Trent Rippey	NZL

U18 Women: Laser 4.7

Entries 53	Countries 19
1st Cecilia Zorzi	ITA
2nd Kim Pletikos	SLO
3rd Line Flem Høst	NOR
4th Celine Therese Herud	NOR
5th Maud Jayet	SUI

U16 Women: Laser 4.7

Entries 12	Countries 8
1st Maud Jayet	SUI
2nd Athanasia Fakiadi	GRE
3rd Vasileia Karchaliou	GRE
4th Savannah Siew K. Hui	SIN
5th Marine V. Campenhoudt	SUI

2010 Hayling Island, GBR**Open: Laser Standard****Entries 160 Countries 53**

1st Tom Slingsby	AUS
2nd Nick Thompson	GBR
3rd Andrew Murdoch	NZL
4th Julio Alsogaray	ARG
5th Pavlos Contides	CYP

U21: Laser Standard

Entries 137	Countries 37
1st Thorbjørn Schierup	DEN
2nd Francesco Marrai	ITA
3rd Alex Mills-Barton	GBR
4th Kacper Ziemiński	POL
5th Filip Jurisic	CRO

2010 Lagos, GBR**Women: Laser Radial**

Entries 117	Countries 41
1st Sari Mutlala	FIN
2nd Marit Bouwmeester	NED
3rd Paige Railey	USA
4th Sarah Steyaert	FRA
5th Tatiana Drozdovskaya	BLR

Men: Laser Radial

Entries 103	Countries 31
1st Marcin Rudawski	POL
2nd Wojciech Zemke	POL
3rd Mitchell Kiss	USA
4th Ben Koppelaar	NED
5th Insub Kim	KOR

Youth Men: Laser Radial

Entries 228	Countries 41
1st Giovanni Cocoluto	ITA
2nd Tadeusz Kubiak	POL
3rd Luca Antognoli	ITA
4th Stefano Mazzafiero	BRA
5th Mitchell Kiss	NZL

Youth Women: Laser Radial

Entries 91	Countries 26
1st Erika Reineke	USA
2nd Manami Doi	JPN
3rd Michelle Broekhuizen	NED
4th Chiara Steinmueller	GER
5th Arjonilla Julia Vallo	ESP

2010 Pattaya, THA**U18 Men: Laser 4.7**

Entries 45	Countries 22
1st Etienne Le Pen	FRA
2nd Supakorn Pongwichan	THA
3rd Jolbert Van Dijk	NED
4th Luca Malusa	ITA
5th Juan Carlos Perdomo	PUR

U18 Women: Laser 4.7

Entries 40	Countries 20
1st Caitlin Elks	AUS
2nd Nur Amirah Hamid	MAS
3rd Oren Jacob	ISR
4th Ashlie Lane	GBR
5th Ella Evans	AUS

U16 Mixed: Laser 4.7

Entries 31	Countries 14
1st Ryan Amlehn	NZL
2nd Mark Spearman	AUS
3rd Filipos Florentin	GRE
4th Panagiotis Stathis	GRE
5th Benjamin Whiteside	NZL

2009 Halifax, CAN**Open: Laser Standard**

Entries 168	Countries 51
1st Paul Goodison	GBR
2nd Michael Bullot	NZL
3rd Nick Thompson	GBR
4th Julio Alsogaray	ARG
5th Tonci Stipanovic	CRO

2009 Karatsu, JPN**Women: Laser Radial**

Entries 88	Countries 30
1st Sari Mutlala	FIN
2nd Sophie de Turckheim	FRA
3rd Anna Tunncliffe	USA
4th Marit Bouwmeester	NED
5th Lijia Xu	CHN

Men: Laser Radial

Entries 61	Countries 16
1st Marcin Rudawski	POL
2nd Ben Koppelaar	NED
3rd Insub Kim	KOR
4th Hisaki Nagai	JPN
5th Mohd Romsli Muhammad	MAS

Youth Men: Laser Radial

Entries 100	Countries 25
1st Keerati Bualong	THA

2nd Aleksander Arian

3rd Filip Kobieliski	POL
4th Toma Visic	CRO
5th Chris Barnard	USA

Youth Women: Laser Radial

Entries 39	Countries 16
1st Mathilde de Kerangat	FRA
2nd Ashley Stoddart	AUS
3rd Michelle Broekhuizen	NED
4th Anna Agrafioti	GRE
5th Joanna Maksymuk	POL

2009 Buenos, BRA**Youth Men: Laser 4.7**

Entries 109	Countries 24
1st Jonathan Martinetti	ECU
2nd Hermann Tommasgaard	NOR
3rd Juraj Divjakinja	CRO
4th Guillermo Arce	PER
5th Tono Alcazar	ESP

Youth Women: Laser 4.7

Entries 39	Countries 23
1st Urska Kosir	SLO
2nd Tomoyo Wakabayashi	JPN
3rd Hitomi Murayama	JPN
4th Kim Pletikos	SLO
5th Patricia Coro Leveque	ESP

2008 Terrigal, AUS**Open: Laser Standard**

Entries 157	Countries 58
1st Tom Slingsby	AUS
2nd Julio Alsogaray	ARG
3rd Javier Hernandez	ESP
4th Vasilij Zbogor	SLO
5th Michael Bullot	NZL

2008 Auckland, NZL**Women: Laser Radial**

Entries 116	Countries 41
1st Sarah Steyaert	FRA
2nd Lijia Xu	CHN
3rd Andrea Brewster	GBR
4th Gintare Volungeviciute	LTU
5th Sarah Blanc	AUS

Men: Laser Radial

Entries 71	Countries 17
1st Michael Leigh	CAN
2nd Brad Funk	USA
3rd Simon Morgan	AUS
4th James Sandall	NZL
5th James Burman	AUS

Youth Men: Laser Radial

Entries 85	Countries 20
1st Andrew Maloney	NZL
2nd Martin Evans	GBR
3rd Maarten Max Moerman	NED
4th Tom Burton	AUS
5th Sam Meech	NZL

Youth Women: Laser Radial

Entries 38	Countries 14
1st Gabrielle King	AUS
2nd Cushman Hume-Merry	NZL
3rd Sarah Gunni	DEN
4th Mathilde de Kerangat	FRA
5th Annaliese Murphy	IRL

2008 Trogir, CRO**Youth Men: Laser 4.7**

Entries 279	Countries 43
1st Shahar Jacob	ISR
2nd Scott Sydney	SIN
3rd Lovre Perhat	CRO
4th Toma Visic	CRO
5th Alexandros Chocholis	GRE

Youth Women: Laser 4.7

Entries 116	Countries 32
1st Elizabeth Yin	SIN
2nd Matea Senik	CRO
3rd Antea Kordic	CRO
4th Coro Leveque Patricia	ESP
5th Charlotte Asselt	NED

2007 Cascais, POR**Open: Laser Standard**

Entries 149	Countries 60
1st Tom Slingsby	AUS
2nd Andrew Murdoch	NZL
3rd Dennis Karpak	EST
4th Mate Arapov	CRO
5th Paul Goodison	GBR

Women: Laser Radial

Entries 107	Countries 48
1st Tatiana Drozdovskaya	BLR
2nd Sari Mutlala	FIN

3rd Petra Niemann GER
4th Katarzyna Szotyńska..... POL
5th Anna Tunnicliffe USA

2007 The Hague, NED

Men: Laser Radial
Entries 121 Countries 26
1st Ben Paton GBR
2nd Eduardo Vianen NED
3rd Steven Krol NED
4th Jon Emmett GBR
5th James Burman AUS

Youth Men: Laser Radial
Entries 204 Countries 29
1st Thorbjørn Schierup DEN
2nd Ioannis Mitakis GRE
3rd Gijs Pelt NED
4th Joaquin Blanco ESP
5th Barbaros Tuna TUR

Youth Women: Laser Radial
Entries 68 Countries 26
1st Tuula Tenkanen FIN
2nd Susana Romero ESP
3rd Sarah Gunni DEN
4th Anne Haeger USA
5th Mathilde de Kerangat FRA

2007 Hermanus, RSA

Youth Men: Laser 4.7
Entries 95 Countries 27
1st Filip Matika CRO
2nd Beepi Pinna BRA
3rd Alexander Zimmermann PER
4th Boris Bignoli ITA
5th Jakob Bozic SLO

Youth Women: Laser 4.7
Entries 25 Countries 14
1st Tajana Ganic CRO
2nd Ewa Makowska POL
3rd Lina Stock CRO
4th Tiffany Brien IRL
5th Matea Senkic CRO

2006 Jeju Island, KOR

Open: Laser Standard
Entries 128 Countries 43
1st Michael Blackburn AUS
2nd Tom Slingsby AUS
3rd Rasmus Myrgen SWE
4th Michael Leigh CAN
5th Gustavo Lima POR

2006 Los Angeles, USA

Men: Laser Radial
Entries 71 Countries 22
1st Fabio Pillar BRA
2nd Steven Le Fevre NED
3rd Steven Krol NED
4th Jon Emmett GBR
5th Ryan Seaton IRL

Women: Laser Radial
Entries 89 Countries 31
1st Lijia Xu CHN
2nd Petra Niemann GER
3rd Tania Elias Calles Wolf MEX
4th Anna Tunnicliffe USA
5th Evi Van Ecker BEL

Youth Men: Laser Radial
Entries 140 Countries 21
1st Kyle Rogachenko USA
2nd Guilherme Barbosa Lima BRA
3rd Mathew Archibald CAN
4th Joaquin Blanco ESP
5th James Sandall NZL

Youth Women: Laser Radial
Entries 39 Countries 12
1st Claire Dennis USA
2nd Susana Romero ESP
3rd Allie Blecher USA
4th Laura Maes BEL
5th Stephanie Roble USA

2006 Hourtin, FRA

Youth Men: Laser 4.7
Entries 237 Countries 27
1st Colin Xinn Cheng SIN
2nd Victor Szerzhkin RUS
3rd Marko Peresica CRO
4th Fran Perucic CRO
5th Giuseppe Linares ITA

Youth Women: Laser 4.7
Entries 88 Countries 19
1st Victoria Chan SIN
2nd Agnieszka Skrzypulec POL
3rd Julie Chehab FRA

4th Susana Romero ESP
5th Tuula Tenkanen FIN

2005 Fortaleza, BRA

Open: Laser Standard
Entries 136 Countries 36
1st Robert Scheidt BRA
2nd Diego Emilio Romero ARG
3rd Andrew Murdoch NZL
4th Vasilij Zbogor SLO
5th Mate Arapov CRO

Men: Laser Radial
Entries 90 Countries 24
1st Eduardo Magalhães BRA
2nd Brad Funk USA
3rd Blair McLay NZL
4th Martin Jenkins ARG
5th Andreas Perdicaris BRA

Women: Laser Radial
Entries 76 Countries 31
1st Paige Bailey USA
2nd Sophie de Turckheim FRA
3rd Anna Tunnicliffe USA
4th Petra Niemann GER
5th Krystal Weir AUS

Youth Men: Laser Radial
Entries 77 Countries 23
1st Blair McLay NZL
2nd Frederico Melo POR
3rd Ivan Taritica CRO
4th Antonios Tzortzis GRE
5th James Burman AUS

Youth Women: Laser Radial
Entries 26 Countries 13
1st Veronika Haid AUT
2nd Bruna Cordeiro BRA
3rd Viviane de Oliveira BRA
4th Luiza de Saboia BRA
5th Cecilia de Andrade BRA

2005 Barrington, USA

Entries 92 Countries 16
Youth Men: Laser 4.7
1st Joaquin Blanco ESP
2nd Adam Sims GBR
3rd Dany Stanisic SLO
4th Guney Kaptan TUR
5th Marco Teixidor PUR

Youth Women: Laser 4.7
1st Stephanie Roble USA
2nd Annie Haeger USA
3rd Cecilia Aragao BRA
4th Matilde Fabbrì ITA
5th Nilus Orgen TUR

2004 Bitez, TUR

Open: Laser Standard
Entries 145 Countries 60
1st Robert Scheidt BRA
2nd Mark Mendelblatt USA
3rd Michael Blackburn AUS
4th Hamish Pepper NZL
5th Karl Suneson SWE

2004 Brisbane, AUS

Men: Laser Radial
Entries 133 Countries 11
1st Michael Blackburn AUS
2nd Aron Lolic CRO
3rd Tom Slingsby AUS
4th Blair McLay NZL
5th Marc Fram NZL

Women: Laser Radial
Entries 37 Countries 12
1st Krystal Weir AUS
2nd Christine Bridge AUS
3rd Cecilia Carranza Saroli ARG
4th Nufar Edelman ISR
5th Gae Jutjes NED

Youth: Laser Radial

Entries 108 Countries 18
1st Jean Baptiste Bernaz FRA
2nd Nathan Outteridge AUS
3rd Daniel Mihelcic CRO
4th Daniel Jakobsson BRA
5th Javier Padron ESP

2004 Riva del Garda, ITA

Entries 276 Countries 23
Youth Men: Laser 4.7
1st Justin Onwele RSA
2nd Mathieu Freil FRA
3rd Ivo Kalebic CRO
4th Alexander Dolan IRL

5th Pierre Angelo Collura FIN
Youth Women: Laser 4.7
1st Anita Di Iasio ITA
2nd Tina Mihelcic CRO
3rd Cansin Karga TUR
4th Vanessa le Boutellier FRA
5th Clare Chapple GBR

2003 Cadiz, ESP

Open: Laser Standard
Entries 174 Countries 61
1st Gustavo Lima POR
2nd Robert Scheidt BRA
3rd Michael Blackburn AUS
4th Luis Martinez ESP
5th Daniel Birgmark SWE

2003 Riva del Garda, ITA

Men: Laser Radial
Entries 231 Countries 31
1st Aron Lolic CRO
2nd Jake Bartrom NZL
3rd Karlo Krpeljevic CRO
4th Max Bulley FRA
5th Marc Jux CHI

Women: Laser Radial

Entries 50 Countries 16
1st Katarzyna Szotyńska POL
2nd Krystal Weir AUS
3rd Jeanette Dagson SWE
4th Corinne Meyer SUI
5th Gae Jutjes NED

Youth: Laser Radial

Entries 280 Countries 27
1st Tonci Stipanovic CRO
2nd Tonko Zumanic CRO
3rd Jonasz Stelmazyk POL
4th Campbell Davidson GBR
5th Javier Padron ESP

2003 Cesme, TUR

Entries 98 Countries 18
Youth Men: Laser 4.7
1st Onur Derabasi TUR
2nd Ates Cinar TUR
3rd Mustafa Cakir TUR
4th Philip White GBR
5th Milosz Landowski POL

Youth Women: Laser 4.7

1st Ayda Unver TUR
2nd Anita Di Iasio ITA
3rd Didem Sarman TUR
4th Cansin Karga TUR
5th Istem Oguzbayir TUR

2002 Hyannis, USA

Open: Laser Standard
Entries 131 Countries 44
1st Robert Scheidt BRA
2nd Karl Suneson SWE
3rd Paul Goodison GBR
4th Diego Negri ITA
5th Brendan Casey AUS

2002 Ontario, CAN

Men: Laser Radial
Entries 101 Countries 19
1st Karlo Krpeljevic CRO
2nd Chris Ashley USA
3rd Tiago Rodrigues BRA
4th David Wright CAN
5th Jake Bartrom NZL

Women: Laser Radial

Entries 38 Countries 10
1st Katarzyna Szotyńska POL
2nd Miranda Powrie NZL
3rd Clara Peelo IRL
4th Nicky Souter AUS
5th Alison Casey-Hall AUS

Youth: Laser Radial

Entries 174 Countries 20
1st Tonko Kuzmanic CRO
2nd Conner Higgins CAN
3rd Giles Scott GBR
4th Nick Thompson GBR
5th Max Bulley FRA

2002 Muiderzand, NED

Entries 124 Countries 16
Youth Men: Laser 4.7
1st Tonci Stipanovic CRO
2nd Daniel Mihelcic CRO
3rd Colin Robard NED
4th Stefano Meciani ITA
5th Dennis Karpak EST

Youth Women: Laser 4.7

1st Tugce Subasi TUR
2nd Celine Olsson FRA
3rd Mandy Mulder NED
4th Samantha Chidgey AUS
5th Lidia Noto ITA

2001 Cork, IRL

Open: Laser Standard

Entries 159 Countries 48
1st Robert Scheidt BRA
2nd Gustavo Lima POR
3rd Peer Moberg NOR
4th Paul Goodison GBR
5th Gareth Blankenbeger RSA

2001 Vilanova, ESP

Men: Laser Radial

Entries 230 Countries 35
1st Michael Bullot NZL
2nd Andre Streppel BRA
3rd Aron Lolic CRO
4th Alp Alpagut TUR
5th Karlo Krpeljevic CRO

Women: Laser Radial

Entries 56 Countries 23
1st Katarzyna Szotyńska POL
2nd Larissa Neverov ITA
3rd Sara Lane Wright BER
4th Tatiana Drozdovskaya BLR
5th Jayne Singleton GBR

Youth: Laser Radial

Entries 260 Countries 33
1st Michael Bullot NZL
2nd Iason Georgaris GRE
3rd Alexandre Monteau FRA
4th Mathieu Murati FRA
5th Guray Zimul TUR

2000 Cancun, MEX

Open: Laser Standard

Entries 141 Countries 50
1st Robert Scheidt BRA
2nd Michael Blackburn AUS
3rd Ben Ainslie GBR
4th Karl Suneson SWE
5th Serge Kats NED

2000 Cesme, TUR

Men: Laser Radial

Entries 124 Countries 25
1st Fredrik Lassenius SWE
2nd Alexandros Logothetis GRE
3rd Vangelis Chimonas GRE
4th Petar Gupta CRO
5th Kemal Muslubas TUR

Women: Laser Radial

Entries 33 Countries 16
1st Katarzyna Szotyńska POL
2nd Nicola Muller GBR
3rd Jayne Singleton GBR
4th Jeanette Dagson SWE
5th Denis Karacagolu TUR

Youth: Laser Radial

Entries 137 Countries 31
1st Guray Zimul TUR
2nd Anders Nyholm DEN
3rd Andre Nieuwenhuys NED
4th Antonis Manolakis GRE
5th Andrew Walsh GBR

1999 Melbourne, AUS

Open: Laser Standard

Entries 141 Countries 46
1st Ben Ainslie GBR
2nd Robert Scheidt BRA
3rd Karl Suneson SWE
4th Michael Blackburn AUS
5th Andrew Simpson GBR

1999 La Rochelle, FRA

Men: Laser Radial

Entries 167 Countries 27
1st Adonis Bougiouris GRE
2nd Gustavo Lima POR
3rd Teddy Questroy FRA
4th Luka Radelic CRO
5th Vangelis Chimonas GRE

Women: Laser Radial

Entries 42 Countries 20
1st Kelly Hand CAN
2nd Jeanette Dagson SWE
3rd Helene Viazzo FRA
4th Clementine Destailleur FRA

5th Alison Casey AUS
Youth: Laser Radial
 Entries 304 Countries 35
 1st Francisco Sanchez F. ESP
 2nd Luka Radelic CRO
 3rd Jorge Lima POR
 4th Andrew Walsh GBR
 5th Anders Nyholm DEN

1998 Medemblik, NED

Men: Laser Radial
 Entries 209 Countries 25
 1st Gustavo Lima POR
 2nd Andonis Bougiouris GRE
 3rd Alexandros Logothetis GRE
 4th Raimondos Siugzdinis LTU
 5th Luca Radelic CRO

Women: Laser Radial

Entries 87 Countries 19
 1st Larissa Nevierov ITA
 2nd Carolijn Brouwer NED
 3rd Jeanette Dagson SWE
 4th Marcelien de Koning NED
 5th Jo Dikkenberg AUS

Youth: Laser Radial

Entries 228 Countries 33
 1st Alastair Gair NZL
 2nd Evagelos Himonas GRE
 3rd Goncalo Lopes POR
 4th Leigh McMillan GBR
 5th David Hiver GBR

1997 Algarrobo, CHI

Open: Laser Standard

Entries 128 Countries 34
 1st Robert Scheidt BRA
 2nd Nik Burfoot NZL
 3rd Ben Ainslie GBR
 4th Hamish Pepper NZL
 5th Hugh Styles GBR

1997 Mohamedia, MAR

Men: Laser Radial

Entries 122 Countries 25
 1st Raimondas Siugzdinis LTU
 2nd Romain Knipping FRA
 3rd Selim Kakis TUR
 4th Benoît Raphaelen FRA
 5th Goncalo Lopes POR

Women: Laser Radial

Entries 40 Countries 17
 1st Sarah Blank AUS
 2nd Helen Waite GBR
 3rd Anja Sahlborg SWE
 4th Anje de Boer NED
 5th Larissa Nevierov ITA

Youth: Laser Radial

Entries 122 Countries 31
 1st Teddy Quesbury FRA
 2nd Romain Knipping FRA
 3rd Alastair Gair NZL
 4th Justin Deal GBR
 5th Joao Santos Silva POR

1996 Cape Town, RSA

Open: Laser Standard

Entries 134 Countries 38
 1st Robert Scheidt BRA
 2nd Karl Suneson SWE
 3rd Ben Ainslie GBR
 4th Stefan Warkalla GER
 5th Iain Percy GBR

Men: Laser Radial

Entries 96 Countries 20
 1st Brendan Casey AUS
 2nd Andrew Kiriljuk RUS
 3rd Allan Coutts NZL
 4th Tim Shuwalow AUS
 5th Dimitris Theodorakis GRE

Women: Laser Radial

Entries 29 Countries 11
 1st Jacqueline Ellis AUS
 2nd Larissa Nevierov ITA
 3rd Kathryn McQueen AUS
 4th Sarah Blank AUS
 5th Alison Casey AUS

1995 Tenerife, ESP

Open: Laser Standard

Entries 137 Countries 39
 1st Robert Scheidt BRA
 2nd Nik Burfoot NZL

3rd Eivind Melleby NOR
 4th Hamish Pepper NZL
 5th Michael Blackburn AUS

Men: Laser Radial

Entries 86 Countries 18
 1st Brendan Casey AUS
 2nd Tim Shuwalow AUS
 3rd Gustavo Lima POR
 4th Sean Kirkljan AUS
 5th David Huot FRA

Women: Laser Radial

Entries 18 Countries 8
 1st Heidi Gordon AUS
 2nd Larissa Nevierov ITA
 3rd Roberta Hartley GBR
 4th Alison Casey AUS
 5th Roelien Huisman NED

1994 Wakayama, JPN

Open: Laser Standard

Entries 120 Countries 36
 1st Nikolas Burfoot NZL
 2nd Pascal Lacoste FRA
 3rd Serge Kats NED
 4th Hamish Pepper NZL
 5th Peer Moberg NOR

Men: Laser Radial

Entries 82 Countries 14
 1st Rui Pedro Coelho POR
 2nd Rodion Luka UKR
 3rd Nathan Handley NZL
 4th Yanghe Zhu CHN
 5th Todd Holzapfel AUS

Women: Laser Radial

Entries 33 Countries 8
 1st Melanie Dennison AUS
 2nd Jacqueline Ellis AUS
 3rd Tracey Tan SIN
 4th Ma. Bettina Marcone ARG
 5th Elizabeth Roberts AUS

1993 Takapuna, NZL

Open: Laser Standard

Entries 99 Countries 29
 1st Thomas Johanson FIN
 2nd Peter Tanscheit BRA
 3rd Robert Scheidt BRA
 4th Nikolas Burfoot NZL
 5th Michael Hestbaek DEN

Men: Laser Radial

Entries 102 Countries 15
 1st Ben Ainslie GBR
 2nd Daniel Slater NZL
 3rd Allan Coutts NZL
 4th Michael Blackburn AUS
 5th Peter Waring NZL

Women: Laser Radial

Entries 32 Countries 12
 1st Carolijn Brouwer NED
 2nd Giselle Camet USA
 3rd Alexandra Verbeek NED
 4th Maria Vlachou GRE
 5th Jacqueline Ellis AUS

1991 Porto Carras, GRE

Open: Laser Standard

Entries 105 Countries 31
 1st Stefan Warkalla BRA
 2nd Stefan Warkalla GER
 3rd Michael Makjanic CRO
 4th Michael Hestbaek DEN
 5th Dimitri Theodorakis GRE

Men: Laser Radial

Entries 73 Countries 15
 1st Stewart Casey AUS
 2nd Maria Vlachou GRE
 3rd John Karageorgis GRE
 4th Alessandro Sartorelli ITA
 5th Elias Katchorhis GRE

Women: Laser Radial

Entries 33 Countries 10
 1st Maria Vlachou GRE
 2nd Carolijn Brouwer NED
 3rd Ourania Flabouri GRE
 4th Roberta Zucchini ITA
 5th Marina Psychogiou GRE

1990 Newport, USA

Open: Laser Standard

Entries 103 Countries 26
 1st Glenn Bourke AUS

2nd Steven Bourdow USA
 3rd Peter Tanscheit BRA
 4th Mark Brink USA
 5th Steve Rich GBR

Men: Laser Radial

Entries 58 Countries 11
 1st Peter Katcha USA
 2nd John Bonds USA
 3rd Scott Cheney USA
 4th Ardis Bollweg NED
 5th Ulrika Antonsson SWE

Women: Laser Radial

Entries 30 Countries 11
 1st Ardis Bollweg NED
 2nd Ulrika Antonsson SWE
 3rd Jacqueline Ellis AUS
 4th Shona Moss CAN
 5th Lotta Nilsson SWE

1989 Aarhus, DEN

Open: Laser Standard

Entries 104 Countries 28
 1st Glenn Bourke AUS
 2nd Wouter Deutz NED
 3rd Scott Ellis AUS
 4th Francois Le Castrec FRA
 5th Peter Tanscheit BRA

Men: Laser Radial

Entries 58 Countries 17
 1st James Johnstone USA
 2nd Dimitrios Theodorakis GRE
 3rd Jeff Loosemore AUS
 4th Peter Katcha USA
 5th Yuguang Xu CHN

Women: Laser Radial

Entries 33 Countries 15
 1st Ardis Bollweg NED
 2nd Giselle Camet USA
 3rd Ulrika Antonsson SWE
 4th Grethe Halvorsen NOR
 5th Marie Dahloff SWE

1988 Falmouth, GBR

Open: Laser Standard

Entries 88 Countries 24
 1st Glenn Bourke AUS
 2nd Ben Anderson DEN
 3rd Peter Fox NZL
 4th Mark Brink NZL
 5th Stefan Warkalla GER

Women: Laser Radial

Entries 31 Countries 14
 1st Jacqueline Ellis AUS
 2nd Ardis Bollweg NED
 3rd Ann Keates GBR
 4th Ulrika Antonsson SWE
 5th Johanna Harkonmaki FIN

Youth: Laser Standard

Entries 62 Countries 20
 1st Ville Aalto Setala FIN
 2nd Joakim Berg SWE
 3rd Jeroen Harderwijk NED
 4th Jon Lasenby GBR
 5th Nikos Nikitsoudis GRE

1987 Melbourne, AUS

Open: Laser Standard

Entries 130 Countries 20
 1st Stuart Wallace AUS
 2nd Gunni Pedersen DEN
 3rd Peter Tanscheit BRA
 4th Nelson Alencastro BRA
 5th Simon Cole GBR

1985 Halmstad, SWE

Open: Laser Standard

Entries 108 Countries 28
 1st Lawrence Crispin GBR
 2nd Andreas John GBR
 3rd Benny Andersen DEN
 4th Gustaf Svensson SWE
 5th Stefan Warkalla GER

Women: Laser Standard

Entries 26 Countries 12
 1st Marit Soderstrom SWE
 2nd Lynne Jewell USA
 3rd Francesca Pavasi ITA
 4th Susanne Madsen DEN
 5th Claudine Tatibouet FRA

1983 Gulport, USA

Open: Laser Standard

Entries 145 Countries 27
 1st Oscar Paulich NED
 2nd Per Arne Nilson NOR
 3rd Asbjorn Arnkvaem SWE
 4th Roland Gaebler GER
 5th John Irvine NZL

Women: Laser Standard

1st Betsy Gelinett USA
 2nd Lynne Jewell USA
 3rd Carolee Spooner CAN
 4th Virginia Perry USA
 5th Susanne Madsen DEN

1982 Sardinia, ITA

Open: Laser Standard

Entries 231 Countries 28
 1st Terry Neilson CAN
 2nd Andrew Roy CAN
 3rd Mark Brink USA
 4th Peter Vilby DEN
 5th John Irvine NZL

Women: Laser Standard

Entries 23
 1st Marion Steenhuis NED
 2nd Vittoria Gasotto ITA
 3rd Francesca Pavasi ITA
 4th Susanne Schmidt GER
 5th Barbara Champion GBR

1980 Kingston, CAN

Open: Laser Standard

Entries 350 Countries 25
 1st Ed Baird USA
 2nd Jose Barcel Dias BRA
 3rd John Curlier NZL
 4th Sjaak Haakman NED
 5th Duncan Lewis CAN

Women: Laser Standard

Entries: 20
 1st Marit Soderstrom SWE
 2nd Lynne Jewell USA
 3rd Cheryl Smith NZL
 4th Annette Henderson CAN
 5th Kathy Karlson USA

1979 Perth, AUS

Open: Laser Standard

Entries 93 Countries 25
 1st Lasse Hjortnaes DEN
 2nd Peter Conde AUS
 3rd Andrew Menkart USA
 4th Cor Van Aanholt NED
 5th David Perry USA

1977 Cabo Frio, BRA

Open: Laser Standard

Entries 104 Countries 23
 1st John Bertrand USA
 2nd Peter Commette USA
 3rd Mark Neeleman NED
 4th Tim Alexander USA
 5th Gary Knapp USA

1976 Kiel, GER

Open: Laser Standard

Entries 77 Countries 24
 1st John Bertrand USA
 2nd Barry Thom NZL
 3rd Edward Adams USA
 4th Jeff Madrigali USA
 5th Emile Pels NED

1974 Bermuda

Open: Laser Standard

Entries 108 Countries 24
 1st Peter Commette USA
 2nd Norm Freeman USA
 3rd Chris Boome USA
 4th Hugo Schmidt USA
 5th Carl Buchan USA

=====

MASTERS WORLD CHAMPIONSHIPS

2017 Split, CRO

Entries 349 Countries 35

Laser Standard

Apprentices

1st	Maciej Grabows	POL
2nd	Maxim Semerh	RUS
3rd	Adonis Bougiouris	GRE
4th	Guilherme Roth	BRA
5th	Girls Fisers-Blu	LAT

Masters

1st	Brett Beyer	AUS
2nd	Peter Hurley	USA
3rd	Ernesto Rodrigu	USA
4th	Niklas Edler	SWE
5th	Chr. Gunnl Pede	DEN

Grand Masters

1st	Allan Clark	CAN
2nd	Andy Roy	CAN
3rd	Tomas Nordqvist	SWE
4th	Tim Law	GBR
4th	Nick Harrison	GBR
4th	Peter Vessella	USA
5th	Wolfgang Gerz	GER

Great Grand Masters

1st	Michael Nissen	GER
2nd	Mark Bethwaite	AUS
3rd	John Pitman	NZL
4th	Alan Keen	RSA
5th	Doug Peckover	USA

Laser Radial

Apprentices

1st	Jon Emmett	GBR
2nd	Anastasia Chernova	RUS
3rd	Noel Bayard	FRA
4th	David Waitling	RSA
5th	Georgia Chimona	GRE

Women Apprentices

1st	Anastasia Chernova	RUS
2nd	Georgia Chimona	GRE
3rd	Paula Marino	URU
4th	Alice Virginia Grassi	ITA
5th	Pernilla Ekelund	USA

Masters

1st	Alessio Marinelli	ITA
2nd	Scott Leith	NZL
3rd	Wilmar Groenendijk	NED
4th	Leydet Jean-Christophe	FRA
5th	Edmund Tam	NZL

Women Masters

1st	Giovanna Lenci	ITA
2nd	Michelle Bain	NZL
3rd	Monica Wilson	USA
4th	Kimberly Couranz	USA
5th	Alexandra Wehrauch	GER

Grand Masters

1st	Martin White	AUS
2nd	Pierantonio Masotto	ITA
3rd	Terry Scutcher	GBR
4th	Rob Cage	GBR
5th	Jeff Loosemore	AUS

Women Grand Masters

1st	Lyndall Patterson	AUS
2nd	Vanessa Dudley	AUS
3rd	Ann Loren	SWE
4th	Lesley Hotchin	GBR
5th	Ute Noack	GER

Great Grand Masters

1st	Bill Symes	USA
2nd	Robert Lowndes	AUS
3rd	Kerry Waraker	AUS (75+)
4th	Peter Seidenberg	USA (75+)
5th	Peter Heywood	AUS
6th	Michael Kinnear	GBR

Women Great Grand Masters

1st	Hilary Thomas	GBR
2nd	Gill Waitling	NZL
3rd	Deirdre Webster	CAN

Over 75 Masters

1st	Kerry Waraker	AUS
2nd	Peter Seidenberg	USA
3rd	Steve Avery	USA
4th	Roger Williams	GBR
5th	Claude Tigier	FRA

2016 Nuevo Vallarta, MEX

Entries 227 Countries 23

Laser Standard

Apprentices

1st	Pablo Rabago	MEX
2nd	Guilherme Roth	BRA
3rd	Alejandro Rabago	MEX

4th	Alfonso Aguilar	MEX
-----	-----------------	-----

5th	Fabian Gomez-Ibarra	MEX
-----	---------------------	-----

Masters

1st	Brett Beyer	AUS
2nd	Ernesto Rodriguez	USA
3rd	Andrew Dellabarca	NZL
4th	Benoit Meesmaecker	FRA
5th	Peter Hurley	USA

Grand Masters

1st	Gavin Dagley	AUS
2nd	Christian Herman	CHI
3rd	Allan Clark	CAN
4th	Tim Law	GBR
5th	Steve Gunther	AUS

Great Grand Masters

1st	Mark Bethwaite	AUS
2nd	Doug Peckover	USA
3rd	James Temple	AUS
4th	Alberto Larrea	ARG
5th	John Robertson	AUS

Laser Radial

Apprentices

1st	Scott Leith	NZL
2nd	Jon Emmett	GBR
3rd	Ian Gregory	GBR
4th	Alejandro Rabago	MEX
5th	Fabian Ramos	BRA

Women Apprentices

1st	Natalya Gontcharova	USA
-----	---------------------	-----

Masters

1st	Carlos Eduardo Wanderley	BRA
2nd	Richard Blakey	NZL
3rd	Alessio Marinelli	ITA
4th	Keith Davids	USA
5th	Edmund Tam	NZL

Women Masters

1st	Marcia Macdonald	BRA
2nd	Agnetta Jonsson	SWE
3rd	Diane Sissingh	AUS
4th	Alexandra Wehrauch	GER
5th	Julie Hughes	CAN

Grand Masters

1st	Vanessa Dudley	AUS
2nd	Jeff Loosemore	AUS
3rd	Luis Castro	BRA
4th	Terry Scutcher	GBR
5th	Robert Britten	CAN

Women Grand Masters

1st	Vanessa Dudley	AUS
2nd	Lyndall Patterson	AUS
3rd	Kathy Luciano	USA

Great Grand Masters

1st	Robert Lowndes	AUS
2nd	William Symes	USA
3rd	Michael Kinnear	GBR
4th	Jon Andron	USA
5th	Kevin Phillips	AUS

Women Great Grand Masters

1st	Hilary Thomas	GBR
1st	Peter Seidenberg	AUS
2nd	Kerry Waraker	AUS
3rd	David Hartman	USA
4th	Geoffrey Lucas	AUS
5th	Denis O'Sullivan	IRL

2015 Kingston, CAN

Entries 247 Countries 25

Laser Standard

Apprentices

1st	Adonis Bougiouris	GRE
2nd	Matt Blakey	NZL
3rd	Paul Scullion	GBR
4th	Denzil May	GBR
5th	Ray Davies	CAN

Masters

1st	Brett Beyer	AUS
2nd	Peter Hurley	USA
3rd	Arj Barsni	DOM
4th	Marc Jacobi	USA
5th	Brad Taylor	AUS

Grand Masters

1st	Peter Shope	USA
2nd	Andy Roy	CAN
3rd	Mark Bear	USA
4th	Vann Wilson	USA
5th	Gavin Dagley	AUS

Great Grand Masters

1st	Mark Bethwaite	AUS
2nd	Alan Keen	RSA
3rd	Robert Blakey	NZL
4th	David Frazier	USA
5th	John Robertson	AUS

Laser Radial

Apprentices

1st	Scott Leith	NZL
-----	-------------	-----

2nd	Zac Skulander	AUS
-----	---------------	-----

3rd	Steven Smith	GBR
-----	--------------	-----

4th	Pierre-Olivier Roy	CAN
-----	--------------------	-----

5th	Duncan Whitrow	GBR
-----	----------------	-----

Women Apprentices

1st	Erika Vines	CAN
2nd	Alexandra Wehrauch	GER
3rd	Dorian Haldeman	USA
4th	Jennifer Ruddy	CAN

Masters

1st	Keith Davids	USA
2nd	Ian Jones	GBR
3rd	Joao Ramos	BRA
4th	Michael Knowsley	NZL
5th	Nigel Heath	CAN

Women Masters

1st	Kimberly Couranz	USA
2nd	Margaret Podlich	USA
3rd	Monica Wilson	USA
4th	Julie Stewart	CAN
5th	Lisa Pelling	CAN

Grand Masters

1st	Allan Clark	CAN
2nd	Terry Scutcher	GBR
3rd	Robert Britten	CAN
4th	Jeff Loosemore	AUS
5th	Tim Woodford	AUS

Women Grand Masters

1st	Paule Samson	CAN
2nd	Judith Krimski	USA
1st	Robert Lowndes	AUS
2nd	Bill Symes	USA
3rd	Keith Wilkins	GBR
4th	Daniel Devos	FRA
5th	Michael Kinnear	GBR

Women Great Grand Masters

1st	Hilary Thomas	GBR
-----	---------------	-----

Over 75 Masters

1st	Peter Seidenberg	USA
2nd	Johan van Rossem	CAN
3rd	Michael Shields	NZL
4th	Heini Wellmann	SUI
5th	Geoffrey Lucas	AUS

Women Over 75 Masters

1st	Deirdre Webster	CAN
-----	-----------------	-----

2014 Hyeres, FRA

Entries 499 Countries 36

Laser Standard

Apprentices

1st	Adonis Bougiouris	GRE
2nd	Marcial Grabowski	POL
3rd	Matt Blakey	NZL
4th	Angelo Tabernero	ESP
5th	Urban Nyhammar	SWE

Masters

1st	Brett Beyer	AUS
2nd	Arnaud Hummel	NED
3rd	Peter Shope	USA
4th	Scott Ferguson	USA
5th	Christian Gunnl Pedersen	DEN

Grand Masters

1st	Nick Harrison	GBR
2nd	Andy Roy	CAN
3rd	Peter Vessella	USA
4th	Colin Dibb	AUS
5th	Wolfgang Gerz	GER

Great Grand Masters

1st	Mark Bethwaite	AUS
2nd	Robert Blakey	NZL
3rd	John Dawson Edwards	CAN
4th	John Robertson	AUS
5th	Christopher Fyans	GBR

Laser Radial

Apprentices

1st	Jon Emmett	GBR
2nd	Scott Leith	NZL
3rd	Alp Alpagut	TUR
4th	Iago Whately	BRA
5th	Edmund Tam	NZL

Women Apprentices

1st	Monica Azon	ESP
2nd	Cecile Venaut	FRA
3rd	Caroline Mueslet	CAN
4th	Alexandra Wehrauch	GER

Masters

1st	Stephen Cockerill	GBR
2nd	Mark Kennedy	AUS
3rd	Joao Ramos	BRA
4th	Richard Blakey	NZL
5th	Ian Jones	GBR

Women Masters

1st	Helene Viazzo	FRA
-----	---------------	-----

2nd	Agnetta Jonsson	SWE
-----	-----------------	-----

3rd	Diane Sissingh	AUS
-----	----------------	-----

4th	Claudine Tailbouet	FRA
-----	--------------------	-----

5th	Giovanna Lenci	ITA
-----	----------------	-----

Grand Masters

1st	Michael Keeton	NZL
2nd	Jeff Loosemore	AUS
3rd	Terry Scutcher	GBR
4th	Vanessa Dudley	AUS
5th	Brett Wright	BER

Women Grand Masters

1st	Vanessa Dudley	AUS
2nd	Ann Keates	GBR
3rd	Lyndall Patterson	AUS
4th	Isabelle Arnoux	FRA
5th	Lesley Reichenfeld	CAN

Great Grand Masters

1st	Keith Wilkins	GBR
2nd	Robert Lowndes	AUS
3rd	Peter Seidenberg	USA
4th	Jacky Nebrel	FRA
5th	Bill Symes	USA

Women Great Grand Masters

1st	Hilary Thomas	GBR
-----	---------------	-----

Over 75 Masters

1st	Peter Seidenberg	USA
2nd	Kerry Waraker	AUS
3rd	Denis O'Sullivan	IRL
4th	Ken Holliday	RSA
5th	Peter Craig	AUS

Women Over 75 Masters

1st	Deirdre Webster	CAN
-----	-----------------	-----

Laser 4.7

Masters

1st	Stephen Walsh	AUS
2nd	Akemi Nagakawa	JPN
3rd	Waltraud Schmitt	AUS
4th	Jean-Francois Farrugia	FRA

Women Masters

1st	Akemi Nagakawa	JPN
2nd	Waltraud Schmitt	FRA

2013 Al Mussanah, OMA

Entries 186 Countries 31

Laser Standard

Apprentices

1st	Scott Leith	NZL
2nd	Niklas Edler	SWE
3rd	Alastair Tate	NZL
4th	Kris Decke	NZL
5th	Alan Coutts	OMA

5th	Bo Johannisson	SWE
Women Grand Masters		
1st	Vanessa Dudley	AUS
Great Grand Masters		
1st	Peter Seidenberg	USA
2nd	Keith Wilkins	GBR
3rd	Henk Wittenberg	NED
4th	Michael Kinnear	GBR
5th	Steve Avery	USA
Women Great Grand Masters		
1st	Hilary Thomas	GBR
2nd	Elaine Capps	AUS

2012 Brisbane, AUS

Entries 232 Countries 19

Laser Standard

Apprentices

1st	Matias Del Solar	CHI
2nd	Tony Baisden	AUS
3rd	Brett Morris	AUS
4th	Kent Coppelstone	NZL
5th	Rob Woodward	NZL

Masters

1st	Brett Beyer	AUS
2nd	Bradley Taylor	AUS
3rd	Sean Atherton-Feeney	AUS
4th	Andrew Dellabarca	NZL
5th	Mike Matan	GBR

Grand Masters

1st	Wolfgang Gerz	GER
2nd	Tracy Usher	USA
3rd	Andre Martinie	DOM
4th	Malcolm Courts	GBR
5th	Mark Bethwaite Am	AUS

Laser Radial

Apprentices

1st	Scott Leith	NZL
2nd	Richard Bott	AUS
3rd	Danny Fuller	AUS
4th	Matthias Bruhl	GER
5th	Edmund Tam	NZL

Women Apprentices

1st	Myra Robertson	AUS
2nd	Anita Smith	AUS
3rd	Ruth Mccance	AUS
4th	Jane Moffat	AUS
5th	Christy Usher	USA

Masters

1st	Mark Orams	NZL
2nd	Greg Adams	AUS
3rd	Mark Kennedy	AUS
4th	David Early	AUS
5th	Grant Willmott	AUS

Women Masters

1st	Christine Bridge	AUS
2nd	Vanessa Dudley	AUS
3rd	Agnetta Jonsson	SWE
4th	Diane Sissingh	AUS
5th	Kirsteen Reid	RSA

Grand Masters

1st	Michael Keeton	NZL
2nd	Adam French	AUS
3rd	Pete Thomas	NZL
4th	Doug Peckover	USA
5th	Jeff Iossemore	AUS

Women Grand Masters

1st	Lyndall Patterson	AUS
2nd	Lesley Reichenfeld	CAN

Great Grand Masters

1st	Kerry Waraker	AUS
2nd	Keith Wilkins	GBR
3rd	Peter Seidenberg	USA
4th	Kevin Phillips	AUS
5th	Lew Verdon	AUS

Women Great Grand Masters

1st	Hilary Thomas	GBR
-----	---------------	-----

Laser 4.7

Masters

1st	Claire Heenan	AUS
2nd	Peter Charlton	AUS
3rd	George Meikle	AUS
4th	Martin Brady	AUS
5th	Bronwyn Mitchell	AUS

Women Masters

1st	Claire Heenan	AUS
2nd	Bronwyn Mitchell	AUS
3rd	Michelle Lefevre	RSA
4th	Janet Kemp	AUS
5th	Jenny Walker	AUS

2011 San Francisco, USA

Entries 236 Countries 27

Laser Standard

Apprentices

1st	Benjamin Richardson	USA
-----	---------------------	-----

2nd	Orlando Gledhill	GBR
3rd	Kevin Tauger	USA
4th	Caspare Silvestri	ITA
5th	David Armitage	USA

Masters

1st	Arnoud Hummel	NED
2nd	Brett Beyer	AUS
3rd	Scott Ferguson	USA
4th	Russ Silvestri	USA
5th	Otto Strandvig	DEN

Grand Masters

1st	Colin Dibb	AUS
2nd	Peter Vessella	USA
3rd	Malcolm Courts	GBR
4th	Lard Hansen	USA
5th	Wolfgang Gerz	GER

Laser Radial

Apprentices

1st	Scott Leith	NZL
2nd	Edmund Tam	NZL
3rd	Ian Gregory	GBR
4th	Joe Burcar	USA
5th	Pablo Cervantes	MEX

Women Apprentices

1st	Buff Wendt	USA
2nd	Michelle Davis	USA
3rd	Kate Easton	CAN

Masters

1st	Al Clark	CAN
2nd	Carlos E. Wanderley	BRA
3rd	Marcelo Fuchs	BRA
4th	Gary Ratcliffe	AUS
5th	Mark Page	NZL

Women Masters

1st	Diane Sissingh	AUS
2nd	Isabelle Barbeau	TAH

Grand Masters

1st	William Symes	USA
2nd	Bruce Martinson	USA
3rd	Robert Lowndes	AUS
4th	Peter Heywood	AUS
5th	Walt Spevak	USA

Women Grand Masters

1st	Lesley Reichenfeld	CAN
2nd	Irina Pashutin	ISR
3rd	Kathy Luciano	USA

Great Grand Masters

1st	Keith Wilkins	GBR
2nd	Peter Seidenberg	USA
3rd	Jim Quinn	NZL
4th	Lindsay Hewitt	USA
5th	Michael Kinnear	GBR

2010 Hayling Island, GBR

Entries 354 Countries 31

Laser Standard

Apprentices

1st	Brett Beyer	AUS
2nd	Adonis Bougiouris	GRE
3rd	Jyrki Taiminen	FIN
4th	Orlando Gledhill	GBR
5th	Benjamin Richardson	USA

Masters

1st	Scott Ferguson	USA
2nd	Arnoud Hummel	NED
3rd	John Bertrand	USA
4th	Christian Gunnl Pedersen	DEN
5th	Al Clark	CAN

Grand Masters

1st	Wolfgang Gerz	GER
2nd	Peter Vessella	USA
3rd	Peter Sherwin	GBR
4th	Peter Sundelin	SWE
5th	William Symes	USA

Laser Radial

Apprentices

1st	Scott Leith	NZL
2nd	Jean-Christophe Leydel	FRA
3rd	Matthias Bruhl	GER
4th	Ian Jones	GBR
5th	Edmund Tam	NZL

Women Apprentices

1st	Caroline Muselet	CAN
2nd	Rosie Tribe	GBR
3rd	Brenda Hoult	GBR

Masters

1st	Stephen Cockerill	GBR
2nd	Joao Ramos	BRA
3rd	Harish Atkinson	NZL
4th	Carlos E. Wanderley	BRA
5th	Ian Escritt	GBR

Women Masters

1st	Christine Bridge	AUS
2nd	Agnetta Jonsson	SWE
3rd	Vanessa Dudley	AUS

Grand Masters

1st	Lyndall Patterson	AUS
2nd	Alden Shattuck	USA
3rd	Bruce Martinson	USA
4th	Mark Halman	USA
5th	Kevin Pearson	GBR

Women Grand Masters

1st	Lyndall Patterson	AUS
2nd	Janet Kemp	AUS

Great Grand Masters

1st	Keith Wilkins	GBR
2nd	Peter Seidenberg	USA
3rd	John Stam	NED
4th	Jim Quinn	NZL
5th	Kerry Waraker	AUS

Women Great Grand Masters

1st	Hilary Thomas	GBR
2nd	Deirdre Webster	CAN

2009 Halifax, CAN

Entries 295 Countries 26

Laser Standard

Apprentices

1st	Adonis Bougiouris	GRE
2nd	Brett Beyer	AUS
3rd	Orlando Gledhill	GBR
4th	Ray Davies	CAN
5th	Stewart Casey	AUS

Masters

1st	Scott Ferguson	USA
2nd	Arnoud Hummel	NED
3rd	Andrew Pimental	USA
4th	Mark Bear	USA
5th	Jan Scholten	AUS

Grand Masters

1st	Wolfgang Gerz	GER
2nd	Mark Bethwaite	AUS
3rd	Alan Keen	USA
4th	Jack Schlachter	AUS
5th	Berry Symes	USA

Laser Radial

Apprentices

1st	Richard Bott	AUS
2nd	Scott Leith	NZL
3rd	Grant Willmott	AUS
4th	Edmund Tam	NZL
5th	Matthias Bruhl	GER

Women Apprentices

1st	Alison Casey	AUS
2nd	Yvonne Malmsten	SWE
3rd	Kimberley Couranz	USA

Masters

1st	Carlos E. Wanderley	BRA
2nd	Greg Adams	AUS
3rd	Joao Ramos	BRA
4th	Michael Knowsley	NZL
5th	Nigel Heath	CAN

Women Masters

1st	Lyndall Patterson	AUS
2nd	Vanessa Dudley	AUS
3rd	Agnetta Jonsson	SWE

Grand Masters

1st	Pier Heywood	AUS
2nd	Michael Pridham	GBR
3rd	Ian Rawett	GBR
4th	Alden Shattuck	USA
5th	Kevin Pearson	GBR

Women Grand Masters

1st	Sally Sharp	USA
2nd	Hilary Thomas	GBR
3rd	Gill Waiting	NZL

Great Grand Masters

1st	Peter Seidenberg	USA
2nd	Kerry Waraker	GBR
3rd	Michael Kinnear	GBR
4th	Jim Quinn	NZL
5th	Lindsay Hewitt	USA

Women Great Grand Masters

1st	Deirdre Webster	CAN
-----	-----------------	-----

2008 Terrigal, AUS

Entries 370 Countries 22

Laser Standard

Apprentices

1st	Brett Beyer	AUS
2nd	Rohan Lord	NZL
3rd	Jyrki Taiminen	FIN
4th	Orlando Gledhill	GBR
5th	Christopher Gowers	GBR

Masters

1st	Jan Scholten	AUS
2nd	Bradley Taylor	AUS
3rd	Peter Conde	AUS
4th	Andy Roy	CAN
5th	Colin Dibb	AUS

Grand Masters

1st	Mark Bethwaite	AUS
2nd	Wolfgang Gerz	GER
3rd	Jack Schlachter	AUS
4th	Robert Lowndes	AUS
5th	Michael Nissen	GER

Laser Radial

Apprentices

1st	James Liebl	USA
2nd	John Jagger	AUS
3rd	Richard Bott	AUS
4th	Scott Leith	NZL
5th	David Early	AUS

Women Apprentices

1st	Alison Casey	AUS
2nd	Justine Ella	AUS
3rd	Yvonne Malmsten	SWE

Masters

1st	Mark Orams	NZL
2nd	Stephen Cockerill	GBR
3rd	Greg Adams	AUS
4th	Al Clark	CAN
5th	Chris Raab	USA

Women Masters

1st	Christine Bridge	AUS
2nd	Lyndall Patterson	AUS
3rd	Vanessa Dudley	AUS

Grand Masters

1st	Peter Heywood	AUS
2nd	Brian Watson	AUS
3rd	Peter Whipp	GBR
4th	Lew Verdon	AUS
5th	Ian Rawett	GBR

Women Grand Masters

1st	Gill Waiting	NZL
-----	--------------	-----

Great Grand Masters

1st	Peter Seidenberg	USA
2nd	Kerry Waraker	AUS
3rd	Tom Speed	NZL
4th	Jim Quinn	NZL
5th	Howard Taylor	AUS

2007 Roses, ESP

Entries 419 Countries 33

Laser Standard

Apprentices

1st	Brett Beyer	AUS
2nd	Orlando Gledhill	GBR
3rd	Stephen Cockerill	GBR
4th	Xav Leclair	FRA
5th	Erasun Echavari	ESP

3rd	Heini Wellmann	SUI
4th	Greg Marshall	AUS
5th	Bill Watson	GBR
Women Great Grand Masters		
1st	Deirdre Webster	CAN

2006 Jeju Island, KOR

Entries 72 Countries 14

Laser Standard

Apprentices

1st	Brett Beyer	AUS
2nd	Orlando Gedhill	GBR
3rd	Giles Grigg	NZL
4th	Richard Blakey	NZL
5th	Kevin Currier	IRL

Masters

1st	Brodie Cobb	USA
2nd	Tracy Usher	USA
3rd	Mark Bear	USA
4th	Andre Martinie	DOM
5th	Malcolm Courts	GBR

Grand Masters

1st	Doug Peckover	USA
2nd	Robert Lowndes	AUS
3rd	Derek Breitenstein	FIN
4th	Bob Blakey	NZL
5th	Ken Brown	CAN

Laser Radial

Apprentices

1st	Steve Cockerill	GBR
2nd	Mark Page	NZL
3rd	David Early	AUS
4th	Christine Bridge	AUS

Masters

1st	Greg Adams	AUS
2nd	Bruce Martinson	AUS
3rd	Martin Baltischeffsky	FIN
4th	Lyndal Patterson	AUS
5th	Gregory Kemp	AUS

Grand Masters

1st	Alden Shattuck	AUS
2nd	Peter Whipp	GBR
3rd	Ian Rawet	GBR
4th	Mark Miller	NZL
5th	Hilary Thomas	GBR

Great Grand Masters

1st	Peter Seidenberg	USA
2nd	Kerry Waraker	AUS
3rd	Sandy Grigg	NZL
4th	Tom Speed	NZL
5th	Gregg Marshall	AUS

Women

1st	Christine Bridge	AUS
2nd	Lyndal Patterson	AUS
3rd	Janet Kemp	AUS
4th	Hilary Thomas	GBR
5th	Lesley Hotchin	GBR

2005 Fortaleza, BRA

Entries 183 Countries 25

Laser Standard

Apprentices

1st	Brett Beyer	AUS
2nd	Xavier Leclair	FRA
3rd	Scott Ferguson	USA
4th	Mark Page	NZL
5th	Larry Kleist	AUS

Masters

1st	Murray Thom	NZL
2nd	Peter Conde	AUS
3rd	Kurt Miller	USA
4th	Gonzalo Campero	ARG
5th	Vann Wilson	USA

Grand Masters

1st	Mark Bethwaite	AUS
2nd	Nicolas Livingstone	GBR
3rd	Keith Wilkins	GBR
4th	Ted Moore	AUS
5th	John Dawson Edwards	CAN

Laser Radial

Apprentices

1st	Mark Orams	NZL
2nd	Stephen Cockerill	GBR
3rd	Carlos Eduardo Wanderley	BRA
4th	David Early	HKG
5th	Wilmar Groenendijk	NED

Women Apprentices

1st	Kim Ferguson	USA
2nd	Lisa Garaty	USA

Masters

1st	Alexander Nikolaev	AUS
2nd	Adam French	AUS
3rd	Chris Raab	USA
4th	Aldo Cezar Guimarães	BRA
5th	Lyndal Patterson	AUS

Women Masters

1st	Lyndal Patterson	AUS
2nd	Janet Kemp	AUS
3rd	Kathy Herrmann	AUS

Grand Masters

1st	Peter Heywood	AUS
2nd	Gary McCrohon	AUS
3rd	Alden Shattuck	USA
4th	Poopy Marcon	FRA
5th	Peter Whipp	GBR

Great Grand Masters

1st	Kerry Waraker	AUS
2nd	Peter Seidenberg	USA
3rd	Denis O'Sullivan	IRL
4th	Heini Wellmann	SUI
5th	Sandy Grigg	NZL

2004 Bitez, TUR

Entries 153 Countries 30

Standard Rig

Apprentices

1st	Brett Beyer	AUS
2nd	Stephen Cockerill	GBR
3rd	Martin Lehner	AUT
4th	Nick Walsh	IRL
5th	Mati Sepp	EST

Masters

1st	Colin Dibb	AUS
2nd	Jack Schlachter	AUS
3rd	Brett Usher	USA
4th	Brett Wright	BER
5th	Mark Bear	USA

Grand Masters

1st	Mark Bethwaite	AUS
2nd	Magnus Olin	SWE
3rd	David Edmiston	AUS
4th	Robert Lowndes	AUS
5th	Sandy Grigg	NZL

Laser Radial

Apprentices

1st	David Early	HKG
2nd	Aydin Yurdum	TUR
3rd	Martin Baltischeffsky	FIN
4th	Bulent Baha Akin	TUR
5th	Claudio Gallizioli	ITA

Women Apprentices

1st	Yvonne Malmsten	SWE
-----	-----------------	-----

Masters

1st	Goran Bonacic	CRO
2nd	Lyndal Patterson	AUS
3rd	Bruce Martinson	USA
4th	Olivier Falque	FRA
5th	Laurent Vigo	FRA

Women Masters

1st	Lyndal Patterson	AUS
-----	------------------	-----

Grand Masters

1st	Poopy Marcon	FRA
2nd	Alden Shattuck	USA
3rd	Peter Whipp	GBR
4th	Heini Wellmann	SUI
5th	Mark Miller	NZL

Great Grand Masters

1st	Peter Seidenberg	USA
2nd	Jack Hansen	NZL
3rd	Kenneth Holliday	RSA
4th	Denis O'Sullivan	IRL
5th	David Flakelar	AUS

2003 Cadiz, ESP

Entries 236 Countries 27

Laser Standard

Apprentices

1st	Mark Littlejohn	GBR
2nd	Stephen Cockerill	GBR
3rd	Brett Beyer	AUS
4th	Jyrki Taiminen	FIN
5th	Huub Lambriex	NED

Masters

1st	Anders Sorensson	SWE
2nd	Chris Raab	USA
3rd	Malcolm Courts	GBR
4th	Nick Harrison	GBR
5th	Alexander Nikolaev	RUS

Grand Masters

1st	Mark Bethwaite	AUS
2nd	Keith Wilkins	GBR
3rd	Kevin Pearson	GBR
4th	Kim Weber	FIN
5th	William Symes	USA

Laser Radial

Apprentices

1st	Wilmar Groenendijk	NED
2nd	Thomas Deimling	GER
3rd	Roberta Hartley	GBR
4th	Martin Baltischeffsky	FIN

5th	Luis Martin Propato	ARG
-----	---------------------	-----

Women Apprentices

1st	Roberta Hartley	GBR
2nd	Yvonne Malmsten	SWE
3rd	Susan Brown	GBR

Masters

1st	Alastair McMichael	AUS
2nd	Bruce Martinson	USA
3rd	Lyndal Patterson	AUS
4th	Christian Borenus	FIN
5th	Peter Whipp	GBR

Women Masters

1st	Lyndal Patterson	AUS
2nd	Jan Kemp	AUS
3rd	Okumura Hiroko	JPN

Grand Masters

1st	Alden Shattuck	USA
2nd	Henk Wittenberg	NED
3rd	Gary McCrohon	AUS
4th	Roger Williams	BER
5th	Gerard Jeannot	FRA

Great Grand Masters

1st	Peter Seidenberg	USA
2nd	Tom Speed	NZL
3rd	Bill Watson	GBR
4th	Heinz Gebauer	CAN
5th	Denis O'Sullivan	IRL

2002 Hyannis, USA

Entries 270 Countries 24

Laser Standard

Apprentices

1st	Andreas John	GER
2nd	Brett Beyer	AUS
3rd	Mark Littlejohn	GBR
4th	Andrew Pimental	USA
5th	Jyrki Taiminen	FIN

Masters

1st	Ed Adams	USA
2nd	Mark Bear	USA
3rd	Peter Vessella	USA
4th	Charles Trish	USA
5th	Tracy Usher	USA

Grand Masters

1st	Keith Wilkins	GBR
2nd	Bill Symes	USA
3rd	Peter Seidenberg	USA
4th	Robert Lowndes	AUS
5th	Jack Hansen	NZL

Laser Radial

Apprentices

1st	Stephen Cockerill	GBR
2nd	Mark Orams	NZL
3rd	Wilmar Groenendijk	NED
4th	Ryan Minth	USA
5th	Robert Falk	USA

Masters

1st	Adam French	AUS
2nd	Alden Shattuck	USA
3rd	Bruce Martinson	USA
4th	Diane Burton	USA
5th	Richard Ineson	NZL

Grand Masters

1st	Lindsay Iwitt	USA
2nd	Colin Maddren	NZL
3rd	Mark Miller	NZL
4th	James Johnston	USA
5th	Low Verdon	AUS

Great Grand Masters

1st	Dick Tillman	USA
2nd	Henry de Wolf Jr.	USA
3rd	Heinz Gebauer	CAN
4th	Jim Christopher	CAN
5th	Peter Raymer	GBR

Women

1st	Diane Burton	USA
2nd	Jane Codman	USA
3rd	Sally Sharp	GBR
4th	Yvonne Malmsten	SWE
5th	Debbie Phillips	GBR

2001 Cork, IRL

Entries 314 Countries 25

Laser Standard

Apprentices

1st	Brett Beyer	AUS
2nd	Mark Littlejohn	GBR
3rd	Doug McGain	AUS
4th	Mark Lytle	IRL
5th	Mark Jacobi	IRL

Masters

1st	Colin Dibb	AUS
2nd	Jan Lineberger	USA
3rd	Anders Sorensson	SWE
4th	Mark Bethwaite	AUS

5th	Malcolm Courts	GBR
-----	----------------	-----

Grand Masters

1st	Keith Wilkins	GBR
2nd	Philip Pegler	AUS
3rd	Jacky Nebrel	FRA
4th	Bob Blakey	NZL
5th	Barry Waller	AUS

Laser Radial

Great Grand Masters

1st	Henry de Wolf Jr.	USA
2nd	Fradin Schoettle	USA
3rd	Heinz Gebauer	CAN
4th	Anthony Denham	AUS
5th	James Christopher	USA

Laser Radial Open

1st	Stephen Cockerill	GBR
2nd	Wilmar Groenendijk	NED
3rd	Thomas Urban	SWE
4th	John Reay	GBR
5th	Jean Luc Michon	FRA

Laser Radial Women

1st	Roberta Hartley	GBR
2nd	Lyndal Patterson	AUS
3rd	Clair Davidson	GBR
4th	Yvonne Malmsten	SWE
5th	Jan Kemp	AUS

2000 Cancun, MEX

Entries 147 Countries 20

Laser Standard

Apprentices

1st	Alan Davis	GBR
2nd	Alexandre Nikolaev	RUS
3rd	Terry Scutcher	GBR
4th	Bill O'Hara	IRL
5th	Martin Halsten	SWE

Masters

1st	Mark Bethwaite	AUS
2nd	Rob Coutts	NZL
3rd	Doug Peckover	USA
4th	Jack Schlachter	AUS
5th	Alan Keen	RSA

Grand Masters

1st	Keith Wilkins	GBR
2nd	Dick Tillmann	USA
3rd	Joe van Rossem	CAN
4th	Ian Rawet	GBR
5th	Tom Speed	NZL

Laser Radial

Great Grand Masters

1st	Henry de Wolf Jr.	USA
2nd	Kurt Zueger	SUI
3rd	Heinz Gebauer	CAN
4th	Geoffrey Myburgh	RSA
5th	Robert Saltmarsh	USA

Laser Radial Open

1st	Mark Orams	NZL
2nd	Alexandre Nikolaev	RUS
3rd	Frank Immon	AUS
4th	Wimar Groenendijk	NED
5th	Adam French	AUS

Laser Radial Women

1st	Lyndal Patterson	AUS
2nd	Helen Cooksey	AUS
3rd	Sally Sharp	USA
4th	Susan Fielding	AUS
5th	Lesley Hotchin	GBR

1997 Algarrobo, CHI

Entries 128 Countries 21

Laser Standard**Apprentices**

1st	Herman Cristian	CHI
2nd	Alan Davis	GBR
3rd	Marcelo Fuschs	BRA
4th	Terry Scutcher	GBR
5th	Bill O'Hara	IRL

Masters

1st	Doug Peckover	USA
2nd	Mark Bethwaite	AUS
3rd	Keith Wilkins	GBR
4th	Jack Schlachter	AUS
5th	Barry Waller	AUS

Grand Masters

1st	Colin Lovelady	AUS
2nd	Peter Seidenberg	USA
3rd	Wilhelm Gerlinger	GER
4th	Joe Van Rossem	CAN
5th	Jack Hansen	NZL

Laser Radial**Great Grand Masters**

1st	Heinz Gebauer	CAN
2nd	Doug Bates	NZL
3rd	Graham Reed	AUS
4th	Peter Raymer	GBR
5th	Robert Saltmarsh	USA

Laser Radial Open

1st	Wimar Groenendijk	NED
2nd	Aydin Yurdum	TUR
3rd	Alexandre Nikolaev	RUS
4th	Gary McCrohon	AUS
5th	Heinz Gebauer	CAN

1996 Cape Town, RSA

Entries 155 Countries 21

Laser Standard**Apprentices**

1st	Peter Wilson	RSA
2nd	Robert Douglass	AUS
3rd	Regis Berenguer	FRA
4th	Terry Scutcher	GBR
5th	Chris Rodowicz	AUS

Masters

1st	Keith Wilkins	GBR
2nd	Mark Bethwaite	AUS
3rd	Alan Keen	RSA
4th	Barry Waller	AUS
5th	Doug Peckover	USA

Grand Masters

1st	Ben Piefke	AUS
2nd	Denis O'Sullivan	IRL
3rd	Colin Lovelady	AUS
4th	Peter Seidenberg	USA
5th	Ken Holiday	RSA

Laser Radial Open

1st	Adam French	AUS
2nd	Alexandre Nikolaev	RUS
3rd	Kevin Bloor	AUS
4th	Rui Sancho	ANG
5th	Gary McCrohon	AUS

1995 Tenerife, ESP

Entries 113 Countries 20

Apprentices

1st	Nicholas Harrison	GBR
2nd	Lance Burger	RSA
3rd	Tomas Franzen	SWE
4th	Peter Saxton	GBR
5th	Norio Akiyama	JPN

Masters

1st	Keith Wilkins	GBR
2nd	Barry Waller	AUS
3rd	Ted Moore	AUS
4th	Peter Dekker	NED
5th	Jacky Nebrel	FRA

Grand Masters

1st	Colin Lovelady	AUS
2nd	Peter Seidenberg	USA
3rd	Jack Hansen	NZL

4th	Joe Van Rossem	CAN
5th	Michael Heath	AUS

1994 Wakayama, JPN

Entries 131 Countries 15

Apprentices

1st	Norio Akiyama	JPN
2nd	Nicholas Harrison	GBR
3rd	Nelson Horn Ilha	BRA
4th	Koichiro Naito	JPN
5th	Doug Peckover	USA

Masters

1st	Keith Wilkins	GBR
2nd	Hiroyuki Uehara	JPN
3rd	Mark Bethwaite	AUS
4th	Katsumi Hirano	JPN
5th	Ian Rawet	GBR

Grand Masters

1st	Colin Lovelady	AUS
2nd	Peter Seidenberg	USA
3rd	Denis O'Sullivan	IRL
4th	Barry Pownall	AUS
5th	Tony Denham	AUS

1993 Takapuna, NZL

Entries 186 Countries 22

Apprentices

1st	Paul Page	NZL
2nd	Neville Wittey	AUS
3rd	Murray Thom	NZL
4th	Andrew York	AUS
5th	Lance Burger	USA

Masters

1st	Keith Wilkins	GBR
2nd	John Rigg	AUS
3rd	Mark Bethwaite	AUS
4th	Barry Waller	AUS
5th	John Douglas	NZL

Grand Masters

1st	Colin Lovelady	AUS
2nd	Denis O'Sullivan	USA
3rd	Barry Pownall	AUS
4th	Ralph Ellis	AUS
5th	John Maynard	GBR

Great Grand Masters

1st	Doug Bates	NZL
2nd	Robert Saltmarsh	USA
1st	Jill Robertson	CAN
2nd	Sally Sharp	USA

1991 Porto Carras, GRE

Entries 107 Countries 23

Laser Standard**Apprentices**

1st	Stephane Birbeck	GBR
2nd	Mark Phillips	AUS
3rd	Marlo Orlich	ITA
4th	Geoffrey McGillivray	AUS
5th	Peter Wolfe	IRL

Masters

1st	Keith Wilkins	GBR
2nd	Peter Seidenberg	CAN
3rd	Barry Waller	AUS
4th	Willi Gerlinger	GER
5th	Ilkka Schroderus	FIN

Grand Masters

1st	Colin Lovelady	AUS
2nd	Friedhelm Lixenfeld	GER
3rd	Heinz Gebauer	CAN
4th	Nick Paine	GBR
5th	Tony Denham	AUS

1990 New Bedford, USA

Entries 112 Countries 19

Apprentices

1st	Kim Zetterberg	USA
2nd	Michael Stovin-Bradford	AUS
3rd	Mark Phillips	AUS
4th	Geoffrey McGillivray	AUS
5th	Had Brick	USA

Masters

1st	Denis O'Sullivan	IRL
2nd	Peter Seidenberg	CAN
3rd	Joe Van Rossem	CAN
4th	Curt Bildner	SWE
5th	David Olson	USA

Grand Masters

1st	Friedhelm Lixenfeld	GER
2nd	Jim Christopher	USA
3rd	Tony Denham	AUS
4th	Norman Freeman	USA
5th	Nick Paine	GBR

1989 Aarhus, DEN

Entries 114 Countries 25

Apprentices

1st	Keith Wilkins	GBR
2nd	Phil Graves	CAN
3rd	Jeff Loosemore	AUS
4th	Had Brick	USA
5th	Peter Griffiths	NZL

Masters

1st	John Rigg	AUS
2nd	Curt Bildner	SWE
3rd	Christher Baath	SWE
4th	Denis O'Sullivan	IRL
5th	Peter Seidenberg	CAN

Grand Masters

1st	Friedhelm Lixenfeld	GER
2nd	Colin Lovelady	USA
3rd	Heinz Gebauer	CAN
4th	Nick Paine	GBR
5th	Robert Saltmarsh	USA

1988 Falmouth, GBR

Entries 156 Countries 24

Apprentices

1st	Jeff Loosemore	AUS
2nd	Phil Graves	CAN
3rd	Had Brick	USA
4th	Keith Wilkins	GBR
5th	Peter Heywood	AUS

Masters

1st	Peter Seidenberg	CAN
2nd	Colin Lovelady	AUS
3rd	John Maynard	GBR
4th	John Rigg	AUS
5th	Nils Andersson	USA

Grand Masters

1st	Friedhelm Lixenfeld	GER
2nd	Geoffrey Myburgh	RSA
3rd	Heinz Gebauer	CAN
4th	Peter Milnes	USA
5th	Jan Nouwen	NED

1987 Melbourne, AUS

Entries 106 Countries 22

Apprentices

1st	Phil Peglar	AUS
2nd	Warwick Phillips	AUS
3rd	John Sprague	AUS
4th	Geoff Gale	AUS
5th	Willi Gerlinger	GER

Masters

1st	John Rigg	AUS
2nd	Michael Heath	AUS
3rd	Peter Seidenberg	CAN
4th	Colin Lovelady	AUS
5th	Greg Marshall	AUS

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
1st	Alec McClure	AUS
2nd	Alexander Nimick	USA
3rd	Alister Taig	USA

Grand Masters

1st	Richard Verco	AUS
2nd	Paul Millsom	FIN
3rd	Kim Weber	FIN

1984 Pattaya, THA

Entries 62 Countries 22

Apprentices

1st	Richard Verco	AUS
2nd	Paul Millsom	FIN
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	Alec McClure	AUS
2nd	Doug Bates	NZL
3rd	Alan Clark	AUS

4th	Robert Saltmarsh	USA
5th	Alf Johnson	USA

1983 Guilford, USA

Entries 70

Apprentices

1st	Tucker Bragdon	USA
2nd	Phil Peglar	AUS
3rd	Peter Branning	USA
4th	Caroline 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	Paul Millsom	AUS
2nd	Jacky Nebrel	FRA
3rd	Michael Wallace	IRL
4th	Michael Heath	AUS
5th	Tony Manning	AUS

Masters

1st	Hans-Luther Striewe	GER
2nd	Geoff Myburgh	RSA
3rd	Nick Paine	GBR
4th	Jack Swenson	USA
5th	Hugo Kroth	GER

Grand Masters

1st	Alan Clark	AUS
2nd	Alec McClure	AUS
3rd	Cecil Walker	GBR
4th	Bob Saltmarsh	USA
5th	William ter Weld	NED

1981 Bender, FRA

Entries 52 Countries 11

Apprentices

1st	Jacky Nebrel	FRA
2nd	Michael Teiklen	GER
3rd	Michael Nerbollier	SUI
4th	Werner Winter	GER
5th	Wolf Peter Niesen	GER

Masters

1st	Nick Paine	GBR
2nd	Maudez de Cozannet	FRA
3rd	Lucien Bouche	FRA
4th	Horst Kimm	GER
5th	Michael Tuson	QAT

Grand Masters

1st	Alan Clark	AUS
2nd	Cecil Walker	GBR
3rd	Piero Marchetti	ITA
4th	Vittorio Baldoni	ITA
5th	John Nouwen	NED

1980 Bender, FRA

Entries 67 Countries 15

Apprentices

1st	Svend Carlsen	DEN
2nd	Werner Winter	GER
3rd	Jacky Nebrel	FRA
1st	Nick Paine	GBR

International Laser Class Association



Register your Laser with your National Laser Association and keep up-to-date with News, Events and class rules updates...

By registering you will be immediately informed of any Laser events that are taking place in your district as well as updates on any information relevant to you.

You can register by completing this form and sending to your nearest District Contact. Details of your District Contact can be found on pages 22-25 of this ILCA Handbook or at www.laserinternational.org.

Name

Address

.....

.....

Date of Birth. Male ☐ Female ☐

Zip Code / Postcode

Country

Email

Tel Number: Home.

Work

Laser Rig (tick box) Standard ☐ Radial ☐ Laser 4.7 ☐

Laser Sail Number.

Dealer where Laser was purchased





Laser 4.7



Laser Radial



Laser Standard