

## I. Clam Cleats

**Proposed rule change:** Modify Rule 3(b)vi by deleting the words shown in ~~striketrough text~~ and adding the words shown in RED text below.

NEW RULE 3(b)vi

3(b)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~~. **Clam cleats may include a through hole attachment point.**



**Reason for change:** To incorporate the current interpretation that clam cleats with a through hole attachment point (becket) are acceptable when replacing clam cleats of the same size and shape.

YES

NO

ABSTAIN

## II. Mast Abrasion Prevention

**Proposed rule change:** Delete old Rule 19(a) shown below in *BLUE italic* and replace it with new Rule 19(a) shown below in RED text.

ADD NEW RULE 19(a)

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

DELETE OLD RULE 19(a)

*19(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.*



**Reason for change:** To clarify that mast step abrasion tubes or collars may be in separate pieces.

YES  
NO  
ABSTAIN

### **III. Sail Buttons**

**Proposed rule change:** Add new rule/text shown in RED text below to Part One of the Class Rules

ADD NEW RULE/TEXT

#### **Sail Identification**

Sails manufactured after 1 January 2001 must have attached near the tack of the sail an ILCA authorized sailmaker button purchased from the International Laser Class Association. Standard MKII sails must have orange buttons and Radial, 4.7 and Standard MKI (cross-cut) sails must have red buttons.

**Reason for change:** Although the Laser Construction Manual requires that class legal sails must have the appropriate ILCA supplied sail button attached near the tack of the sail, this addition to the rules makes it clear to all class sailors that sails used in competition must have an ILCA supplied sail button to be class legal.

YES  
NO  
ABSTAIN

### **IV. Control Line Material**

**Proposed rule change:** Modify Rule 3(b)i by deleting the ~~strikethrough text~~.

NEW RULE 3(b)i

3(b)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.~~

**Reason for change:** Removes restriction on use of aramid fiber rope for control lines.

YES  
NO  
ABSTAIN

#### **V. Control Line Thickness**

**Proposed rule change:** Delete old Rule 3(b)ii shown below in *BLUE italic* and replace it with new Rule 3(b)ii shown below in **RED text**.

ADD NEW RULE 3(b)ii

3(b)ii Control lines must be of uniform thickness, but may vary in thickness for the purpose of a splice at the load bearing attachment point.

DELETE OLD RULE 3(b)ii

*3(b)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.*



**Reason for change:** This change allows for local variation in thickness that is not specifically restricted to tapering.

YES  
NO  
ABSTAIN

#### **VI. Member Voting for Rule Amendments**

**Proposed rule change:** Delete old Rule 31 shown below in *BLUE italic* and replace it with new Rule 31 shown below in **RED text**.

ADD NEW RULE 31

31 Amendments to these Rules shall be approved by each of:

- a. the World Council,
- b. the Advisory Council,
- c. at least two-thirds of the membership casting a vote in response to a ballot published by the International Office of the Class. Only those votes submitted within one month from the date of publication of the rule change ballot shall be valid, and
- d. World Sailing.

DELETE OLD RULE 31

*31 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.*

**Reason for change:** Shortens the rule change voting process from six months to one month and removes language that ballots and votes must be sent via post.

YES  
NO  
ABSTAIN

**VII. Emergency Amendment to Class Rules**

**Proposed rule change:** Add new rule/text shown in RED text below to Part Five of the Class Rules.

ADD NEW RULE/TEXT

**32. Emergency Amendments**

In cases of extreme urgency, the World Council, with approval of World Sailing, may issue a temporary amendment to the class rules. Any such amendment must subsequently be presented for approval through the Class Rules Amendment process [specified in Rule 31] to become permanent.

**Reason for change:** A situation may arise where an amendment to the rules may be necessary but there is insufficient time to go through the standard rule amendment process.

YES  
NO  
ABSTAIN