

International Laser Class Association



2015 Handbook

Constitution and Class Rules



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This Handbook is published every year by the International Laser Class Association (ILCA) and distributed to class members throughout the world. Any changes to the information contained in this Handbook, including changes to the class rules and By-Laws, are published on the ILCA web site www.laserinternational.org 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.



Jeff Martin ILCA World Executive Secretary

© Thom Touw



From our President

In 2011 my club hosted the Laser 4.7 World Championship and I remember thinking to myself "which of the sailors would be standing on the Olympic podium in 2020?"

Two years later, on the same stretch of water, I was privileged to watch the America's Cup. A new generation of sailors racing at record breaking speeds on boats that were at the leading edge of sailing technology. When I looked at the crew lists I was struck by how many of the sailors had previously sailed Lasers, some of whom had won Olympic medals - including two Laser Gold Medalists on the winning boat!



In the Fall of 2014 I had the pleasure to visit Hyeres, France, and participate in the largest Laser World Championship to date with nearly 500 sailors! I met new sailors who were joining the Masters circuit for the first time and renewed friendships that I have maintained over years of Laser sailing. Some of the master sailors have been travelling the world to Laser events for 30 years or more! Even more impressive, nearly one sixth of the fleet were over 65 years in age and with twelve sailors over 75 years in age!

With over 200,000 boats built, most of which are still sailing in 120 countries around the world, we have something really special. Many people have learned to sail in a Laser, many have enjoyed the thrill of being close to the water on activity holidays and many have graduated to racing, whether on weekends at the local club or higher level competition.

Laser is unique in that it offers fun and top class racing in the same equipment from 14 to 80+!

Laser continues to be the leading youth and adult racing sailboat which is why it continues to be the boat of choice for racing programs in emerging nations who are only starting to lay the foundations for developing sailing competition within their country and internationally.

All of this exists because of the many volunteers who share their love of sailing a Laser at all levels and work hard to keep our boat the same world over.

Thank you

A handwritten signature in black ink that reads "Tracy Usher".

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 regional and world championship events to help provide incentive!



Go Sailing, Go Racing

Sailing is great but Laser sailing is a little bit more special. You are totally 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. The joy of going Laser sailing is what keeps the class the most popular boat of its type in the world.

If you need a little help getting used to the boat there are books about Laser sailing and racing, but for many the best way to get to know your boat better is to go racing. It also means you can meet like-minded people.

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 13*) or check out the contact list on our website. Over 90% of Laser racing takes place over a couple of hours in an evening or at a weekend. Most racing takes place from sailing or water sports clubs and, like golf, you are guaranteed to see a full range of experience at the local club where beginners and experts are welcome. Your club may organise training weekends and visiting coaches and you will certainly benefit from talking to and watching others.

After a while you may wish to have 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. Your national Laser association can help you.



YOUTH AND MASTERS (over 35)

In many countries there are special extra events organised specifically for different Laser rigs (Laser Standard, Laser Radial and Laser 4.7) and for youth and master sailors. Some countries organise extra National Championships for these rigs and age groups.

For sailors who do not like to travel, the National Championship is often the highlight of the annual racing calendar. These events are open to all comers and all levels of skill. You will experience the excitement of racing in a large fleet of between 30 and 100+ Laser sailors. Best of all you need no qualifications, except being able to handle your boat in up to 20 knots and having enjoyed at least 10 club races in your Laser. 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, all Laser racing is open and there are many national and international regattas you can go to with only a limited amount of experience.

Contact your national Laser association for a chat about what is available. Check out the contact list on our website at www.laserinternational.org.

The Laser Formula

A choice of rigs for different weight 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 all wind conditions and provide exciting but controlled sailing for any sailor 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 to keep sailing in all 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 learning to sail or for the lighter weight sailor graduating from Optimist.

The **Laser Radial** is the next step up. 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 Men's, Women's & Youth Championships attracting as many countries and competitors as the Laser Standard Rig. As well as a strong following amongst lighter weight sailors, the Laser Radial is also used for youth, women and masters racing. Many countries support a full Laser Radial Youth programme and in a survey of national yachting authorities conducted by the International Sailing Federation the majority replied that the Laser Radial was their preferred youth boat.

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.

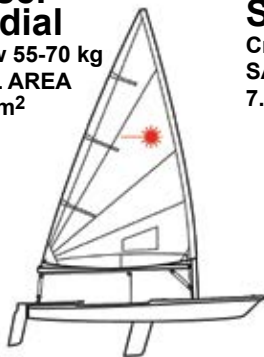
Laser 4.7

Crew 35-55 kg
SAIL AREA
4.70m²



Laser Radial

Crew 55-70 kg
SAIL AREA
5.76m²



Laser Standard

Crew 60 kg +
SAIL AREA
7.06m²



INFORMATION AND LASER CLASS RULES

The ILCA website features an online search facility to enable you to find detailed information about ILCA and the Laser Class Rules. Please visit www.laserinternational.org.

ILCA Age Policy and Useful Information

WORLD CHAMPIONSHIPS - general

As a result of high demand for places at major Championships, the majority of Laser World Championships and European Championships are allocated place events. For further information see www.laserinternational.org.

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**	2003	2002	2001	2000	1999	1998	1997	1996	1995
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 2015 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 shall be held in Laser 4.7 and Laser Radial rigs. ILCA also recommends 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 2015 ILCA will organise Youth World Championships in the Laser Radial and Laser 4.7, following the above age limits, and 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 of a high standard. 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 adults. At these events, separate category prizes for youth and women should also be considered, in a format similar to the Laser Radial.

Further information about events can be obtained from www.laserinternational.org

LASER RADIAL - policy

With the exception of world and some continental championships all Laser Radial regattas should be mixed gender and ages. However, if there are two or more categories (e.g. category men, category women) with 35 or more sailors in each, then these categories should race separately and have separate prizes. Where there are separate prize categories, each category should be identified by either a masthead streamer or a colour band on the mast. When two or more categories race in one fleet, then the individual category results should be extracted from the overall results without rescoring.

© ShutterSail: Robert Hajduk



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. The handicap numbers 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 (see fleet handicaps on our website at: www.laserinternational.org).

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

ILCA helps in the organisation of training camps for racing sailors throughout the world. Demand for this type of help is increasing. We hold a register of Laser sailors who are experienced at international regattas and who are able and interested to give some time to run race training courses around the world. Laser Coaches do not normally get paid for their work but they get their travel, meals and accommodation paid for plus a small expense allowance.

Coaching can be a rewarding experience and an opportunity to visit countries you might not normally get a chance to visit. If you are interested in being a Laser coach please write to the International Office with FULL details of your sailing experience, race results, coaching experience in Lasers and other classes, age, languages, address, including business and home phone, fax and e-mail. Please also include references.

If you would like the services of a Laser coach on the above basis please contact ILCA International Office with at least 6 months notice. Please also keep in mind that all the coaches have their own busy sailing season and therefore courses should be planned at a 'quiet' time of the year to give ILCA the best possible chance of finding a coach.

ADVERTISING/SPONSORSHIP

Information about advertising/sponsorship on sails can be found on the ILCA website (www.laserinternational.org) by clicking on the "Information" tab and choosing "Regulations 20: Advertising Code" from the sub-menu. Advertising and graphics may not be placed on the sail window (Class Rule 10).

ANTI-DOPING

The latest information about the ISAF Anti-Doping Code can be found on the ISAF website: <http://www.sailing.org/documents/regulations/isafregulations/index.php>

REGIONAL CHAMPIONSHIPS

ILCA must be informed of a Regional (Continental) Championship 18 months in advance. Before the dates, venue and notice of race of such a championship are published, the venue and dates must be submitted to the World Council for approval. Before giving such approval the World Council shall consider the requirements of the Regional Championship By-Law and any other aspect, which may affect the quality and fairness of the competition.

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 like a worldwide sailing club 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 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) - this is 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 Australia, France, Switzerland, UK and USA - all are active sailors and between them have a wealth of experience spread over all levels of sailing.

The contact details of all class officers from the district to World Council level can be found on the website at www.laserinternational.org. 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.

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 the ISAF, 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 and other major championships for the class. Of course these only directly interest a small group of sailors. However, the organisation of top quality championships has an effect on all sailors. 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 magazines, website and communication?

The amount and quality of literature available to a Laser sailor is high compared with most other classes. ILCA's *LaserWorld* magazine is prepared by the International Office and distributed throughout the world to supplement the many and various publications produced by the Districts. A truly international magazine keeps everyone in touch with class activities and helps the class to develop evenly throughout the world. This is one of our greatest strengths. ILCA also has its own website (www.laserinternational.org) with regularly updated news items, information and links to other sites. In many other classes a lack of international communication has caused groups of sailors in different countries to become isolated and the class in those countries to become extinct. This fall-off in activity eventually affects the class in established countries, leaving only the truly international classes well supported.

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, the International Sailing Federation 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.***



© ShutterSail: Robert Hajduk Sailing Photography

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, if only to send out the newsletters! 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 published in *LaserWorld*.

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 and quarterly magazine LaserWorld
- Co-ordinates international racing calendar
- 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 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.
- Image Gallery, containing the best pictures from all Laser Championships.
- Videos of Laser sailing activities - from Masters events to the CrazyNorwegians.
- LaserWorld, our quarterly newsletter, is available for all to download or view online.
- Measurement Manual - to help both sailors and officials understand the Laser Class measurement process.
- Technical & Quality pages, which provide you with the opportunity to request assistance with quality complaints and where you can contact us with proposed rule changes.
- Regularly updated list of addresses for Laser contacts in each country.

COUNTRY AND DISTRICT CONTACTS (In Alphabetical Order)

Correct as at 01.01.15 Updated regularly on the ILCA website: www.laserinternational.org

Key to Regions: (ap) Asian Pacific (csa) Central & South America (e) Europe (int) International (na) North America

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Constitution

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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.

NAME

1. The name of the Association shall be the INTERNATIONAL LASER CLASS ASSOCIATION, with Head Office at PO Box 26, Falmouth, Cornwall TR11 3TN, England.

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 the International Sailing Federation.

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, the ISAF 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 legal 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 the ISAF. 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.



© Barbara Sanchez / Sailing Energy / ISAF

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 must 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 afore mentioned 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 legal 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. The rules are sometimes difficult to understand. Therefore the Chief Measurer of the Class publishes, from time to time, interpretations to certain rules.

Nevertheless, over the years changes have been made to the Laser and the LCM and the rules have evolved. However, the class and the builders were 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 Chief Measurer of the Class, Jean-Luc Michon (e-mail: chiefmeasurer@laserinternational.org.) He will discuss it with the other members of the Technical and Measurement Committee. If recommended the proposal will then be presented to the World Council. Finally, if the World Council and the Advisory Council agree with your proposal, the rule change must be approved by two thirds of the membership.

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 the ISAF, 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.

Reprinted from original articles by Heini Wellmann, featured in LaserWorld October 2007 and January 2008.

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.)

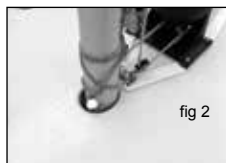
The mast retention line is one of the most important lines on the boat. It must allow 180 degree rotation of the mast and at the same time keep the mast in the deck tube in the event of a capsizing. It is important that the mast cannot move in and out of the tube by more than 50mm. A mast retention line 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

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 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

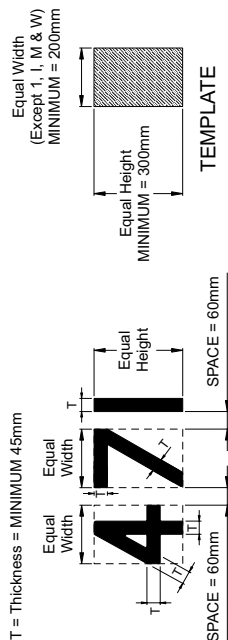
1. Spread the sail out flat on the working surface so that the port side of the sail is facing up. The leech (back edge of the sail) will be on the right hand side.
2. Follow the same method as for the starboard side, starting with the number or letter closest to the leech (the last digit of the full sail number or the last national letter), and working along the Base Line away from the leech.

STANDARD RIG NUMBER & LETTER SIZES AND POSITIONING

January 2009 Edition

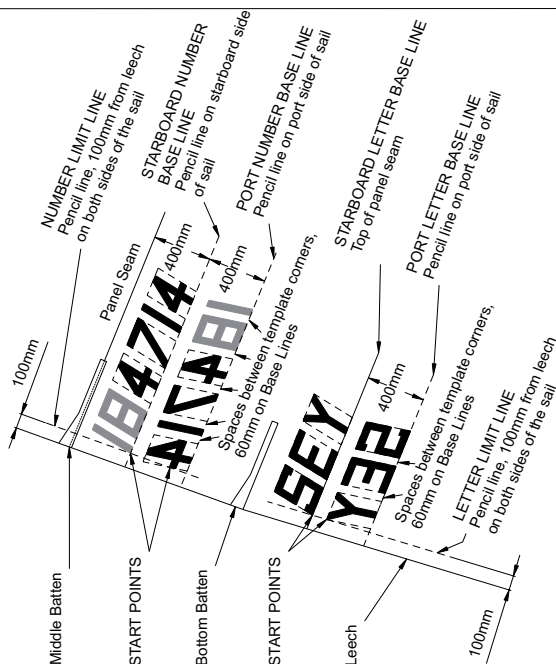
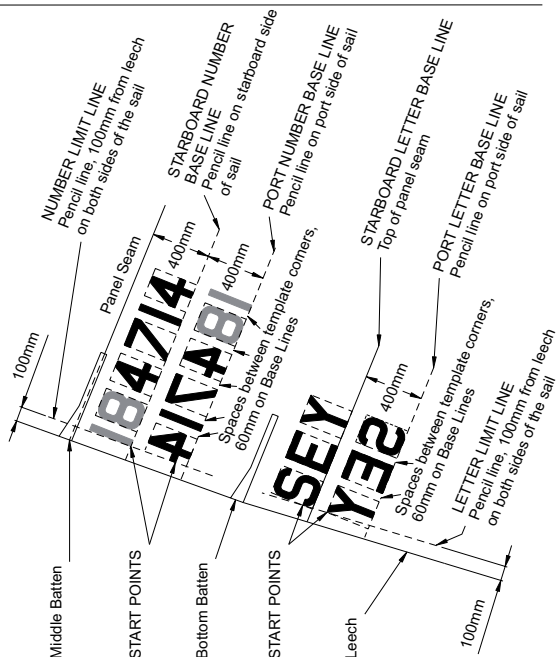
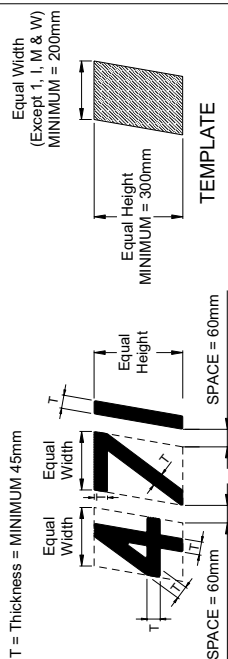
UPRIGHT NUMBERS AND LETTERS

T = Thickness = MINIMUM 45mm



ANGLED NUMBERS AND LETTERS

T = Thickness = MINIMUM 45mm

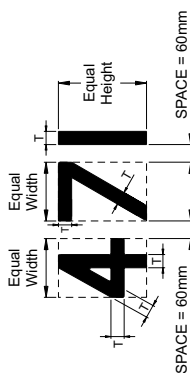


1. MINIMUM SPACE BETWEEN NUMBERS AND LETTERS IN THE CLASS RULES IS 50mm. SO USE 60mm TO ENSURE THAT ANY SMALL ERRORS IN POSITION ARE STILL LEGAL.
2. LAST FOUR DIGITS OF SAIL NUMBER TO BE ONE DARK, DISTINCTIVE COLOUR OR BLACK. PRECEDING DIGITS TO BE A DIFFERENT, CONTRASTING, DISTINCTIVE COLOUR, PREFERABLY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

RADIAL RIG NUMBER & LETTER SIZES AND POSITIONING

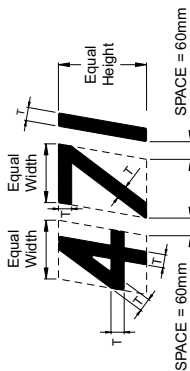
UPRIGHT NUMBERS AND LETTERS

T = Thickness = MINIMUM 45mm

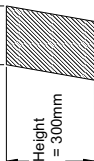


ANGLED NUMBERS AND LETTERS

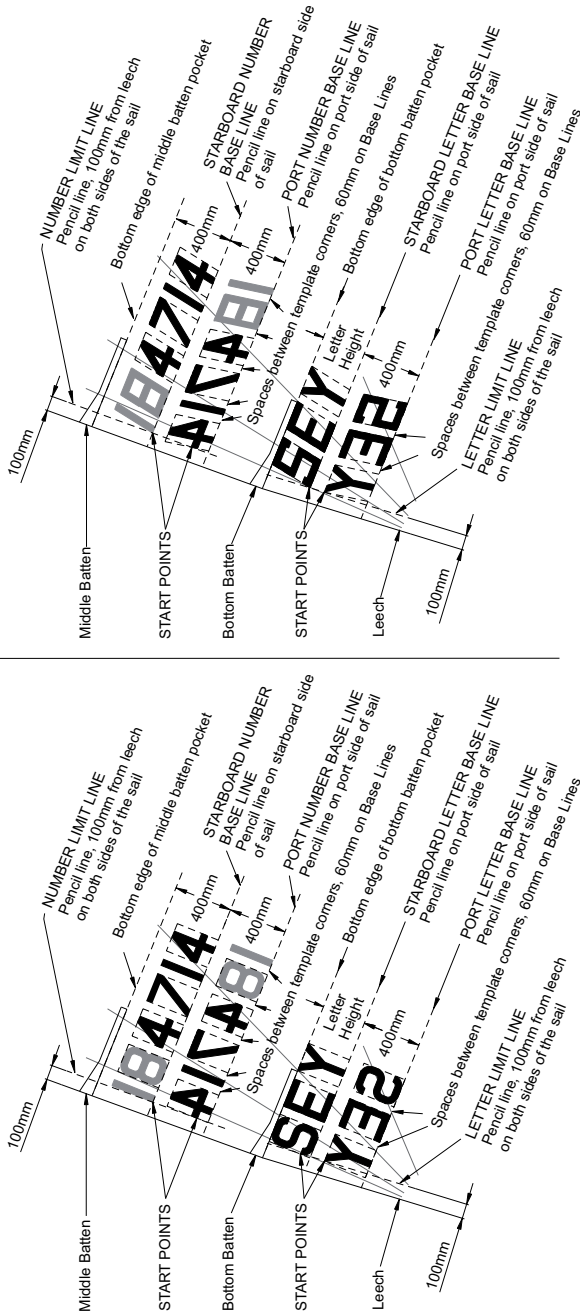
T = Thickness = MINIMUM 45mm



Equal Width
(Except 1, I, M & W)
MINIMUM = 200mm



TEMPLATE



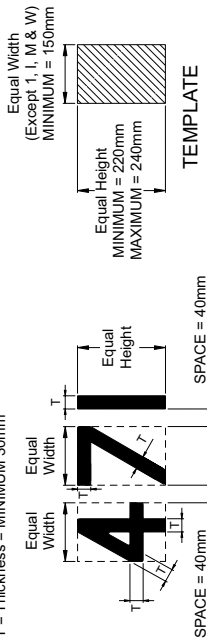
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LASER 4.7 RIG NUMBER & LETTER SIZES AND POSITIONING

November 2013 Edition

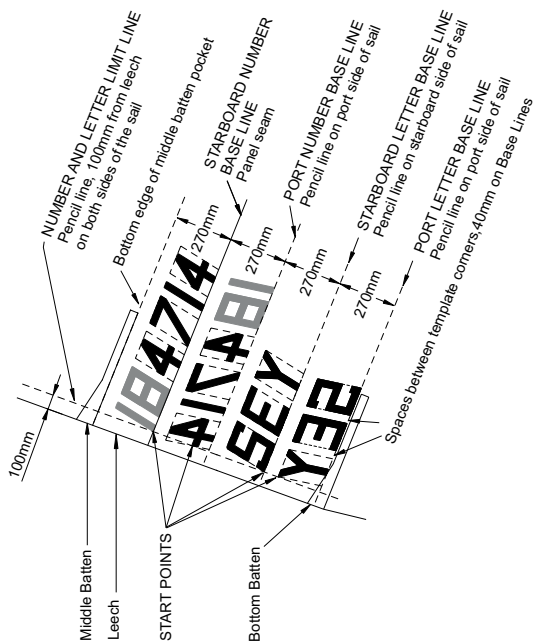
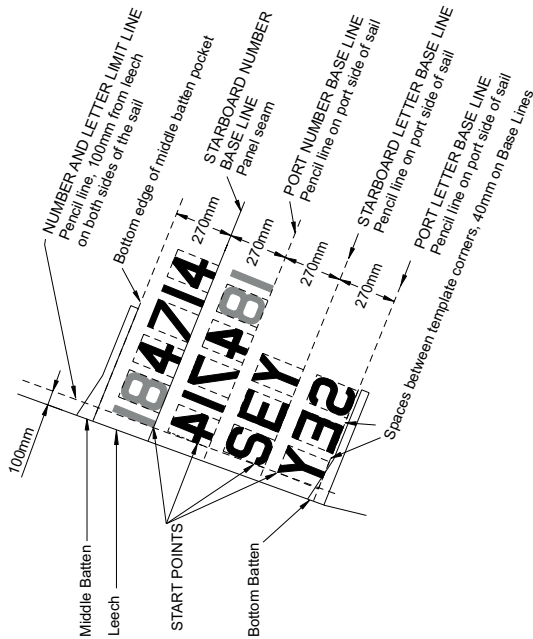
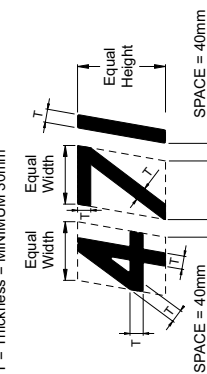
UPRIGHT NUMBERS AND LETTERS

T = Thickness = MINIMUM 30mm



ANGLED NUMBERS AND LETTERS

T = Thickness = MINIMUM 30mm



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.

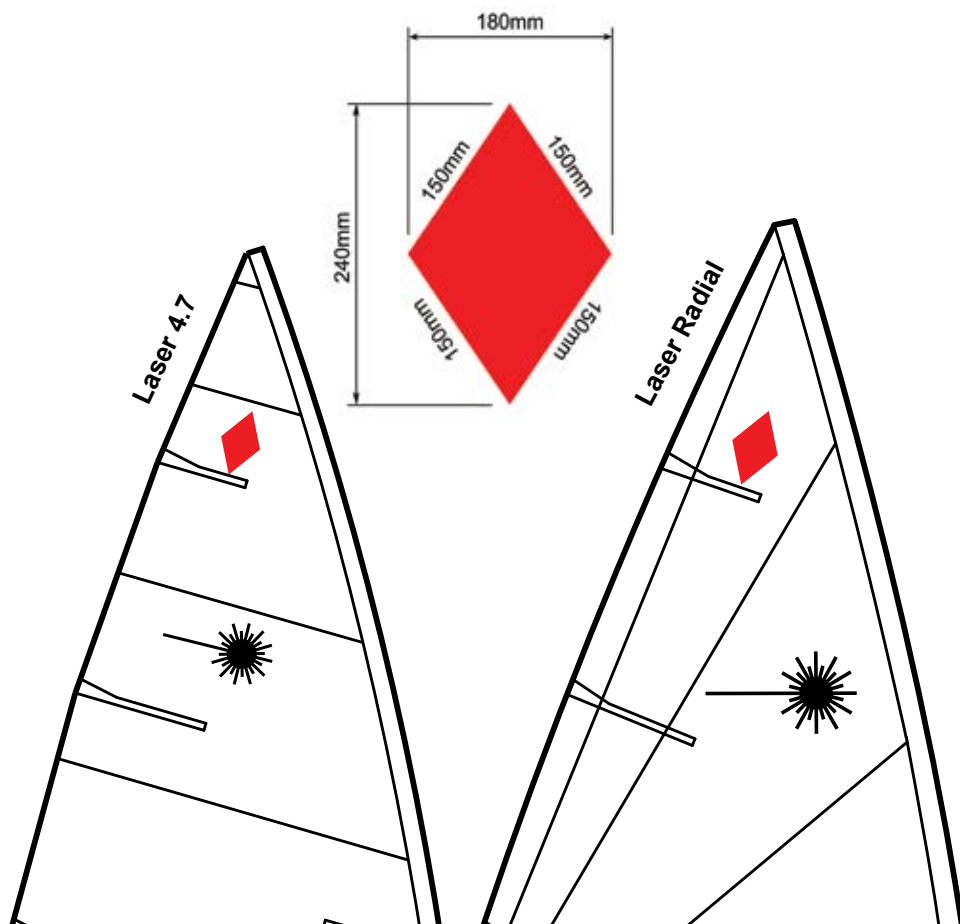
Instructions for Applying Red Rhombus For Women's Events

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.



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 classes 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 me 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 stronger winds. However, there is a limit to the number of changes that can be made before performance is affected.

Mast and Boom

One particular area where strengthening is not possible without affecting performance is the mast. Any increase in strength of the mast would dramatically affect stiffness and therefore performance. This 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 whilst 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.



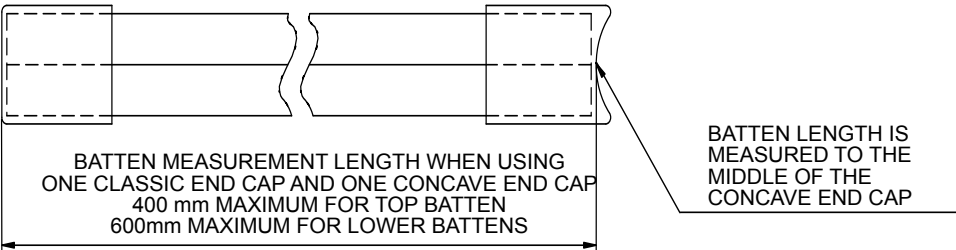
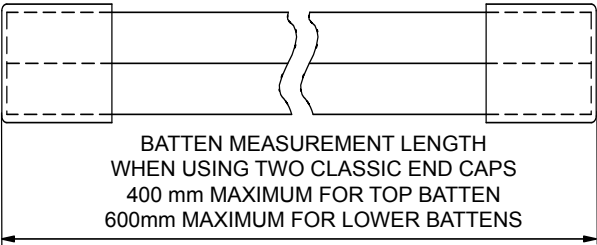
© Pedro Martinez / Sailing Energy / ISAF

Rudder and Tiller

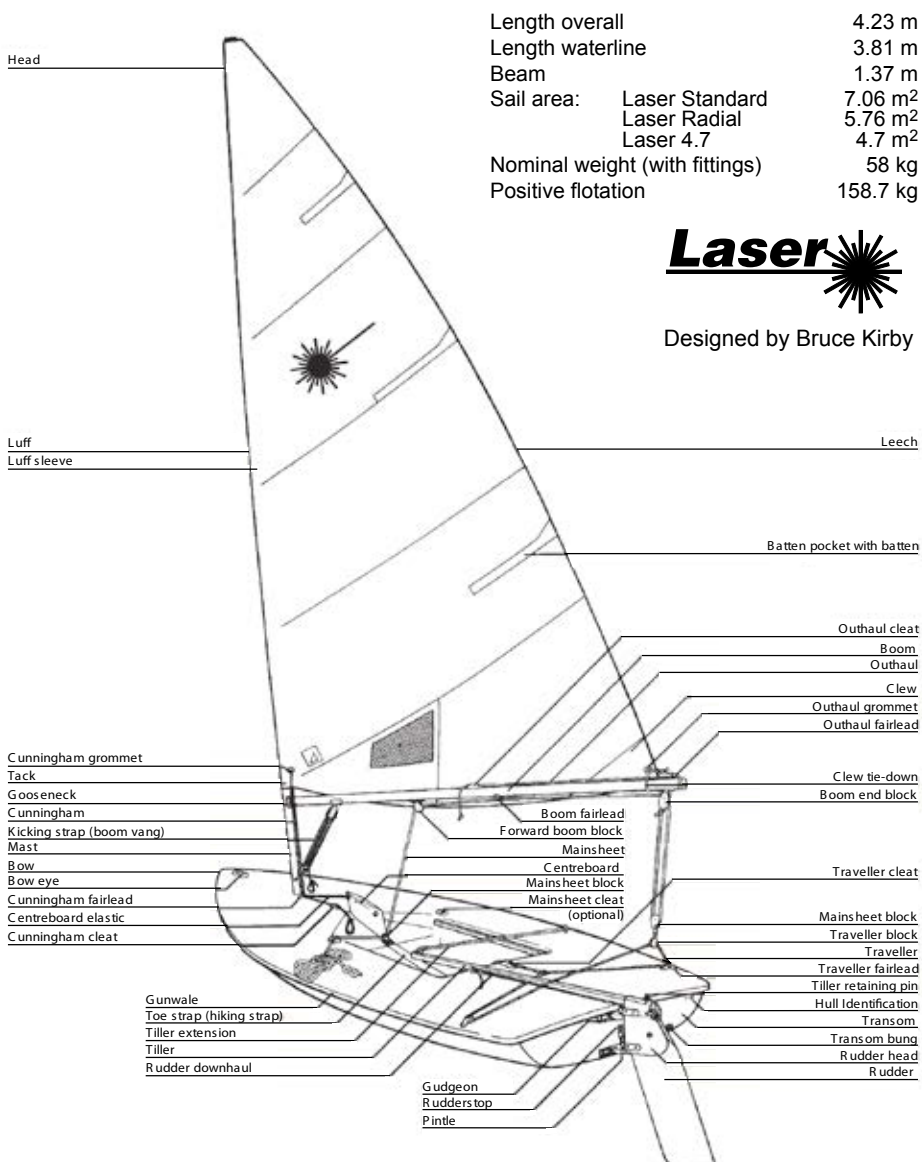
Rudders and tillers like everything else are not indestructible. On the very few occasions when we have seen damage to either the rudder or the tiller, it has been caused by trying to bear away at speed while the Laser is heeled to leeward. When a Laser is heeled over it takes on severe weather helm. 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.

Concave Batten Caps

The diagrams below illustrate the methods to be used for the measurement of battens using both classic and concave end caps. Please see pages 45-47 for full sail and bottom section diagrams.



Parts of the Laser



Laser Worldwide



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.

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

Valid from 1st February 2015. Cancels all previous rules and interpretations.

HISTORY:

1 February 2015

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

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

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.

23 April 2013:

Fundamental Rule modified: Clarification that Lasers shall be built by ISAF and ILCA approved manufacturers in adherence to the Construction Manual.

Definition of Builder modified.

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 an International Sailing Federation (ISAF) 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 ISAF.

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

DEFINITION OF BUILDER

A Builder is a manufacturer that has 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 the International Sailing Federation and the International Laser Class Association.

PART TWO

1. MEASUREMENT DIAGRAMS

The measurement Diagrams are part of these Rules.

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

2. MEASUREMENT

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

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

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

3. CONTROL SYSTEMS, CONTROL LINES AND FITTINGS

(a) Control System Definitions

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)i, 3(e)i 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 cuningham fairlead
Plastic cuningham 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) and 3(f).
- vi When an **"Optional"** block, or shock cord is **attached** to a fitting, line, mast, boom or the sail, it may be attached either with or without a shackle, clips, balls, hooks and/or a tie line.

(b) Control Lines and Fittings

- i. Control lines shall be natural or synthetic rope, 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 capsize, a loose retention line or shock cord (that will allow 180 degree plus mast rotation) shall be tied/attached between the cunningham fairlead or the deck block fitting and the mast tang or gooseneck. Clips, hooks, shackles and balls may be used to attach the retention line.
- xii. Reference points (marks) may be placed on the deck, spars and ropes.

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

- i. The mainsheet shall be a single line, and be attached to the becket of the aft boom block, and then passed through the traveller block, the aft boom block, boom eye strap, forward boom block and the mainsheet block. After the mainsheet block it shall be knotted, or tied, so that the end of the mainsheet cannot pull through the mainsheet block. The mainsheet shall not be controlled aft of the forward boom block except to facilitate a tack or gybe.
- ii. The tail of the mainsheet may also be knotted or tied to either the base of the mainsheet block, the hiking strap, the hiking strap support line, or the hiking strap shock cord. This option, if used, satisfies the knotting requirement in 3(c).
- iii. The mainsheet block may be replaced by any type of single block with or without an internal or attached jamming device, and mounted in the position shown on the measurement diagram. The block may be supported by a spring, ball, plastic tube or tape.
- iv. One mainsheet clam or cam cleat of any type may be mounted on each side deck in the position shown on the measurement diagram.

(d) Vang – also see Rules 3(a) & 3(b)

- i. The vang system shall be between the mast tang and the boom key fitting and shall be comprised of the vang cleat block, the vang key block, a maximum of two control lines, loops and/or "Optional" blocks for additional purchase with a **maximum of 7 "Turning Points"**.
- ii. The vang cleat block shall be attached directly to the mast tang, or to an "Optional" swivel that shall be attached to the mast tang.
- iii. A shackle may be used to attach the vang cleat block or the swivel to the mast tang.
- iv. The swivel, shackle or swivel/shackle combination shall not exceed 80 mm in length when measured under tension.

- v. The vang key block may be fitted with a spare key.
- vi. The key may be straight or bent, and it may be held in the key way with either tape, elastic or velcro.
- vii. The vang key block may be replaced with an "Optional" vang key block which may have a spare key.
- viii. "Optional" single blocks may be attached to one or both sides of the vang cleat block, using a clevis pin or bolt through the attachment hole in the vang cleat block.
- ix. The mast tang hole may be drilled to take a larger pin.
- x. "Builder Supplied" Vang Cleating Fitting
 - a) The vang cleat block may be replaced with a "Builder Supplied" vang cleating fitting which incorporates "Turning Points" and a cam cleat. These photos show the 2 Class legal "Builder Supplied" vang cleating fittings:



b) The fitting shall be attached directly to the mast tang.

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

(e) Cunningham – also see Rules 3(a) & 3(b)

- i. The cunningham system shall consist of a maximum three control lines, "Optional" blocks or loops for purchase with a **maximum of 5 "Turning Points"**.
- ii. The cunningham control line shall be securely attached to any of the mast, gooseneck, mast tang, swivel or shackle that may be used to attach the vang cleat block to the mast tang, the cunningham attachment point on the "Builder Supplied" vang cleating fitting or the becket of an optional becket block fixed on the cunningham attachment point on the "Builder-supplied" vang.

The cunningham control line shall pass through the sail tack 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 for use as an inhaul may be attached around the boom immediately in front of the outhaul cleat or to the outhaul cleat and then to the clew of the sail, the clew tie down, the optional block at the clew, the quick release system or through the clew of the sail and to an optional block in the primary control line.
- 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 28(e) and 29(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 ISAF 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 number 1).

Thickness 45 mm.

Space between adjoining numbers minimum 50 mm.

Sail numbers shall be regularly spaced.

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

Each sail number digit shall be of one colour only.

The sail numbers shall be solid and easy to read.

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

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

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

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

- (e) Exceptions to this Rule are permitted:

- i. when the hull and/or sail are provided by the organisers for an event and after approval of the International Laser Class Association, the numbers on the sail used for that event only may be single, double or triple digit numbers.
- ii. in the case of a Laser borrowed or chartered for a specific event, and after written approval from the Race Committee, a competitor may use a sail with numbers that are different to the sail number allocated to the hull. The sail number used shall be the sail number allocated to the competitor's own Laser. When the competitor does not own a Laser, the number used on the sail shall be the number of the Laser chartered.
- iii. when a sail is damaged during a series and Rule 7 (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 (also see diagrams on pages 25-27):

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

- (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 28.
- 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 9 kg (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 ISAF regulation 20 - Advertising code; except that the sail window shall be kept free of advertising or other graphic material. Note: For information about placing advertising on sails, including diagrams, see:

www.laserinternational.org/info/regulation20advertisingcode

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 shall be wound with flexible adhesive tape.

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



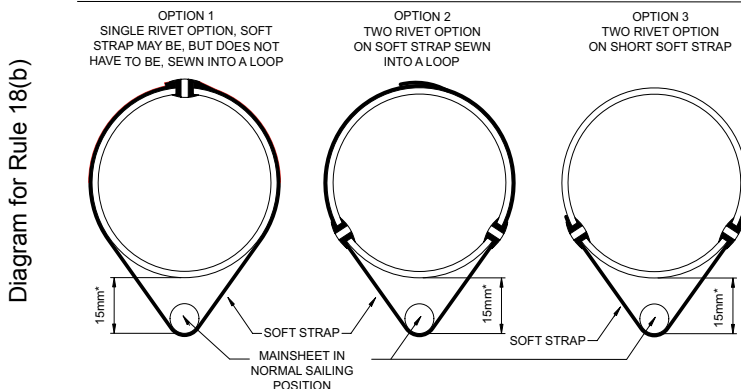
19. MAST

- (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

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

tape or bushing material may only be used on that portion of the plastic parts that actually slide into the lower section and/or between the upper mast and the collar and it shall be a uniform thickness around the circumference. Taping or bushing material above the collar to fair the collar into the mast is prohibited.

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

20. INSPECTION PORTS

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

Storage receptacles are permitted underneath hatch covers.

21. CLIPS AND STORAGE BAGS

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

22. COMPASS

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

(b) Any use of electronic equipment not specifically allowed in the rules is prohibited unless modified in the sailing instructions.

(c) Timing devices are permitted.

(d) A timing device that includes an electronic compass is permitted as long as it is worn on the wrist.

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.

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.

28. 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 28 (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.

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

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

positioned as follows (also see diagram):

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

29. 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 29 (c) and any restrictions in the Notice of Race and Sailing Instructions.

(c) The Laser 4.7 rig may only be used in District Championships and higher level regattas when prescribed in the Notice of Race and Sailing Instructions.

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

(e) SAIL REGISTRATION NUMBERS

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

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

Height 220 mm.

Width 150 mm excluding No.1.

Thickness 30 mm.

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.

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

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

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

30. AMENDMENTS

Amendments to these Rules shall be approved by each of:

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

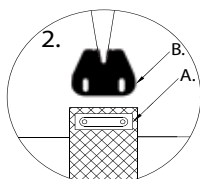
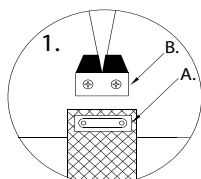
Class Rule Interpretations

1. **Solid block:** Interpretation to Rule 3(a)v regarding turning point:
A block with a solid sheave is allowed.

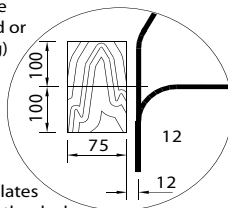
Measurement Diagrams

All dimensions shown in millimetres

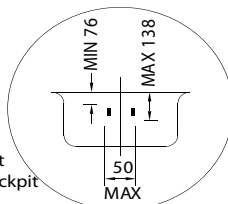
Measurements are shown only as a guide to replacement in the event of failure



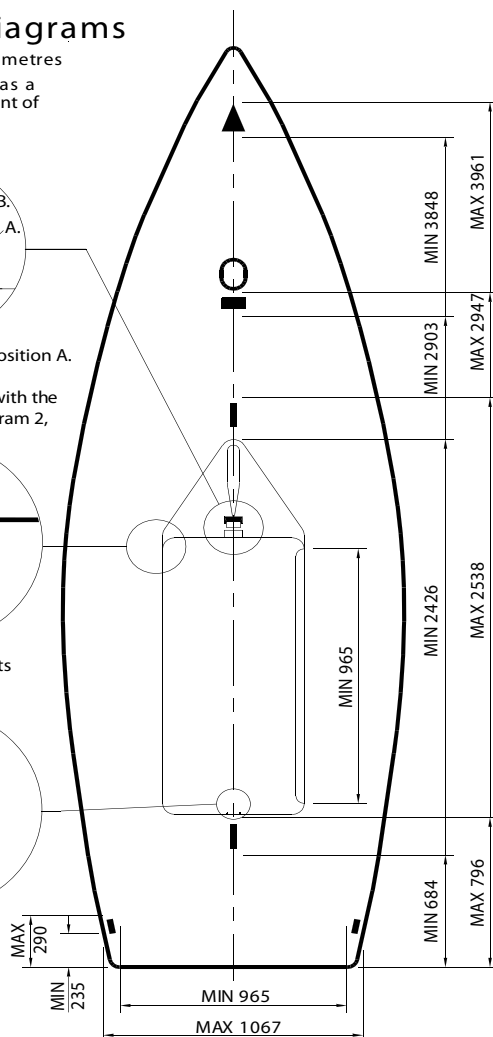
Mainsheet block shall be attached to eyestay in position A.
Centreboard Brake shall be attached in position B.
Centreboard Brake in diagram 1 may be replaced with the builder supplied Centreboard Brake shown in diagram 2, available mid/late 2009 (see December 2008 LaserWorld or www.laserinternational.org)



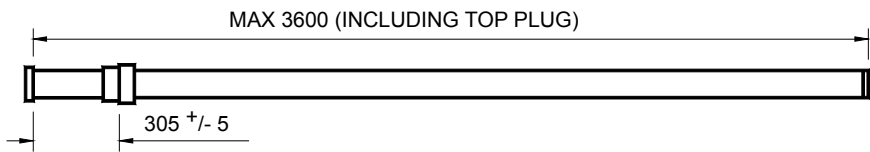
Wooden backing plates are under the deck for the fitting of cam or clam cleats



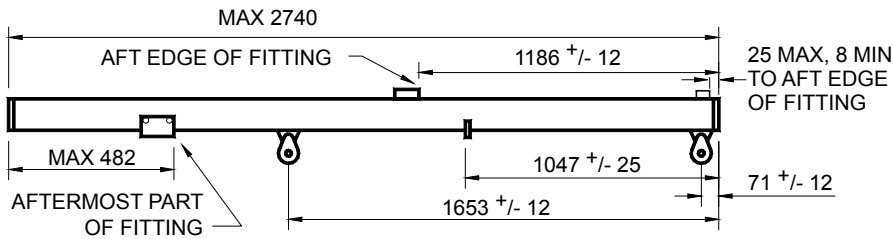
Eyes at aft end of cockpit



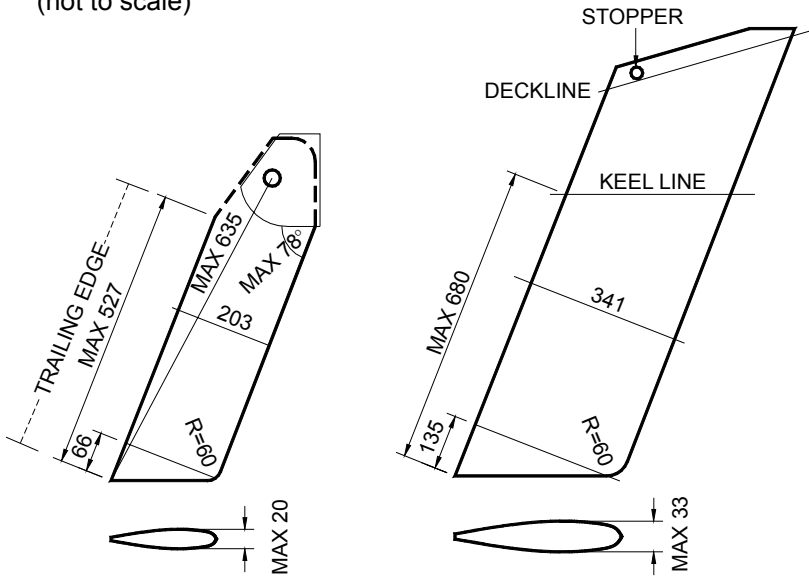
LASER, LASER RADIAL & LASER 4.7 MAST TOP SECTION

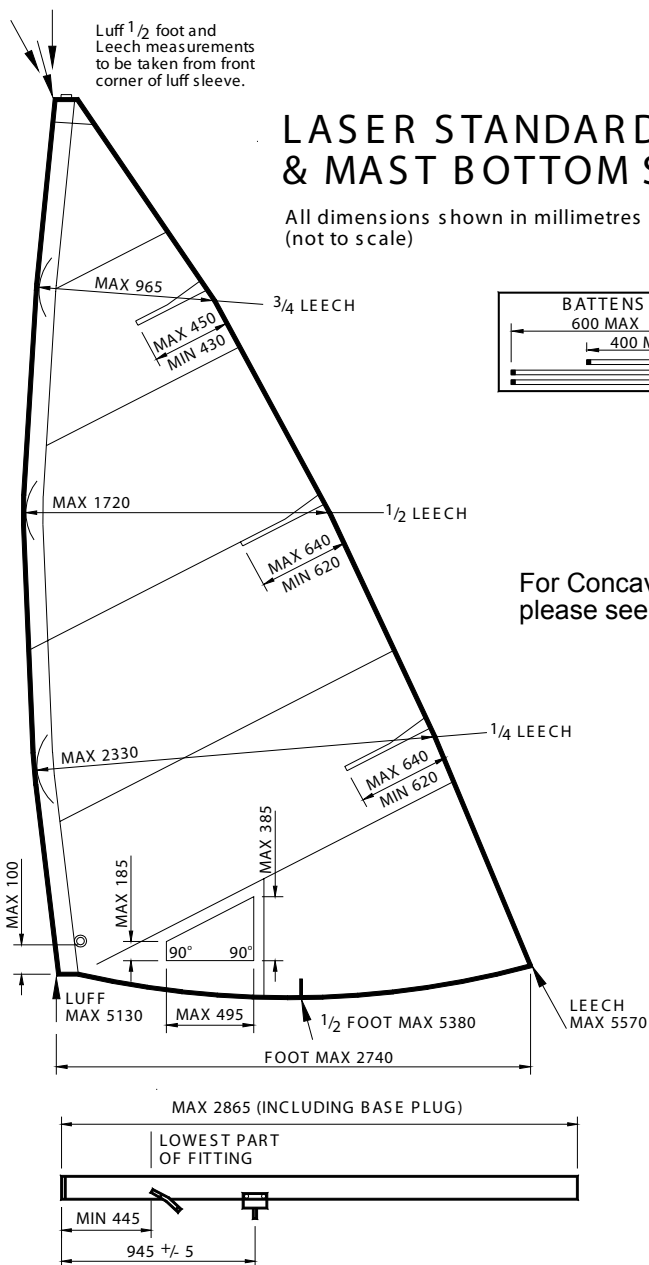


LASER, LASER RADIAL & LASER 4.7 BOOM



All dimensions shown
in millimetres
(not to scale)

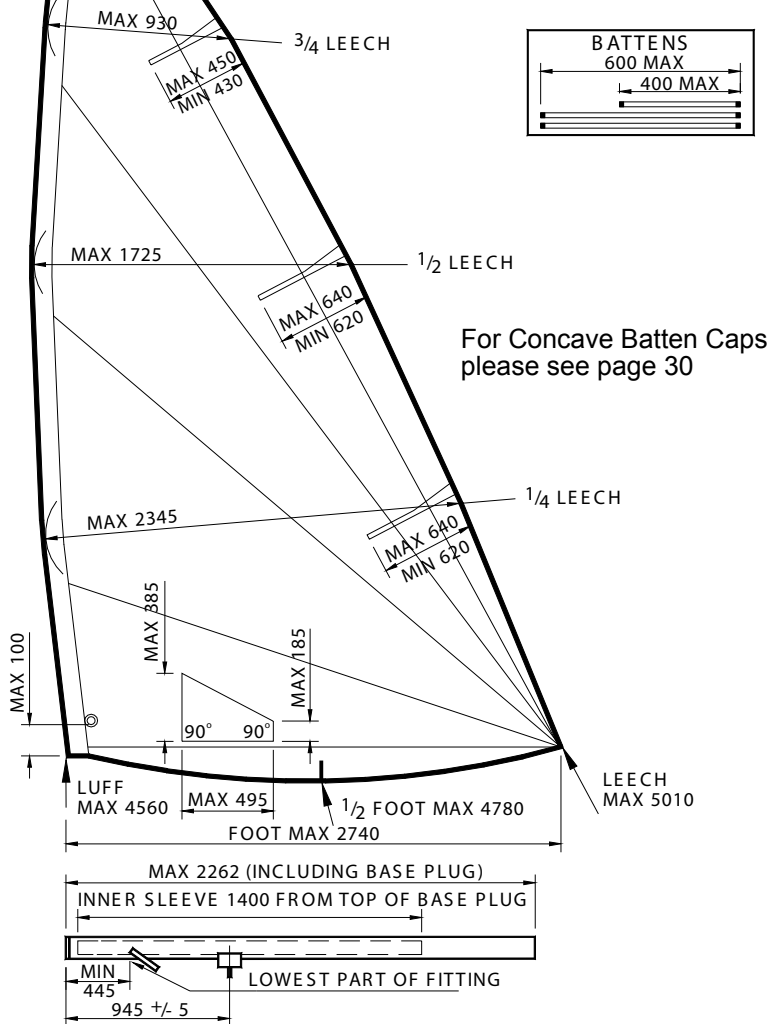




Luff $1\frac{1}{2}$ foot and
Leech measurements
to be taken from front
corner of luff sleeve.

LASER RADIAL SAIL & MAST BOTTOM SECTION

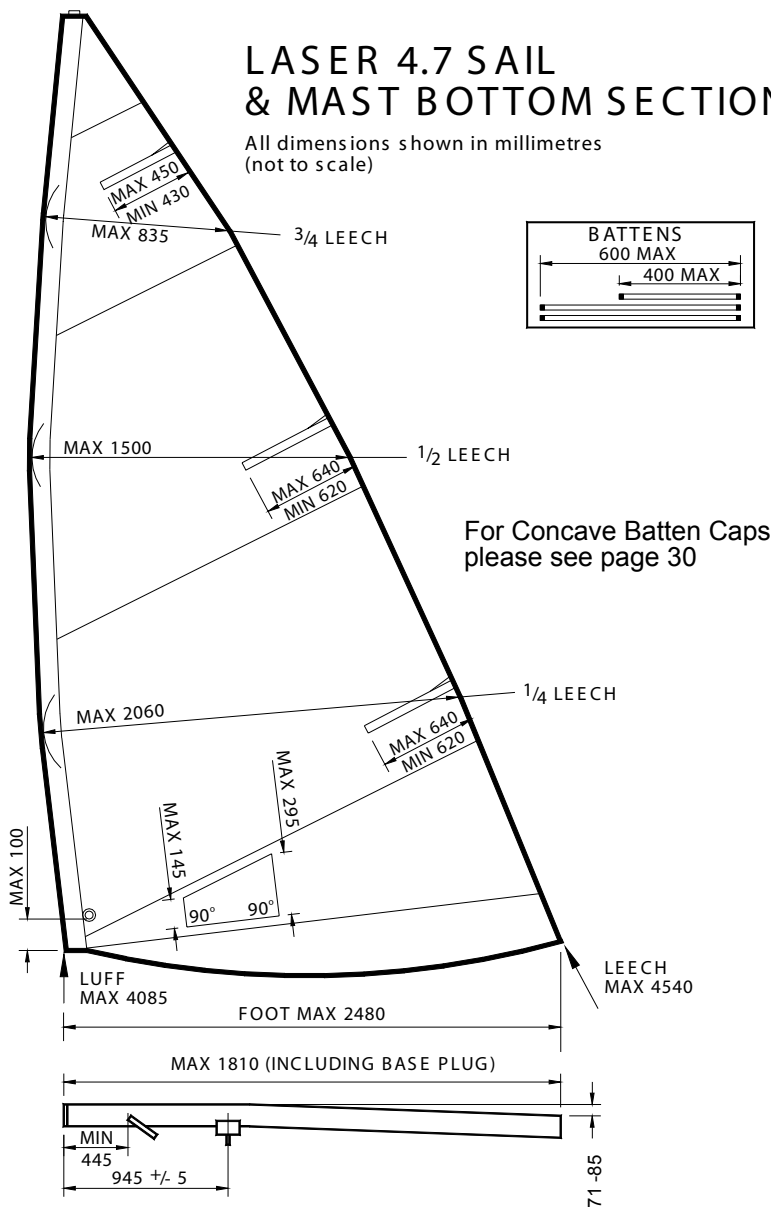
All dimensions shown in millimetres
(not to scale)



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

LASER 4.7 SAIL & MAST BOTTOM SECTION

All dimensions shown in millimetres
(not to scale)



ILCA By-Law 2:

District General By-Law

1. NAME

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

2. OBJECTS

The objects of the District Association are

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

3. FLEET CHARTERS

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

4. ASSOCIATION OFFICERS

The District Association shall be comprised of a

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

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

8. FEES

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

9. DISTRICT CHAMPIONSHIPS

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

10. BY-LAWS

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

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

11. COMING INTO FORCE

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

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

ILCA By-Law 3: Measurement

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

2. (a) Hull

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

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

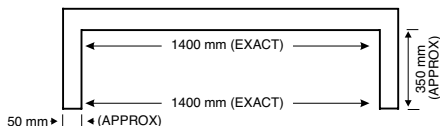
any point along the keel line (rocker): 2 mm
any other area of the hull: 3 mm

(b) Equipment

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

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

Schedule A to By-Law 3



1. Measurement Template

2. Measurement of Hull

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

Lay a straight edge across the transom as shown in the

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

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

HONOUR AWARDS

Sail Awards

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

World 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

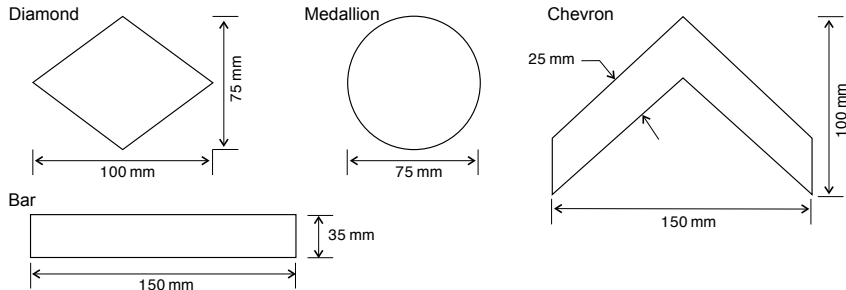
Cube inscribed with 2 Diamonds

Series 4th & 5th place finishers

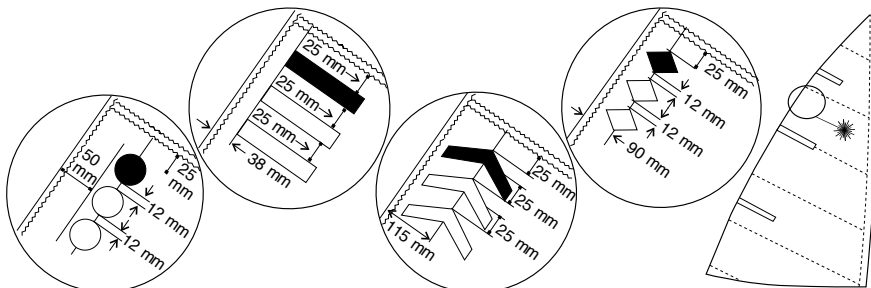
Cube inscribed with 1 Diamond

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.

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

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 Blanck	AUS
5th	Sarah Steyaert	FRA

2004 Athens, GRE

Laser Standard

Countries 42

1st	Robert Scheidt	BRA
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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

2014 Santander, Spain

Open: Laser Standard

Entries 147		Countries 69
1st	Nicholas Heiner	NED
2nd	Tom Burton	AUS
3rd	Nick Thompson	GBR
4th	Philipp Buhl	GER
5th	Robert Scheidt	BRA

2014 Santander, Spain

Women: Laser Radial

Entries 120	Countries 55
1st Marit Bouwmeester	NED

2nd	Josefin Olsson	SWE
3rd	Evi Van Acker	BEL
4th	Tuula Tenkanen	FIN
5th	Veronika K. Fenclova	CZE

2014 Dziwnow, POL

Men: Laser Radial

Entries 76		Countries 22
1st	Stelmaszyk Jonasz . . .	POL
2nd	Marcin Rudawski	POL
3rd	William De smet	BEL
4th	Tristan Brown	AUS
5th	Martis Pjarskas	LTU

Youth Men: Laser Radial

Entries 159	Countries 31
1st Joel Rodriguez	ESP
2nd Nik Willim	GER
3rd Benjamin Wempe	NED
4th Nicol Villa	ITA
5th Jonatan Vадnai	HUN

Youth Women: Laser Radial

Entries 81	Countries 27
1st Monika Mikkola	FIN
2nd Maria Erdi	HUN
3rd Maite Carlier	BEL
4th Magdalena Kwasa	POL
5th Maad Jayet	SUI

2014 Douarnenez, FRA

U21: Laser Standard

U21: Laser Standard	
Entries 105	Countries 33
1st Lorenzo Chiavarini . . .	GBR
2nd Hermann Tommasgaard .	NOR
3rd Stefano Peschiera . . .	PER
4th Finn Lynch	IRL
5th Joao Souto de Oliveira	BRA
U21: Laser Radial Women	
Entries 57	Countries 23

Entries 57	Countries 23
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1st	Agata Barwinska	POL
2nd	Daphne Van der Vaart	NED
3rd	Martina Reino Cacho	ESP
4th	Martha Faraguna	ITA
5th	Joyce Florida	ITA

2014 Karatsu, JPN

U18 Men: Laser 4.7

Entries 66	Countries 21
1st Alexandre Boite	FRA
2nd Ismael Iess	ESP
3rd Paolo Mavricic	CRO
4th Frederico Fornasari	ITA
5th Kaito Iwaki	JPN

U18 Women: Laser 4.7

Entries 37	Countries 15
1st Asya Luvisetto	SUI
2nd Irene Miras Leung	ESP
3rd Francesca Bergamo	ITA
4th Ilaria Rocchelli	ITA
5th Maria Kislikhina	RUS

2013 Al Musannah, OMN

Open: Laser Standard

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 Rizhao City, CHN

Women: Laser Radial

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

2013 Dun Laoghaire, IRL

Men: Laser Radial

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

2013 Balatonfured, HUN

U21: Laser Standard

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

U21: Laser Radial Women

Entries 96	Countries 32
1st Svenja Weger	GER
2nd Niki Blassar	FIN
3rd Claretta 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 Vadnai	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 Kwana	POL
3rd Sofia Capparucci	ITA
4th Alba Elejabertia	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 Multala	FIN
4th Alison Young	GBR
5th Marit Bouwmeester	NED

2012 Buenos Aires, ARG

U21: Laser Standard

Entries 29	Countries 19
1st Giovanni Cocoluto	ITA
2nd Stig Steinhurth	DEN
3rd Aleksander Arian	GBR
4th Juan Ignacio Biava	ARG
5th Ignasi Lopez 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 Tomsgaard	NOR
2nd Andrew McKenzie	NZL
3rd Mitchell Kiss	USA
4th Maxim Nikolaev	RUS
5th Juan Carlos Perdomo	PUR

Youth Women: Laser Radial

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

2012 Buenos Aires, ARG

U18 Men: Laser 4.7

Entries 71	Countries 25
1st Benjamin Vadnai	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
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1st Joel Rodríguez Pérez	ESP
2nd Malone Chao Jie Pun	SIN
3rd Luka Tosic	SRB
4th Liam McCarthy	USA
5th Francisco Guarguaga	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 Silvestri	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 Geritzer	AUT
5th Paul Goodison	GBR

Women: Laser Radial

Entries 102	Countries 51
1st Marit Bouwmeester	NED
2nd Evi Van Acker	BEL
3rd Paige Ralley	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 Sulkowski	AUS
5th Francesco Marral	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 Elliot Hanson	GBR
3rd Eliot Merceron	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	GUI
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 Host	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 Fakidi	GRE
3rd Vasileia Karachaliou	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 Thorbjorn Schierup	DEN
2nd Francesco Marral	ITA
3rd Alex Mills-Barton	GBR
4th Kacper Zieminski	POL
5th Filip Jurisic	CRO

2010 Largs, GBR

Women: Laser Radial

Entries 117	Countries 41
1st Sari Multala	FIN
2nd Marit Bouwmeester	NED
3rd Paige Ralley	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	NZL
4th Ben Koppelaar	NED
5th Insuh Kim	KOR

Youth Men: Laser Radial

Entries 228	Countries 41
1st Giovanni Cocoluto	ITA
2nd Tadeusz Kubiak	POL
3rd Luca Antognoli	ITA
4th Stefano Mazzaffero	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 Anjolina Julia Valio	ESP

2010 Pattaya, THA

U18 Men: Laser 4.7

Entries 45	Countries 22
1st Etienne Le Pen	FRA
2nd Supakorn Pongwichan	THA
3rd Jobert 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	AUS
5th Ella Evans	AUS

U16 Mixed: Laser 4.7

Entries 31	Countries 14
1st Ryan Amlehn	NZL
2nd Mark Spearman	AUS
3rd Filipo 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 38	Countries 30
1st Sari Multala	FIN
2nd Hiseki Nagai	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 Insuh Kim	KOR
4th Hiseki Nagai	JPN
5th Mohd Romsli Muhammad MAS	MAS

Youth Men: Laser Radial

Entries 100	Countries 25
1st Keerati Bualong	THA
2nd Aleksander Arian	POL
3rd Filip Kobelski	POL
4th Toma Visic	CRO

5th Chris Barnard	USA
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Youth Women: Laser Radial

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

2009 Buzios, BRA

Youth Men: Laser 4.7

Entries 109	Countries 24
1st Jonathan Martinietti	ECU
2nd Hermann Tomsgaard	NOR
3rd Gura 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 Cor Leveque	ESP

2008 Terriag, 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 Blanck	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 Michael Bullot	NZL

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 Lijia Xu	HUM-Merry
3rd Sarah Gunni	DEN
4th Mathilde de Kerangat	FRA
5th Annalisse 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 Alena 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 Denies Karpak	EST
4th Mate Arapov	CRO
5th Paul Goodison	GBR

Women: Laser Radial

Entries 107	Countries 48
1st Tatiana Drozdovskaya	BLR
2nd Sari Multala	FIN
3rd Petra Niemann	GER
4th Katarzyna Potynska	POL
5th Anna Tunncliffe	USA

2007 The Hague, NED

Men: Laser Radial

Entries 121	Countries 26
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1st Ben Paton	GBR	5th Mate Arapov	CRO	5th Daniel Birgmark	SWE	2nd Andre Streppel	BRA
2nd Eduardo Vianen	NED	Men: Laser Radial		2003 Riva del Garda, ITA		3rd Aron Lolic	CRO
3rd Steven Krol	NED	Entries 90	Countries 24	Men: Laser Radial		4th Alp Alpugut	TUR
4th Jon Emmett	GBR	1st Eduardo Magalhães	BRA	Entries 231	Countries 31	5th Karlo Krpeljevic	CRO
5th James Burman	AUS	3rd Blair McKay	NZL	1st Aron Lolic	CRO	Women: Laser Radial	
Youth Men: Laser Radial		4th Martin Jenkins	ARG	2nd Jake Bartram	NZL	Entries 56	Countries 23
Entries 204	Countries 29	5th Andreas Perdicaris	BRA	3rd Karlo Krpeljevic	CRO	1st Katarzyna Szotylnski	POL
1st Thorbjørn Schierup	DEN	Women: Laser Radial		4th Max Bulley	FRA	2nd Larissa Neverov	ITA
2nd Ioannis Mitakis	GRE	Entries 76	Countries 31	5th Marc Jux	CHI	3rd Sara Lane Wright	BER
3rd Gijs Peit	NED	1st Paige Bailey	USA	Women: Laser Radial		4th Tatiana Drozdovskaya	BLR
4th Joaquin Blanco	ESP	2nd Sophie de Turckheim	FRA	Entries 50	Countries 16	5th Jayne Singleton	GBR
5th Barbaros Tuna	TUR	3rd Anna Tunnicliffe	USA	1st Katarzyna Szotylnski	POL	Youth: Laser Radial	
Youth Women: Laser Radial		4th Krysta Niemann	GER	2nd Krystal Weir	AUS	Entries 260	Countries 33
Entries 68	Countries 16	5th Krystal Weir	AUS	3rd Jeannette Dagson	SWE	1st Michael Bullof	NZL
1st Tuula Tenkanen	FIN	Youth Men: Laser Radial		4th Corinne Meyer	SUI	2nd Jason Georgaris	GRE
2nd Susana Romero	ESP	Entries 77	Countries 23	5th Gea Jultjens	NED	3rd Alexandre Monteau	FRA
3rd Sarah Gunn	DEN	1st Blair McLean	NZL	Youth: Laser Radial		4th Mathieu Murati	FRA
4th Anne Haeger	USA	2nd Frederico Melo	POR	Entries 280	Countries 27	5th Guray Zimul	TUR
5th Mathilde de Kerangat	FRA	3rd Ivan Taritas	CRO	1st Tonci Stipanovic	CRO	2000 Cancun, MEX	
2007 Hermanus, RSA		4th Antonio Tzortzis	GRE	2nd Tonko Kuzmanic	CRO	Open: Laser Standard	
Youth Men: Laser 4.7		5th James Burman	AUS	3rd Jonasz Stelmazyk	POL	Entries 141	Countries 50
Entries 95	Countries 27	Youth Women: Laser Radial		4th Campbell Davidson	GBR	1st Robert Scheidt	BRA
1st Filip Matika	CRO	Entries 26	Countries 13	5th Javier Padron	ESP	2nd Michael Blackburn	AUS
2nd Baepi Pinna	BRA	1st Veronika Haid	AUT	2003 Cesme, TUR		3rd Ben Ainslie	GBR
3rd Alexander Zimmermann	GER	3rd Viviane de Oliveira	BRA	Entries 98	Countries 18	4th Karl Suneson	SWE
4th Boris Bignoli	ITA	4th Luiza de Sabaio	BRA	Youth Men: Laser 4.7		5th Serge Kats	NED
5th Jakob Bozic	SLO	5th Cecilia de Andrade	BRA	1st Onur Derebası	TUR	2000 Ceme, TUR	
Youth Women: Laser 4.7		2005 Barrington, USA		2nd Ates Cinar	TUR	Men: Laser Radial	
Entries 25	Countries 14	Entries 92	Countries 16	3rd Mustafa Cakir	TUR	Entries 124	Countries 25
1st Tajana Ganic	CRO	Youth Men: Laser 4.7		4th Philip White	GBR	1st Fredrik Lassenius	SWE
2nd Ewa Makowska	POL	1st Joaquin Blanco	ESP	5th Milosz Landowski	POL	2nd Alexandros Logothetis	GRE
3rd Lina Stock	TUR	2nd Adam Sims	GBR	Youth Women: Laser 4.7		3rd Vangelis Chimonas	GRE
4th Tiffany Brien	IRL	3rd Dany Stanisic	SLO	1st Ayda Unver	TUR	4th Petar Cupac	CRO
5th Mateja Senkic	CRO	4th Marco Kaplan	TUR	2nd Anita Di Iasio	ITA	5th Kemal Muslubas	TUR
2006 Jeju Island, KOR		5th Garco Teixidor	PUR	3rd Dirm Sarman	TUR	Women: Laser Radial	
Open: Laser Standard		Youth Women: Laser 4.7		4th Cansin Karga	TUR	Entries 33	Countries 16
Entries 128	Countries 43	1st Stephanie Roble	USA	5th Istem Oguzbayir	TUR	1st Katarzyna Szotylnski	POL
1st Michael Blackburn	AUS	2nd Anne Haeger	USA	2002 Hyannis, USA		2nd Nicola Muller	GBR
2nd Tom Slingsby	AUS	3rd Cecilia Aragao	BRA	Open: Laser Standard		3rd Jayne Singleton	GBR
3rd Rasmus Myrgen	SWE	4th Matilde Fabbri	ITA	Entries 131	Countries 44	4th Jeannette Dagson	SWE
4th Michael Leigh	CAN	5th Nilsu Orten	TUR	1st Robert Scheidt	BRA	5th Denis Karacaoglu	TUR
5th Gustavo Lima	POR	2004 Bitez, TUR		2nd Karl Suneson	SWE	Youth: Laser Radial	
Men: Laser Radial		Open: Laser Standard		3rd Paul Goodison	GBR	Entries 137	Countries 31
Entries 71	Countries 22	Entries 145	Countries 60	4th Diego Negri	ITA	1st Guray Zumbul	TUR
1st Fabio Pillar	BRA	1st Robert Scheidt	BRA	5th Brendan Casey	AUS	2nd Anders Nyholm	DEN
2nd Steven Le Fevre	NED	2nd Mark Mendelblatt	FRA	2002 Ontario, CAN		3rd Arne Nieuwenhuys	NED
3rd Steven Krol	NED	3rd Michael Blackburn	AUS	Men: Laser Radial		4th Antonis Manolakis	GRE
4th Jon Emmett	GBR	4th Hamish Pepper	NZL	Entries 101	Countries 19	5th Andrew Walsh	GBR
5th Ryan Seaton	IRL	5th Karl Suneson	SWE	1st Karlo Krpeljevic	CRO	1999 Melbourne, AUS	
Women: Laser Radial		2004 Brisbane, AUS		2nd Chris Ashley	USA	Open: Laser Standard	
Entries 89	Countries 31	Men: Laser Radial		3rd Rodrigo Rodrigues	BRA	Entries 141	Countries 46
1st Lijia Xu	CHN	Entries 133	Countries 11	4th David Wright	CAN	1st Ben Ainslie	GBR
2nd Petra Niemann	GER	1st Michael Blackburn	AUS	5th Jake Bartram	NZL	2nd Robert Scheidt	BRA
3rd Tania Elias Calles Wolf	MEX	2nd Aron Lolic	CRO	Women: Laser Radial		3rd Karl Suneson	SWE
4th Anna Tunnicliffe	USA	3rd Tom Slingsby	AUS	Entries 38	Countries 10	4th Michael Blackburn	AUS
5th Evi Van Ecker	BEL	4th Blair Lay	NZL	1st Katarzyna Szotylnski	POL	5th Andrew Simpson	GBR
Youth Men: Laser Radial		5th Marc Orams	NZL	2nd Mirazinda Powrie	GBR	1999 La Rochelle, FRA	
Entries 140	Countries 21	Women: Laser Radial		3rd Carla Peelo	IRL	Men: Laser Radial	
1st Kyle Rogachenko	USA	Entries 37	Countries 12	4th Nicky Souter	AUS	Entries 167	Countries 27
2nd Guilherme Barbosa Lima	BRA	1st Krystal Weir	AUS	5th Alison Casey-Hall	AUS	1st Adonis Bougiouris	GRE
3rd Mathew Archibald	CAN	2nd Christine Bridge	AUS	Youth: Laser Radial		2nd Gustavo Lima	POR
4th Joaquin Blanco	ESP	3rd Cecilia Carranza Saroli	ARG	Entries 174	Countries 20	3rd Teddy Questroy	FRA
5th James Sandall	NZL	4th Nufar Edelman	ISR	1st Tonko Kuzmanic	CRO	4th Luka Radelic	CRO
Youth Women: Laser Radial		5th Gea Jultjens	NED	2nd Conner Higgins	CAN	5th Vagelis Chimonas	GRE
Entries 39	Countries 12	Youth: Laser Radial		3rd Giles Scott	GBR	Women: Laser Radial	
1st Claire Dennis	USA	Entries 108	Countries 18	4th Nick Thompson	GBR	Entries 42	Countries 20
2nd Susana Romero	ESP	1st Jean Baptiste Bernaz	FRA	5th Max Bulley	FRA	1st Kelly Hand	CAN
3rd Allie Blecher	USA	2nd Nathan Outteridge	AUS	2002 Muiderzand, NED		2nd Jeannette Dagson	SWE
4th Laura Maes	BEL	3rd Daniel Mihelc	CRO	Entries 124	Countries 16	3rd Helene Viazoo	FED
5th Stephanie Roble	USA	4th Daniel Jakobsbom	BRA	Youth Men: Laser 4.7		4th Clementine Destailleur	FRA
2006 Hourtin, FRA		5th Javier Padron	ESP	1st Tonci Stipanovic	CRO	5th Alison Casey	AUS
Youth Men: Laser 4.7		2004 Riva del Garda, ITA		2nd Daniel Michelic	CRO	Youth: Laser Radial	
Entries 237	Countries 27	Entries 276	Countries 23	3rd Colin Robardet	NED	Entries 304	Countries 35
1st Colin Xinn Cheng	SIN	Youth Men: Laser 4.7		4th Stefano Meciani	ITA	1st Francisco Sanchez F.	ESP
2nd Victor Szerezkhin	RUS	1st Justin Onlvie	RSA	5th Dennis Karpak	EST	2nd Luka Radelic	CRO
3rd Marco Peressa	CRO	2nd Mathieu Frei	FRA	Youth Women: Laser 4.7		3rd Jorda Lima	POR
4th Fran Perucic	CRO	3rd Ivo Kalebic	CRO	1st Tugce Subasi	TUR	4th Andrew Walsh	GBR
5th Giuseppe Linares	ITA	4th Alexander Dolan	IRL	2nd Celine Oliver	FRA	5th Anders Nyholm	DEN
Youth Women: Laser 4.7		5th Pierre Angelo Collura	FIN	3rd Mandy Muldon	NED	1998 Medemblik, NED	
Entries 88	Countries 19	Youth Women: Laser 4.7		4th Samantha Chidgey	AUS	Men: Laser Radial	
1st Victoria Chan	SIN	1st Anita Di Iasio	ITA	5th Lidia Noto	ITA	Entries 209	Countries 25
2nd Agnieszka Skrzypulec	POL	2nd Tina Mihelc	CRO	2001 Cork, IRL		1st Gustavo Lima	POR
3rd Julie Chehat	FRA	3rd Cansin Karga	TUR	Open: Laser Standard		2nd Adonis Bougiouris	GRE
4th Susana Romero	ESP	4th Vanessa le Bouteiller	FRA	Entries 159	Countries 48	3rd Alexandros Logothetis	GRE
5th Tuula Tenkanen	FIN	5th Clare Chaplin	GBR	1st Robert Scheidt	BRA	4th Raimondos Siugzdinis	LTU
2005 Fortaleza, BRA		2003 Cadiz, ESP		2nd Gustavo Lima	POR	5th Luca Radelic	CRO
Open: Laser Standard		Open: Laser Standard		3rd Peer Moberg	NOR	Women: Laser Radial	
Entries 136	Countries 36	Entries 174	Countries 61	4th Paul Goodison	GBR	Entries 87	Countries 19
1st Robert Scheidt	BRA	1st Gustavo Lima	POR	5th Gareth Blackenberg	RSA	1st Larissa Neverov	ITA
2nd Diego Emilio Romero	ARG	2nd Robert Scheidt	BRA	2001 Vilanova, ESP		2nd Carolin Brower	NED
3rd Andrew Murdoch	NZL	3rd Michael Blackburn	AUS	Men: Laser Radial		3rd Jeannette Dagson	SWE
4th Vasilij Zbogar	SLO	4th Luis Martinez	ESP	Entries 230	Countries 35	4th Marceline de Koning	NED
				1st Michael Bullof	NZL	5th Jo Dikkenberg	AUS

Entries 228 Countries 33

1st	Alastair Gair	NZL
2nd	Evangelos 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 Stalgzdis . . .	LTU
2nd Romain Knipping	FRA
3rd Selim Kakis	TUR
4th Benoit Raphaelen	FRA
5th Goncalo Lopes	POR

Women: Laser Radial

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

Youth: Laser Radial

Entries 122	Countries 31
1st	Teddy Questroy 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 Coultts	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 Blainc	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 66		Countries 18
1st	Brendan Casey	AUS
2nd	Tim Shuwalow	AUS
3rd	Gustavo Lima	POR
4th	Sean Kirkjian	AUS
5th	David Huét	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 Coultis	NZL
4th	Michael Blackburn	AUS
5th	Peter Waring	NZL

Women: Laser Radial

Entries 32		Countries 12
1st	Carolinj 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	Peter Tanscheit.	BRA
2nd	Stefan Warkalla.	GER
3rd	Mladen 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 Zucchinetti	ITA
5th Marina Psichogiou	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 Yuguan 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	Benny Anderson	DEN
3rd	Peter Fox	NZL
4th	Mark Brink	USA
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 Setälä FIN
2nd	Joakim Berg SWE
3rd	Jeroen Harderwijk NED
4th	Jon Lasenby GBR
5th	Nikos Nikoitsoudis 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	GER
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 Pavesi	ITA
4th	Susanne Madsen	DEN
5th	Claudine Tatibouet . . .	FRA

1983 Guilford, USA

Open: Laser Standard

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

Women: Laser Standard

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

1982 Sardinia, ITA

1982 Sardinia, ITA

Open: Laser Standard

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

Women: Laser Standard

Women: Laser Standard

1st	Marion Steenhuis	NED
2nd	Vittoria Masotto	ITA
3rd	Francesca Pavesi	ITA
4th	Susanne Schmidt	GER
5th	Barbara Champion	GBR

1980 Kingston, CAN

1980 Kingston, CAN

Open: Laser Standard

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 26

Women: Laser Standard

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

1979 Perth, AUS

1979 Perth, AUS

Open: Laser Standard

1st	Lasse Hjortnaes	DEN
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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	AUS
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

2014 Hyeres, FRA

Entries 499 Countries 36

Laser Standard

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

Masters

1st	Brett Beyer	AUS
2nd	Arnoud Hummel	NED
3rd	Peter Shogo	USA
4th	Scott Ferguson	USA
5th	Christian Gunn 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 Roberson	AUS
5th	Christopher Fyans	GBR

Laser Radial

4th	Iago Whately	BRA
5th	Edmund Tam	NZL
Women Apprentices		
1st	Monica Azon	ESP
2nd	Cecile Venaut	FRA
3rd	Caroline Muselet	CAN

Women Apprentices

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

Masters

2nd Robert Lowndes AUS	1st Brett Beyer AUS	1st Al Clark CAN	Grand Masters
3rd Peter Seidenberg USA	2nd Bradley Taylor AUS	2nd Carlos E. Wanderley BRA	1st Wolfgang Gerz GER
4th Jacky Nebrel FRA	3rd Sean Atherton-Feeney AUS	3rd Marcelo Fuchs BRA	2nd Mark Bethwaite AUS
5th Bill Symes USA	4th Andrew Dellabarca NZL	4th Gary Ratcliffe AUS	3rd Alan Keen RSA
Women Great Grand Masters	5th Mike Matan GBR	5th Mark Page NZL	4th Jack Schlachter AUS
1st Hilary Thomas GBR	Grand Masters	Women Masters	5th Bill Symes USA
Over 75 Masters	1st Wolfgang Gerz GER	1st Diane Sissingh AUS	Laser Radial
1st Peter Seidenberg USA	2nd Tracy Usher USA	2nd Isabelle Barbeau TAH	Apprentices
2nd Kerry Waraker AUS	3rd Andre Martinie DOM	Grand Masters	1st Richard Bott AUS
3rd Denis O'Sullivan IRL	4th Malcolm Courts GBR	1st William Symes USA	2nd Scott Leith NZL
4th Ken Holliday RSA	5th Mark Bethwaite Am AUS	2nd Bruce Martinson USA	3rd Grant Willmott AUS
5th Peter Craig AUS	Laser Radial	3rd Robert Lowndes AUS	4th Edmund Tam NZL
Women Over 75 Masters	Apprentices	4th Peter Heywood AUS	5th Matthias Bruhl GER
1st Deirdre Webster CAN	1st Scott Leith NZL	5th Walt Stevick USA	Women Apprentices
Laser 4.7	2nd Richard Bott AUS	Women Great Masters	1st Alison Casey AUS
Masters	3rd Danny Fuller AUS	1st Lesley Reichenfeld CAN	2nd Yvonne Malmster SWE
1st Stephen Walsh AUS	4th Matthias Bruhl GER	2nd Irina Pashutin ISR	3rd Kimberley Couranz USA
2nd Akemi Nagaoka JPN	5th Edmund Tam NZL	3rd Kathy Luciano USA	Masters
3rd Waltraud Schmitt FRA	Women Apprentices	Great Grand Masters	1st Carlos E. Wanderley BRA
4th Jean-Francois Farrugia FRA	1st Myra Robertson AUS	1st Keith Wilkins GBR	2nd Greg Adams AUS
Women Masters	2nd Anita Smith AUS	2nd Peter Seidenberg NZL	3rd Joao Ramos BRA
1st Akemi Nagaoka JPN	3rd Ruth Mccance AUS	3rd Jim Quinn NZL	4th Michael Kinneary NZL
2nd Waltraud Schmitt FRA	4th Jane Moffat AUS	4th Lindsay Hewitt USA	5th Nigel Heah CAN
2013 Al Mussianah, OMN	5th Christy Usher USA	5th Michael Kinneary GBR	Women Masters
Entries 186 Countries 31	Masters	2010 Hayling Island, GBR	1st Lyndall Patterson AUS
Laser Standard	1st Mark Orams NZL	Entries 354 Countries 31	2nd Vanessa Dudley AUS
Apprentices	2nd Greg Adams AUS	Laser Standard	3rd Agneta Jonsson SWE
1st Scott Leith NZL	3rd Mark Kennedy AUS	Apprentices	Grand Masters
2nd Niklas Edler SWE	4th David Early AUS	1st Brett Beyer AUS	1st Peter Heywood AUS
3rd Alastair Tate NZL	5th Grant Willmott AUS	2nd Adonis Bougiouris GRE	2nd Michael Pridham GBR
4th Kris Decke NZL	Women Masters	3rd Jyrki Taiminen FIN	3rd Ian Rawet GBR
5th Alan Courts OMA	1st Christine Bridge AUS	4th Orlando Gledhill GBR	4th Alden Shattuck USA
Masters	2nd Vanessa Dudley AUS	5th Benjamin Richardson USA	5th Kevin Pearson GBR
1st Al Clark CAN	3rd Agneta Jonsson SWE	Masters	Women Grand Masters
2nd Arnold Hummel NED	4th Diane Sissingh AUS	1st Scott Fergusson USA	1st Billy Sharp GBR
3rd Chris Dawson AUS	5th Kirsteen Reid RSA	2nd Arnold Hummel NED	2nd Hilary Thomas USA
4th Benoit Meesemaeker FRA	Grand Masters	3rd Gill Waiting NZL	Great Grand Masters
5th Torbjorn Jonsson SWE	1st Michael Keeton NZL	4th Christian Gunni Pedersen DEN	1st Peter Seidenberg USA
Grand Masters	2nd Adam French AUS	5th Al Clark CAN	2nd Kerry Waraker AUS
1st Greg Adams AUS	3rd Pete Thomas NZL	Grand Masters	3rd Michael Kinneary NZL
2nd Terry Scutcher GBR	4th Doug Peckover AUS	1st Wolfgang Gerz GER	4th Jim Quinn NZL
3rd Wolfgang Gerz GBR	5th Jeff Loosemore AUS	2nd Peter Vessella USA	5th Lindsay Hewitt USA
4th Tim Law GBR	Women Grand Masters	3rd Peter Sherwin GBR	Women Great Grand Masters
5th Robert Britten CAN	1st Lyndall Patterson AUS	4th Peter Sundelin SWE	1st Deirdre Webster CAN
Great Grand Masters	2nd Lesley Reichenfeld CAN	5th William Symes USA	2008 Terrigal, AUS
1st Mark Bethwaite AUS	Great Grand Masters	Laser Radial	Entries 370 Countries 22
2nd Fabio Syama Ramos BRA	2nd Keith Wilkins GBR	Apprentices	Laser Standard
3rd John Roberson AUS	3rd Peter Seidenberg USA	1st Scott Leith NZL	Apprentices
4th Sandy Gribson NZL	4th Kevin Phillips AUS	2nd Jean-Christophe Leydet FRA	1st Brett Beyer AUS
5th Stephen Wawn AUS	5th Lew Verdon AUS	3rd Matthias Bruhl GER	2nd Rohan Lord NZL
Laser Radial	Women Great Grand Masters	4th Ian Jones GBR	3rd Jyrki Taiminen FIN
Apprentices	1st Hilary Thomas GBR	5th Edmund Tam NZL	4th Orlando Gledhill GBR
1st Jon Emmett GBR	Laser 4.7	Women Apprentices	5th Christopher Gowers GBR
2nd Fabio Syama Ramos BRA	Masters	1st Caroline Muelet CAN	Masters
3rd Edmund Tam NZL	1st Claire Heenan AUS	2nd Rosie Tribe GBR	1st Jan Scholten AUS
4th Ian Gregory GBR	2nd Peter Charlton AUS	3rd Brenda Hoult GBR	2nd Bradley Taylor AUS
5th Niall Peelo GBR	3rd George Meikle AUS	Masters	3rd Peter Corne AUS
Women Apprentices	4th Martin Brady AUS	1st Stephen Cockerill GBR	4th Andy Roy CAN
1st Kimberley Couranz USA	5th Bronwyn Mitchell AUS	2nd Joao Ramos BRA	5th Colin Dibb AUS
2nd Alexandra Weihrach GER	Women Masters	3rd Hamish Atkinson NZL	Grand Masters
1st Ian Jones GBR	1st Claire Heenan AUS	4th Carlos E. Wanderley BRA	1st Mark Bethwaite AUS
2nd Joao Ramos BRA	2nd Bronwyn Mitchell AUS	5th Ian Escritt GBR	2nd Wolfgang Gerz GER
3rd Martin Van Olfen NED	3rd Michelle Lefevre RSA	Women Masters	3rd Jack Schlachter AUS
4th Matthias Bruhl GER	4th Janet Kemp AUS	1st Christine Bridge AUS	4th Robert Lowndes AUS
5th Robert Cage GBR	5th Jenny Walker AUS	2nd Agneta Jonsson SWE	5th Michael Nissen GER
Women Masters	2011 San Francisco, USA	3rd Vanessa Dudley AUS	Laser Radial
1st Agneta Jonsson SWE	Entries 236 Countries 27	Grand Masters	Apprentices
2nd Diane Sissingh AUS	Laser Standard	1st Lyndall Patterson AUS	1st James Liebl USA
3rd Martien Zeegers-Nouwen NED	Apprentices	2nd Alden Shattuck USA	2nd John Jagger AUS
4th Lindsay Whitten AUS	1st Benjamin Richardson USA	3rd Bruce Martinson USA	3rd Richard Bott AUS
Grand Masters	2nd Orlando Gledhill GBR	5th Kevin Pearson GBR	4th Scott Leith NZL
1st Vanessa Dudley AUS	3rd Kevin Tagher USA	Women Grand Masters	5th David Early AUS
2nd Bruce Martinson USA	4th Gaspare Silvestri ITA	1st Lyndall Patterson AUS	Women Apprentices
3rd Michael Pridham GBR	5th David Armitage USA	2nd Janet Kemp AUS	1st Alison Casey AUS
4th Doug Peckover USA	Masters	Great Grand Masters	2nd Justine Ella AUS
5th Bo Johannisson SWE	1st Arnold Hummel NED	1st Keith Wilkins GBR	3rd Yvonne Malmsten SWE
Women Grand Masters	2nd Brett Beyer AUS	2nd Peter Seidenberg NZL	Masters
1st Vanessa Dudley AUS	3rd Scott Fergusson USA	3rd Johan Stam NED	1st Mark Orams NZL
1st Peter Seidenberg USA	4th Russ Silvestri USA	4th Jim Quinn NZL	2nd Stephen Cockerill GBR
2nd Keith Wilkins GBR	5th Otto Strandvig DEN	5th Kerry Waraker AUS	3rd Greg Adams AUS
3rd Henk Wittenberg ned	Grand Masters	Women Great Grand Masters	4th Al Clark CAN
4th Michael Kinneary GBR	1st Colin Dibb AUS	1st Hilary Thomas GBR	5th Yvonne Malmster USA
5th Steve Avery USA	2nd Peter Vessella USA	2nd Deirdre Webster CAN	Women Masters
Women Great Grand Masters	3rd Malcolm Courts GBR	2009 Halifax, CAN	1st Christine Bridge AUS
1st Hilary Thomas GBR	5th Wolfgang Gerz GER	Entries 295 Countries 26	2nd Lyndall Patterson AUS
2nd Elaine Capps AUS	Laser Radial	Laser Standard	3rd Vanessa Dudley AUS
2012 Brisbane, AUS	Apprentices	Apprentices	Grand Masters
Entries 232 Countries 19	1st Scott Leith NZL	1st Adonis Bougiouris GRE	1st Peter Heywood AUS
Laser Standard	2nd Edmund Tam NZL	2nd Brett Beyer AUS	2nd Brian Watson AUS
Apprentices	3rd Ian Gregory GBR	3rd Orlando Gledhill AUS	3rd Peter Whipp GBR
1st Matias Del Solar CHI	4th Joe Rugg GBR	4th Ray Davies CAN	4th Lew Verdon AUS
2nd Tony Baisden AUS	5th Pablo Cervantes MEX	5th Stewart Casey AUS	5th Ian Rawet GBR
3rd Brett Morris AUS	Women Apprentices	Masters	Women Grand Masters
4th Kent Coplestone NZL	1st Buff Wendt USA	1st Scott Fergusson NED	1st Gill Waiting NZL
5th Rob Woodward NZL	2nd Michelle Davis USA	2nd Arnold Hummel USA	Great Grand Masters
Masters	3rd Kate Easton CAN	3rd Andrew Pimental USA	1st Peter Seidenberg AUS
	Masters	4th Mark Bear USA	2nd Kerry Waraker AUS
		5th Jan Scholten 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 Echavarri ESP
Masters
 1st Arnoud Hummel NED
 2nd Al Clark CAN
 3rd Cesar Siernhuis NED
 4th Scott Ferguson USA
 5th Peter Vessella USA
Grand Masters
 1st Mark Bethwaite AUS
 2nd Michael Nissen AUS
 3rd Anders Sorensson SWE
 4th Jack Schlachter AUS
 5th William Symes USA
Laser Radial
Apprentices
 1st Mark NED
 2nd Frek Miranda NED
 3rd Wilmar Groenendijk NED
 4th Matthias Bruhl GER
 5th David Early AUS
Women Apprentices
 1st Agnetta Jonsson SWE
 2nd Yvonne Malmsten SWE
 3rd Christelle Marsault FRA
Masters
 1st Greg Adams AUS
 2nd Robert Cage GBR
 3rd Martin Baitchevsky FIN
 4th John Reay GBR
 5th Richard Major GBR
Women Masters
 1st Lyndal Patterson AUS
 2nd Janet Kemp AUS
 3rd Claudine Tabetout FRA
Grand Masters
 1st Peter Heywood AUS
 2nd Peter Whipp GBR
 3rd Alden Shattuck USA
 4th Ian Rawett GBR
 5th Serge Raphaelen FRA
Women Grand Masters
 1st Hilary Thomas GBR
 2nd Caroline Maniege GBR
Great Grand Masters
 1st Peter Seidenberg USA
 2nd Kerry Waraker AUS
 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 Gledhill GBR
 3rd Giles Grigg NZL
 4th Richard Blakey IRL
 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 Baitchevsky FIN
 4th Lyndal Patterson AUS
 5th Gregory Kemp AUS
Grand Masters
 1st Alden Shattuck AUS
 2nd Peter Whipp GBR
 3rd Ian Rawett 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 USA
 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 USA
 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 AUS
Masters
 1st Alexander Nikolaev RUS
 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 Heini Wellmann 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 Mark Sepp EST
Masters
 1st Colin Dibb AUS
 2nd Jack Schlachter AUS
 3rd Tracy 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 David Grigg NZL
Laser Radial
Apprentices
 1st David Early HKG
 2nd Aydin Yurdum TUR
 3rd Martin Baitchevsky FIN
 4th Bulent Bahri Akin TUR
 5th Claudio Galizzi 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 Vico 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 Jim 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 FIN
 4th Jyrki Timminen FIN
 5th Huub Lambriex NED
Masters
 1st Anders Sorensson SWE
 2nd Chris Raab USA
 3rd Malcolm Courts GBR
 4th Mark Hartley 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 Baitchevsky 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 GBR
 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 Timminen FIN
Masters
 1st Ed Adams USA
 2nd Mark Bear USA
 3rd Peter Vessella USA
 4th Charles Tripp 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 Hewitt USA
 2nd Colin Maddren NZL
 3rd Mark Miller NZL
 4th James Johnston USA
 5th Lew Verdon AUS
Great Grand Masters
 1st Dick Tillman USA
 2nd Henry de Wolf Jr. USA
 3rd Heinz Gebauer CAN
 4th Mark Lyttel SWE
 5th Peter Raymer GBR
Women
 1st Diane Burton USA
 2nd Jane Codman USA
 3rd Sally Sharp USA
 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 Lyttel IRL
 5th Marc Jacobi USA
Masters
 1st Colin Dibb AUS
 2nd Ian Lineberger USA
 3rd Anders Sorensson SWE
 4th Mark Bethwaite AUS
 5th William Symes GBR
Grand Masters
 1st Keith Wilkins GBR
 2nd Philip Pegler GBR
 3rd Jacky Nebrel FRA
 4th Bob Blakey NZL
 5th Barry Waller AUS
Laser Radial
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 Open
 1st Stephen Cockerill GBR
 2nd Wilmar Groenendijk NED
 3rd Thomas Urban SWE
 4th John Reay GBR
 5th Jean Luc Michon FRA
Women Masters
 1st Roberta Hartley GBR
 2nd Lyndal Patterson AUS
 3rd Claire Davison 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 Hallsten SWE
Masters
 1st Mark Bethwaite AUS
 2nd Rob Courts NZL
 3rd Doug Peckover USA
 4th Jack Schlachter AUS
 5th Alan Keen RSA
Grand Masters
 1st Keith Wilkins GBR
 2nd Dick Tillman USA
 3rd Joe van Rossem CAN
 4th Ian Rawett GBR
 5th Tom Speed NZL
Laser Radial
Great Grand Masters
 1st Henry de Wolf Jr. USA
 2nd Dick Zueger SUI
 3rd Heinz Gebauer CAN
 4th Geoffrey Myburgh RSA
 5th Robert Saltmarsh USA
Laser Radial Open
 1st Adam French AUS
 2nd Wilmar Groenendijk NED
 3rd Glyn Purnell GBR
 4th Lew Verdon AUS
 5th Henry de Wolf Jr. USA
Laser Radial Women
 1st Sally Sharp USA
 2nd Jennie King GBR

3rd Karyn Voos USA	1st Adam French AUS	5th Had Brick USA	3rd Colin Lovelady AUS
4th Alison Knight IVB	2nd Alexandre Nikolaev RUS	Masters	4th Michael Heath AUS
1999 Melbourne, AUS	3rd Kevin Bloor AUS	1st Denis O'Sullivan IRL	5th Denis O'Sullivan IRL
Entries 237 Countries 22	4th Rui Sancho ANG	2nd Peter Seidenberg CAN	Grand Masters
Laser Standard	5th Gary McCrohon AUS	3rd Joe Van Rossem CAN	1st Alex McClure AUS
Apprentices	1995 Tenerife, ESP	4th Curt Bldner SWE	2nd Doug Bates NZL
1st Mark Littlejohn GBR	Entries 113 Countries 20	5th David Olson USA	3rd Alan Clark AUS
2nd Andreas John GER	Apprentices	Grand Masters	4th Robert Salmarsch USA
3rd Alan Davis GBR	1st Nicholas Harrison GBR	1st Friedhelm Lixenfeld GER	5th Alf Johnson USA
4th Bill O'Hara IRL	2nd Lance Burger RSA	2nd Jim Christopher IRL	1983 Gulpfort, USA
5th Brad Taylor AUS	3rd Tomas Franzen SWE	3rd Tony Denham AUS	Entries 70
Masters	4th Peter Saxton GBR	4th Norman Freeman USA	Apprentices
1st Keith Wilkins GBR	5th Norio Akiyama JPN	5th Nick Payne GBR	1st Tucker Bragdon USA
2nd Peter Sundheim SWE	Masters	1989 Aarhus, DEN	2nd Philip Peglar AUS
3rd Doug Peckover USA	1st Keith Wilkins GBR	Entries 114 Countries 25	3rd Peter Branning USA
4th Jack Schlachter AUS	2nd Barry Waller AUS	Apprentices	4th Carolle Spooner CAN
5th Timothy Alexander AUS	3rd Ted Moore USA	1st Keith Wilkins GBR	5th Roger Williams QAT
Grand Masters	4th Pieter Dekker NED	2nd Phil Graves CAN	Masters
1st Graham Oborn AUS	5th Jacky Nebrel FRA	3rd Jeff Loosemore AUS	1st Norman Freeman USA
2nd Jack Hansen NZL	Grand Masters	4th Had Brick USA	2nd Randall Swan USA
3rd Keith Vann NZL	1st Colin Lovelady AUS	5th Peter Griffiths NZL	3rd Dick Rose USA
4th Ben Pietke AUS	2nd Peter Seidenberg USA	Masters	4th Heinz Gebauer CAN
5th Kerry Waraker AUS	3rd Jack Hansen NZL	1st John Rigg AUS	5th Geoff Myburgh RSA
Laser Radial	4th Joe Van Rossem CAN	2nd Curt Bldner SWE	Grand Masters
Great Grand Masters	5th Michael Heath AUS	3rd Christer Baath SWE	1st Alan Clark AUS
1st Graham Read AUS	1994 Wakayama, JPN	4th Denis O'Sullivan IRL	2nd Alan Levinson USA
2nd Haruyoshi Kimura JPN	Entries 131 Countries 15	5th Peter Seidenberg CAN	3rd Bob Salmarsch USA
3rd Geoffrey Myburgh RSA	Apprentices	Grand Masters	4th Peter Milnes USA
4th Kurt Zueger SUI	1st Norio Akiyama JPN	1st Friedhelm Lixenfeld GER	5th Alf Johnson RSA
5th Peter O'Grady AUS	2nd Nicholas Harrison GBR	2nd Jack Swenson USA	1982 Sardinia, ITA
Laser Radial Open	3rd Katsunori Iihara JPN	3rd Heinz Gebauer CAN	Entries 82
1st Mark Orams NZL	4th Koichiro Naito JPN	4th Nick Payne GBR	Apprentices
2nd Alexandre Nikolaev RUS	5th Doug Peckover USA	5th Robert Salmarsch USA	1st Paul Millsom AUS
3rd Frank Innon AUS	Masters	1988 Falmouth, GBR	2nd Jacky Nebrel FRA
4th Wilmar Groenendijk NED	1st Keith Wilkins GBR	Entries 156 Countries 24	3rd Michael Wallace IRL
5th Adam French AUS	2nd Hiroyuki Uehara JPN	Apprentices	4th Michael Heath AUS
Laser Radial Women	3rd Mark Bethwaite JPN	1st Jeff Loosemore AUS	5th Tony Manning AUS
1st Lyndall Patterson AUS	4th Katsumi Hirano JPN	2nd Phil Graves CAN	Masters
2nd Helen Cooksey AUS	5th Ian Rawet GBR	3rd Had Brick USA	1st Hans-Luther Striewe GER
3rd Sally Sharp USA	Grand Masters	4th Keith Wilkins GBR	2nd Geoff Myburgh RSA
4th Susan Fielding AUS	1st Colin Lovelady AUS	5th Peter Heywood AUS	3rd Nick Payne GBR
5th Lesley Hotchin GBR	2nd Peter Seidenberg USA	Masters	4th Jack Swenson USA
1997 Algarrobo, CHI	3rd Denis O'Sullivan IRL	1st Peter Seidenberg CAN	5th Hugh Kroth GER
Entries 128 Countries 21	4th Barry Pownall AUS	2nd Colin Lovelady CAN	Grand Masters
Laser Standard	5th Tony Denham AUS	3rd John Maynard GBR	1st Alan Clark AUS
Apprentices	1993 Takapuna, NZL	4th John Rigg AUS	2nd Alex McClure AUS
1st Herman Cristian CHI	Entries 186 Countries 22	5th Nils Andersson USA	3rd Cecil Walker GBR
2nd Alan Davis GBR	Apprentices	Grand Masters	4th Bob Salmarsch USA
3rd Marcelo Fuschs BRA	1st Paul Page NZL	1st Friedhelm Lixenfeld GER	5th William ter Weld NED
4th Terry Scutcher GBR	2nd Neville Wittey AUS	2nd Geoffrey Myburgh RSA	1981 Bendor, FRA
5th Bill O'Hara IRL	3rd Murray Thom NZL	3rd Heinz Gebauer CAN	Entries 52 Countries 11
Masters	4th Andrew York AUS	4th Peter Milnes USA	Apprentices
1st Doug Peckover USA	5th Lance Burger USA	5th Jan Nouwen NED	1st Jacky Nebrel FRA
2nd Mark Bethwaite AUS	Masters	1987 Melbourne, AUS	2nd Michael Teiklen GER
3rd Keith Wilkins GBR	1st Keith Wilkins GBR	Entries 106 Countries 22	3rd Michael Nebrollier SUI
4th Jack Schlachter AUS	2nd John Rigg AUS	Apprentices	4th Werner Winter GER
5th Barry Waller AUS	3rd Mark Bethwaite AUS	1st Phil Peglar AUS	5th Wolf Peter Niesen GER
Grand Masters	4th Barry Waller AUS	2nd Warwick Phillips AUS	Masters
1st Colin Lovelady AUS	5th John Douglas NZL	3rd John Sprague AUS	1st Nick Payne GBR
2nd Peter Seidenberg GER	Grand Masters	4th Geoff Gale AUS	2nd Maudez de Cozannet FRA
3rd Wilhelm Gerlinger USA	1st Colin Lovelady AUS	5th Willi Gerlinger GER	3rd Lucien Bouche FRA
4th Joe Van Rossem CAN	2nd Denis O'Sullivan USA	Masters	4th Horst Kimm GER
5th Jack Hansen NZL	3rd Barry Pownall AUS	1st John Rigg AUS	5th Michael Tuson QAT
Laser Radial	4th Ralph Ellis AUS	2nd Michael Heath AUS	Grand Masters
Great Grand Masters	5th John Maynard GBR	3rd Peter Seidenberg CAN	1st Alan Clark AUS
1st Heinz Gebauer CAN	Grand Masters	4th Colin Lovelady CAN	2nd Cecil Walker GBR
2nd Doug Bates NZL	1st Doug Bates NZL	5th Greg Marshall AUS	3rd Piero Marchetti ITA
3rd Graham Read AUS	2nd Robert Salmarsch USA	Grand Masters	4th Vittorio Baldoni ITA
4th Peter Raymer GBR	Women	1st Alan Clark AUS	5th John Nouwen NED
5th Robert Salmarsch USA	1st Jill Robertson CAN	2nd Alec McClure AUS	1980 Bendor, FRA
Laser Radial Open	2nd Sally Sharp USA	3rd Graham Gilbert AUS	Entries 67 Countries 15
1st Wilmar Groenendijk NED	1991 Porto Carras, GRE	4th Doug Bates NZL	Apprentices
2nd Aydin Yurdum TUR	Entries 107 Countries 23	5th Bob White AUS	1st Svend Carlsen DEN
3rd Alexandre Nikolaev RUS	Laser Standard	1985 World Masters Games	2nd Werner Winter GER
4th Gary McCrohon AUS	Apprentices	Toronto, CAN	3rd Jacky Nebrel FRA
5th Heinz Gebauer CAN	1st Stephen Birbeck GBR	Entries 101	Masters
1996 Cape Town, RSA	2nd Mark Phillips AUS	Apprentices	1st Nick Payne GBR
Entries 155 Countries 21	3rd Mario Orlich ITA	1st David Olsen USA	2nd Alf Johnson RSA
Laser Standard	4th Geoffrey McGillivray AUS	2nd Ben Lashaway USA	3rd Peter Fordham GBR
Apprentices	5th Peter Wolfe IRL	3rd Richard Gronblom FIN	Grand Masters
1st Peter Wilson RSA	Masters	1st Peter Seidenberg CAN	1st Sam Smail USA
2nd Robert Douglass AUS	1st Keith Wilkins GBR	2nd Colin Lovelady AUS	2nd Cecil Walker GBR
3rd Regis Berthouier FRA	2nd Peter Seidenberg CAN	3rd Peter Lundt USA	3rd Vittorio Baldoni ITA
4th Terry Scutcher GBR	3rd Barry Waller AUS	Grand Masters	
5th Chris Rodowicz AUS	4th Willi Gerlinger GER	1st Alec McClure AUS	
Masters	5th Ilkka Schroderus FIN	2nd Alexander Nimick USA	
1st Keith Wilkins GBR	Grand Masters	3rd Alister Taig USA	
2nd Mark Bethwaite AUS	1st Colin Lovelady AUS	1984 Pattaya, THA	
3rd Alan Keen RSA	2nd Friedhelm Lixenfeld GER	Entries 62 Countries 22	
4th Barry Waller AUS	3rd Heinz Gebauer CAN	Apprentices	
5th Doug Peckover USA	4th Nick Payne GBR	1st Richard Verco AUS	
Grand Masters	5th Tony Denham AUS	2nd Paul Millsom AUS	
1st Ben Pietke AUS	1990 New Bedford, USA	3rd Kim Weber FIN	
2nd Denis O'Sullivan IRL	Entries 112 Countries 19	4th Roger Williams UAE	
3rd Colin Lovelady AUS	Apprentices	5th Ilkka Schroderus FIN	
4th Peter Seidenberg USA	1st Kim Zietberg USA	Masters	
5th Ken Holiday RSA	2nd Michael Stovin-Bradford AUS	1st John Rigg AUS	
Laser Radial	3rd Mark Phillips AUS	2nd Peter Seidenberg CAN	
Laser Radial Open	4th Geoffrey McGillivray AUS		

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 13-16 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