

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



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!



© Jesus Renedo / Sailing Energy / ISAF

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.



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 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.

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.***



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.
- 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 01.12.10 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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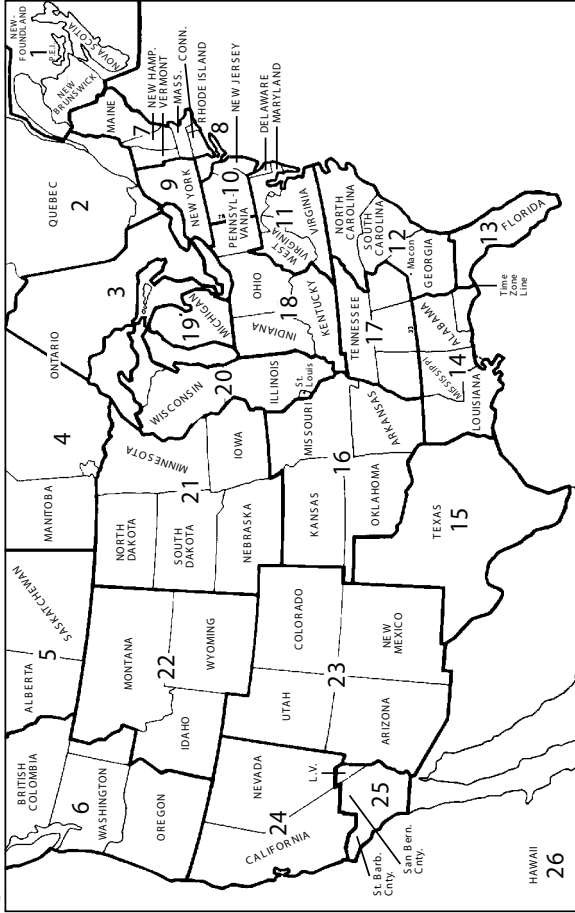
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Constitution

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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.



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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 capsize. It is important that the mast cannot move in and out of the tube by more than 50mm. A mast retention line with too much movement may result in the mast sliding most of the way out of the tube and then breaking through the side of the tube and the deck when the boat is righted after a capsize.

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

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

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

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.

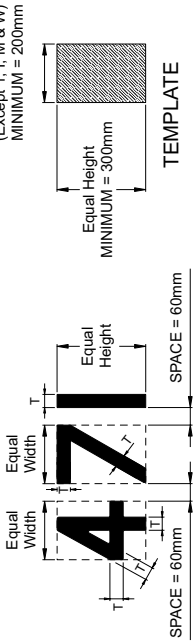
Port Side Numbers and National Letters

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

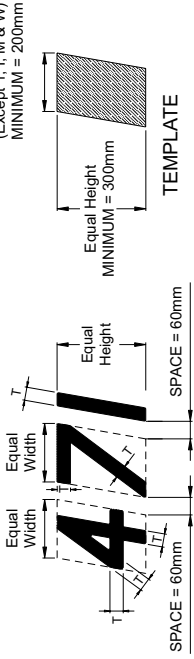
UPRIGHT NUMBERS AND LETTERS

T = Thickness = MINIMUM 45mm

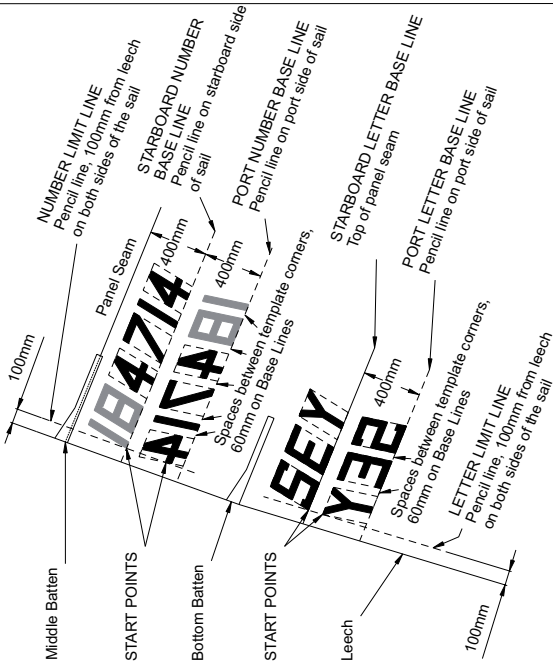
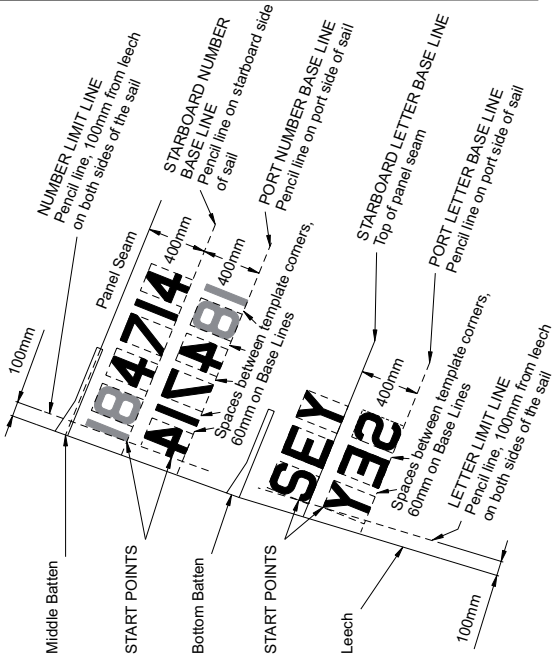


ANGLED NUMBERS AND LETTERS

T = Thickness = MINIMUM 45mm



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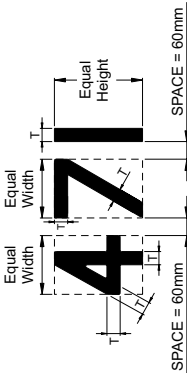


1. MINIMUM SPACE BETWEEN NUMBERS AND LETTERS IN THE CLASS RULES IS 50mm. SO USE 60mm TO ENSURE THAT ANY SMALL ERRORS IN POSITION ARE STILL LEGAL.
2. LAST FOUR DIGITS OF SAIL NUMBER TO BE ONE DARK, DISTINCTIVE COLOUR OR BLACK. PRECEDING DIGITS TO BE A DIFFERENT, CONTRASTING, DISTINCTIVE COLOUR, PREFERABLY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

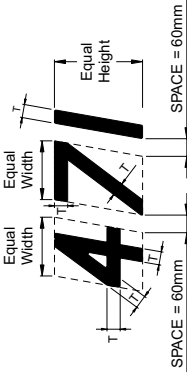
UPRIGHT NUMBERS AND LETTERS

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ANGLED NUMBERS AND LETTERS

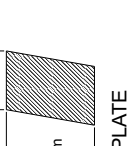
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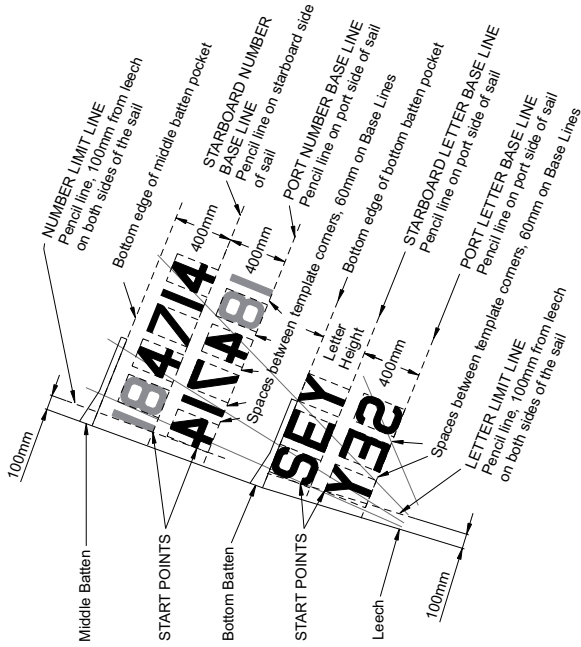
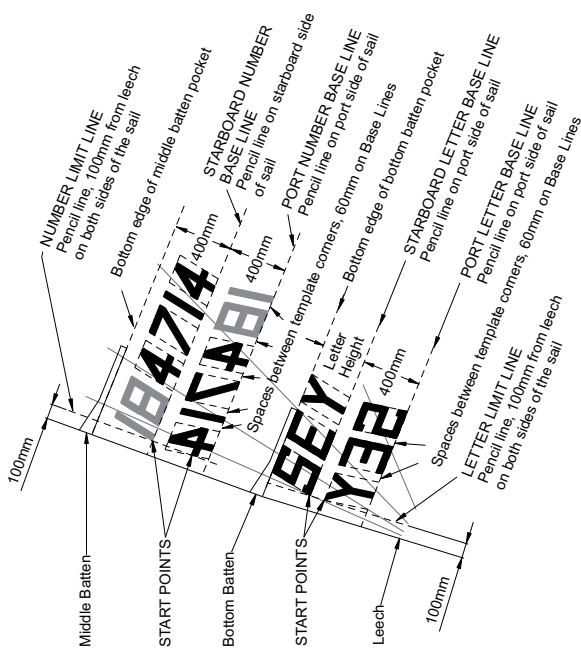
ANGLED NUMBERS AND LETTERS

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



TEMPLATE

SPACE = 60mm



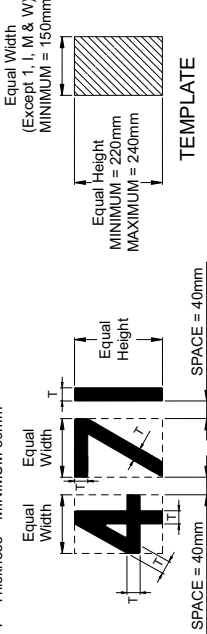
1. MINIMUM SPACE BETWEEN NUMBERS AND LETTERS IN THE CLASS RULES IS 50mm, SO USE 60mm TO ENSURE THAT ANY SMALL ERRORS IN POSITION ARE STILL LEGAL.
2. LAST FOUR DIGITS OF SAIL NUMBER TO BE ONE DARK, DISTINCTIVE COLOUR OR BLACK; PRECEDING DIGITS TO BE A DIFFERENT, CONTRASTING, DISTINCTIVE COLOUR, PREFERABLY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

LASER 4.7 RIG NUMBER & LETTER SIZES AND POSITIONING

November 2013 Edition

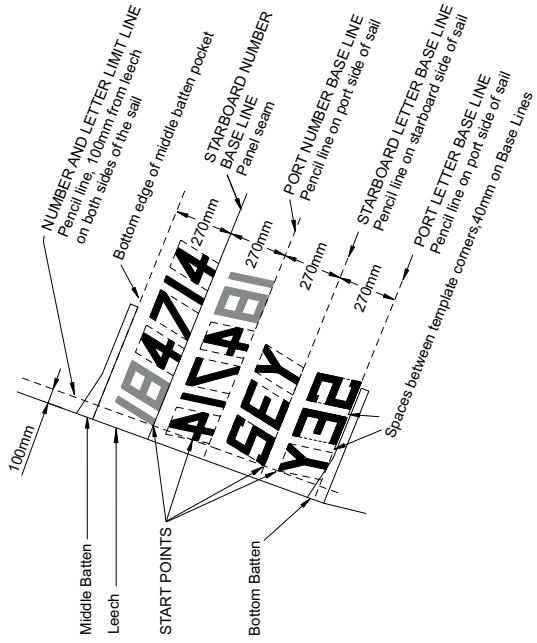
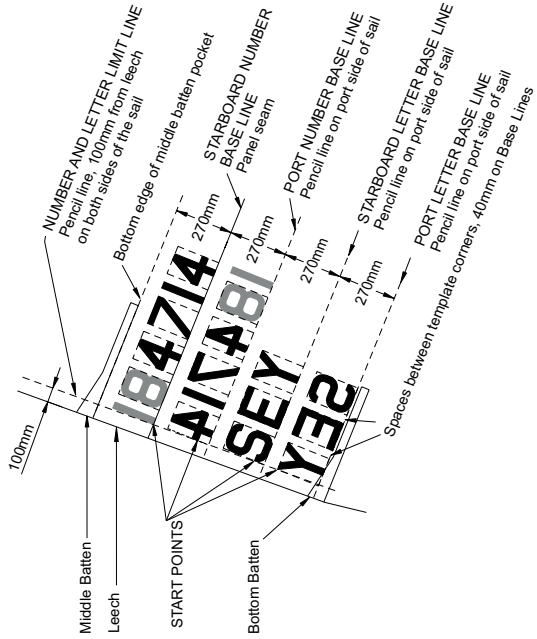
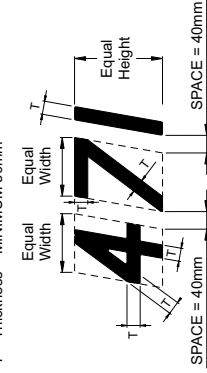
UPRIGHT NUMBERS AND LETTERS

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.

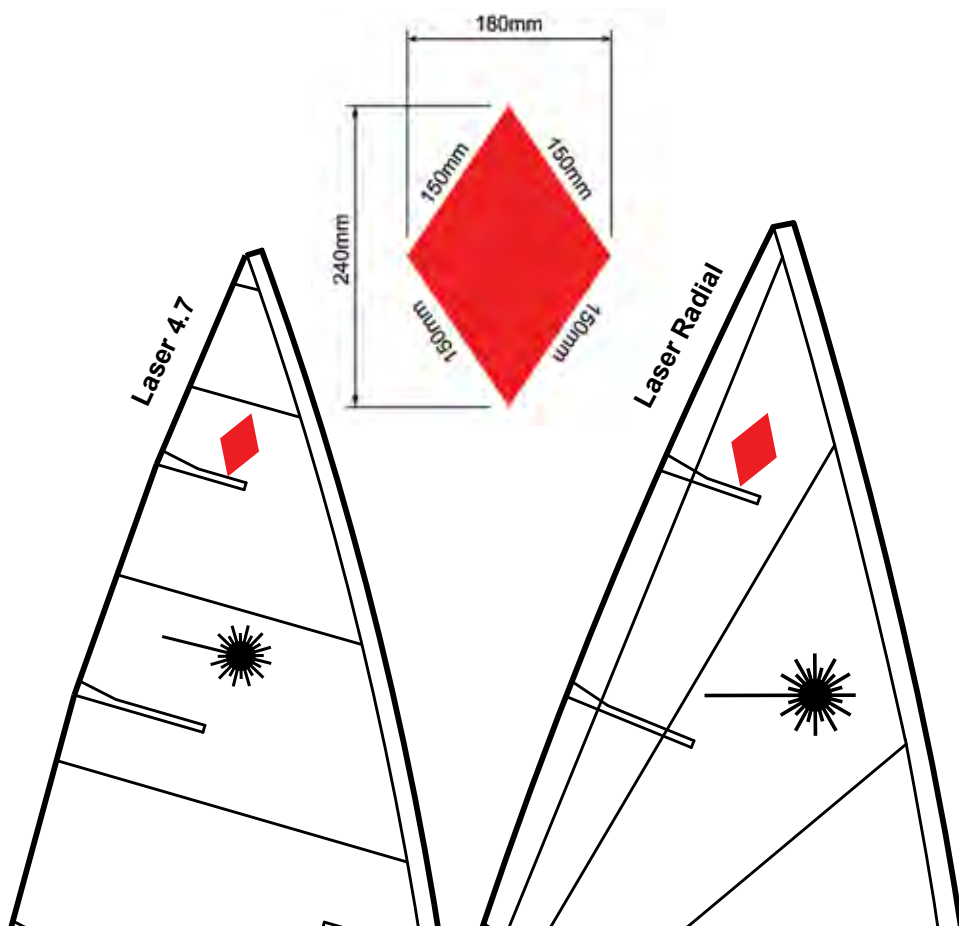
Instructions for Applying Red Rhombus For Women's Events

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

- World or regional (continental) championships.
- Events described as "international events" by the Notice of Race or Sailing Instructions.
- 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.

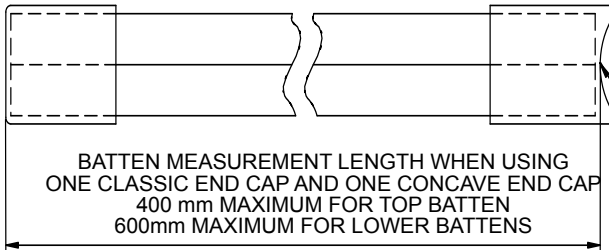
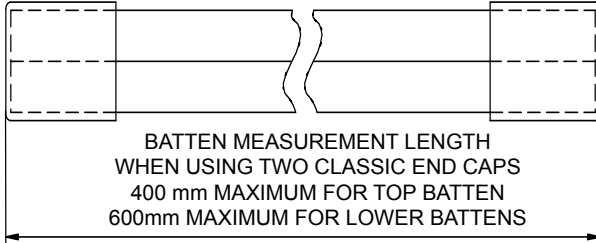


Rudder and Tiller

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.



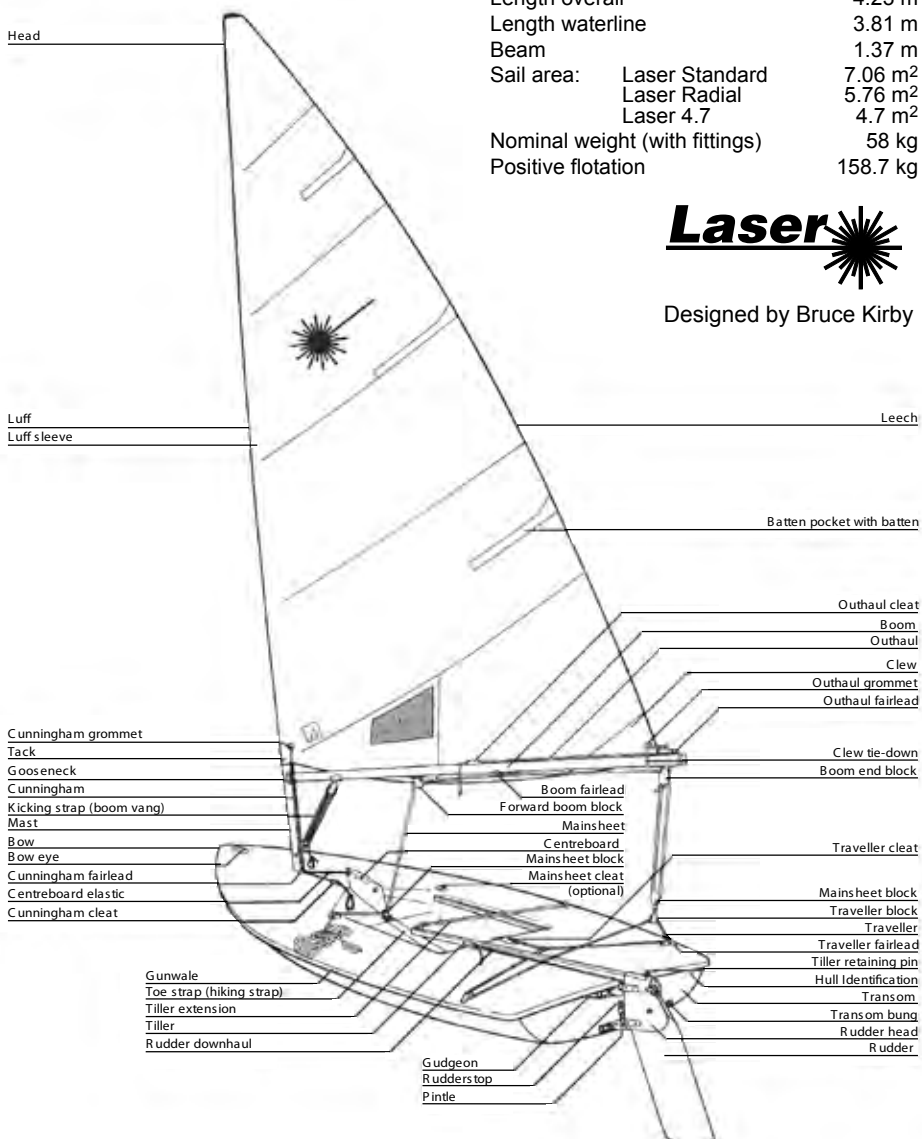
BATTEN LENGTH IS
MEASURED TO THE
MIDDLE OF THE
CONCAVE END CAP

Parts of the Laser

Length overall	4.23 m
Length waterline	3.81 m
Beam	1.37 m
Sail area:	
Laser Standard	7.06 m ²
Laser Radial	5.76 m ²
Laser 4.7	4.7 m ²
Nominal weight (with fittings)	58 kg
Positive flotation	158.7 kg



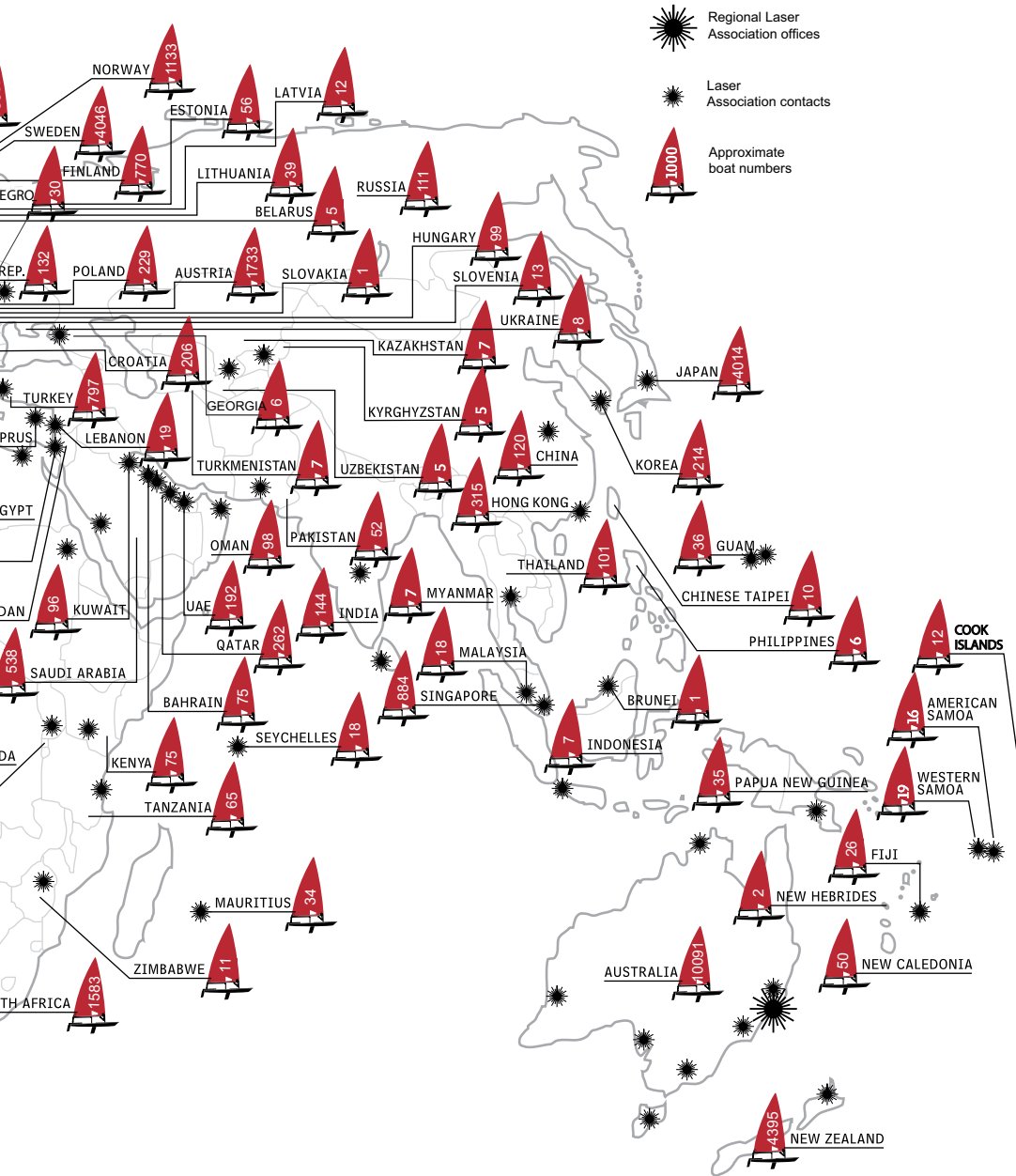
Designed by Bruce Kirby



Laser Worldwide

(Estimates as of 2013)





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

The class rules and By-Laws may be amended after publication of the Handbook.

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

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, placement of equipment, fittings, type of fittings, placement 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 cuningham, 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)iii 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 of 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 capsized. The tie line or shock cord may be looped around the bow, but shall not be attached to the gunwale. Attachment can be by knots or loops in the shock cord, and/or tie lines, shackles, clips, hooks or eyes. 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

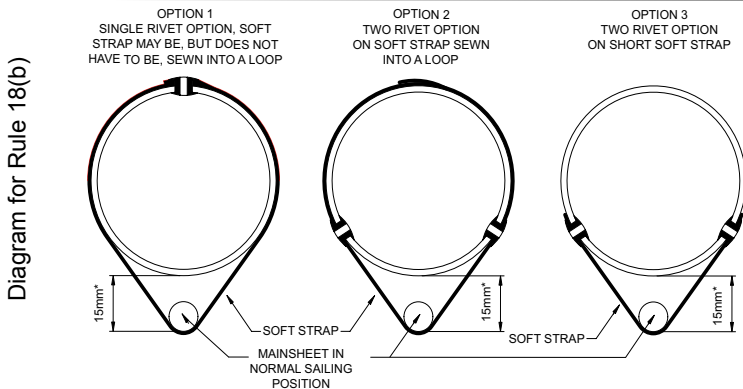
- (a) A metal sleeve supplied by the builder of maximum length 900 mm may be fixed inside the boom. The sleeve shall not extend aft of the point 1220 mm from the front end of the boom (including plug).
- (b) The stainless steel mainsheet eye strap between the two blocks on the boom may be replaced with 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 eye 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)

provide 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:

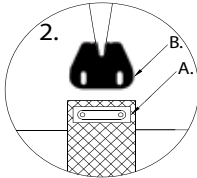
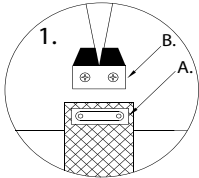
- (a)** the World Council,
- (b)** the Advisory Council,
- (c)** at least two thirds of the membership replying in writing to the International Office of the Class in response to a postal ballot published by the International Office of the Class. Only those postal votes returned to the International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

Class Rule Interpretations

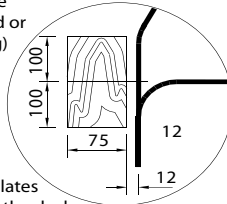
1. **Solid block:** Interpretation to Rule 3(a)v regarding turning point:
A block with a solid sheave is allowed.

Measurement Diagrams

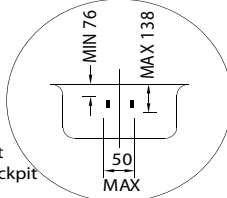
All dimensions shown in millimetres
Measurements are shown only as a guide to replacement in the event of failure



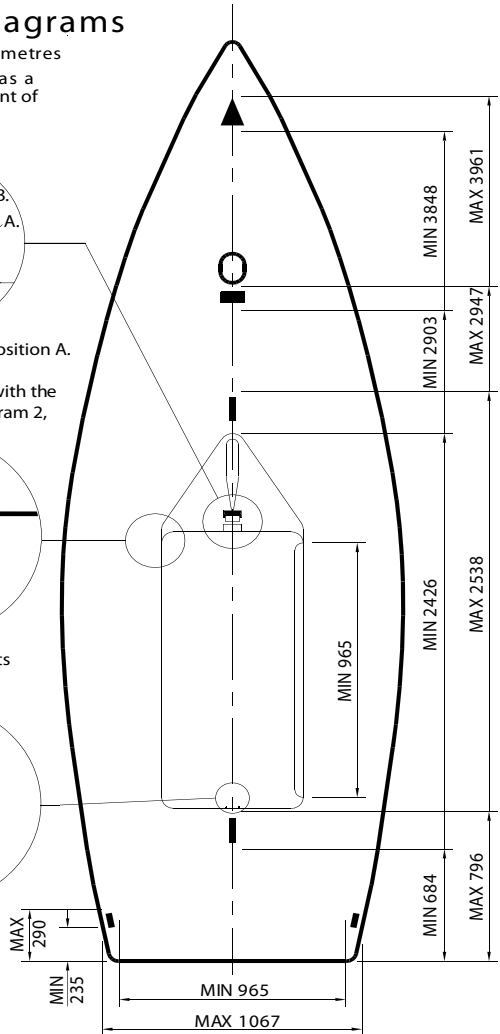
Mainsheet block shall be attached to eyestay in position A.
Centreboard Brake shall be attached in position B.
Centreboard Brake in diagram 1 may be replaced with the builder supplied Centreboard Brake shown in diagram 2, available mid/late 2009 (see December 2008 LaserWorld or www.laserinternational.org)



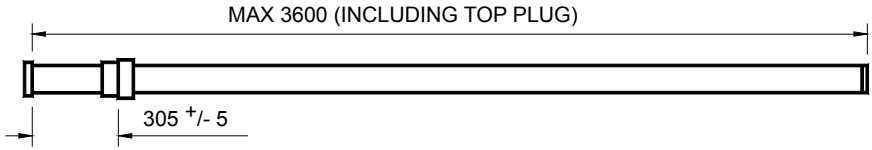
Wooden backing plates are under the deck for the fitting of cam or clam cleats



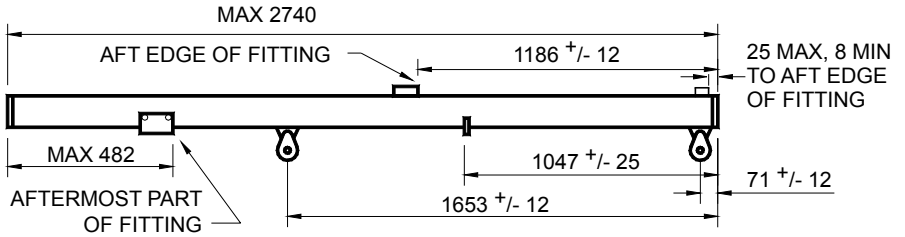
Eyes at aft end of cockpit



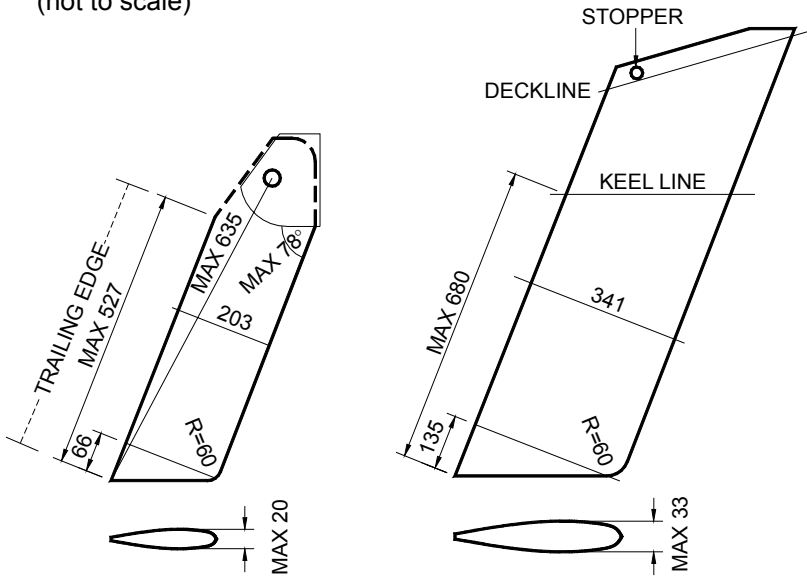
LASER, LASER RADIAL & LASER 4.7 MAST TOP SECTION

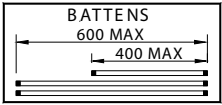
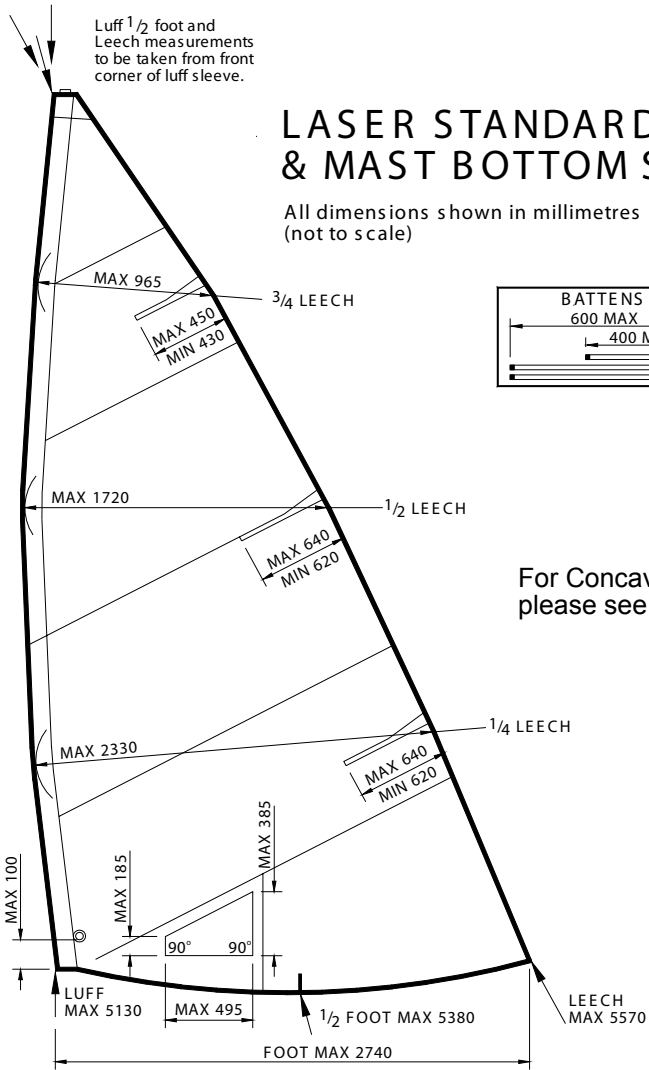


LASER, LASER RADIAL & LASER 4.7 BOOM

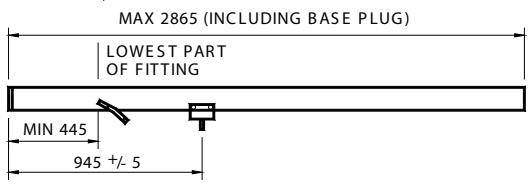


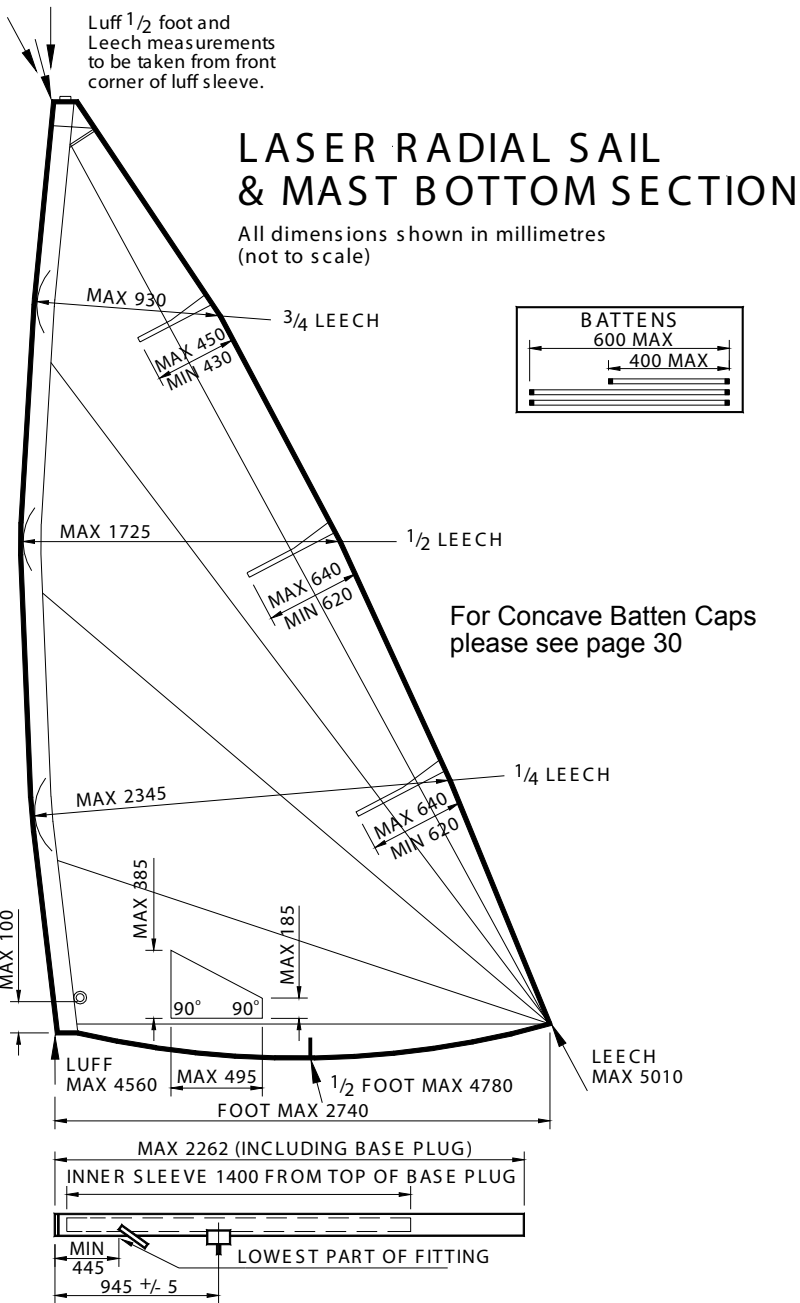
All dimensions shown in millimetres (not to scale)

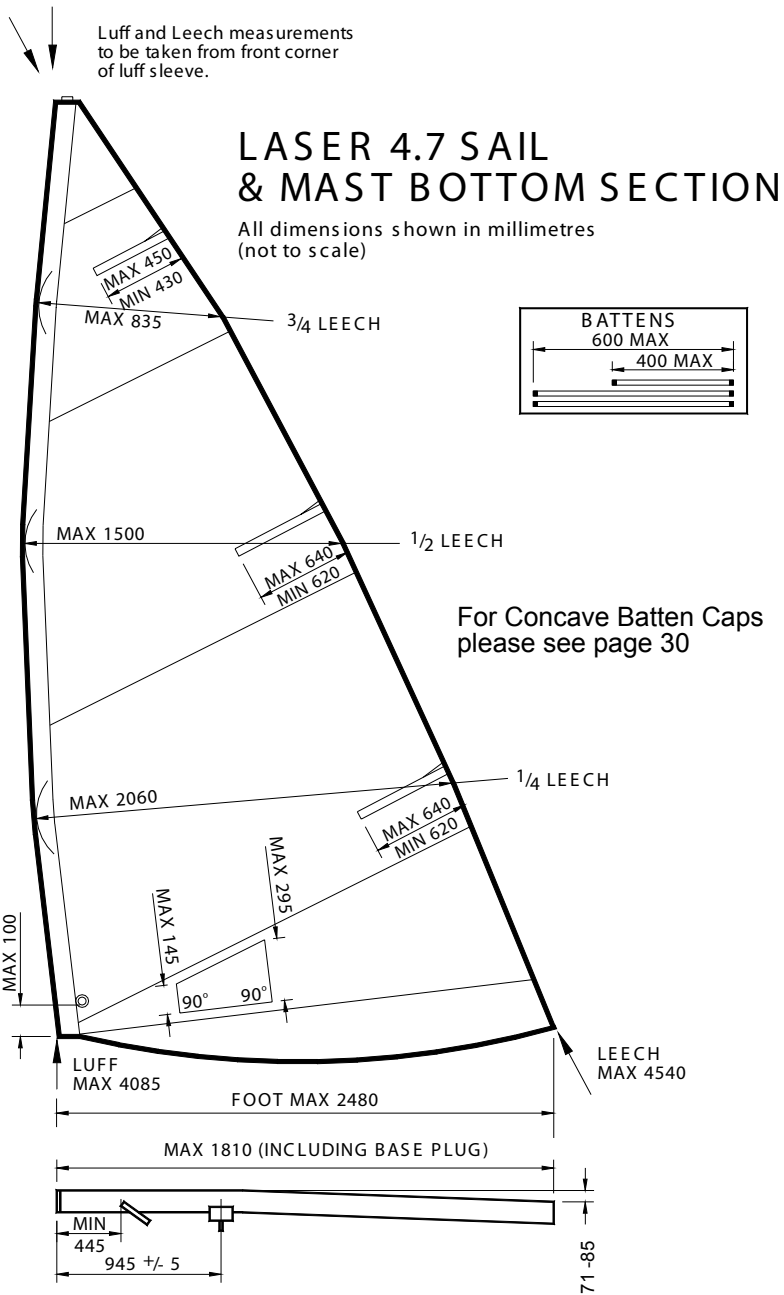




For Concave Batten Caps please see page 30







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:

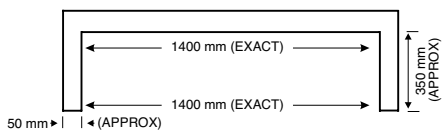
any point along the keel line (rocker): 2 mm
any other area of the hull: 3 mm

(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

sketch and measure out a distance along the vertical surface of the gunwale and establish point B, which will fall approximately in line with the measured point on the keel line (A) and the area under protest (X). Distances shown are as an example only.

The centre line of the boat must then be established at point A. This will be easy in the front one third of the boat but, to find the centre line in the aft two thirds, stretch a string over the centre of the centreboard opening and the centre of the bailer depression and extend fore and aft, as necessary. Mark the centre line at point A. Now measure from point A to point X and retain this figure to establish an equal point of measurement on the five random sample boats.

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

Measure the shortest distance from point X up to the horizontal bar and record this measurement (96 mm in example).

This procedure should now be repeated using all the distances established above and a similar reading obtained for the distances from the hull to the horizontal cross bar on the other five sample boats.

Example: Measurements on 5 sample boats:

93 + 94 + 94 + 97 + 96 = 474
 Arithmetic mean = 474/5 = 94.8
 Measurement on protested boat = 96

Diagram 1

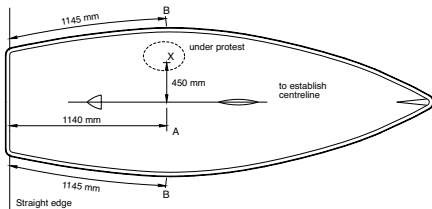
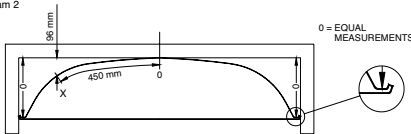


Diagram 2



Difference = 1.2

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

Measurement of Rocker

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

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

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

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

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



deviate by more than 2 mm.

ILCA By-Law 4: District Measurers

1. The responsibilities of the District Measurer and any assistant shall include:
 - (a) generally, ensuring that throughout the District, the principles of the Rules are understood and complied with;
 - (b) National and District championships and other events designated by the District Chairman as requiring the attendance of the District Measurer:
 - (i) perform a pre-race inspection following ILCA standard procedures of boats to be sailed in such event and report to each owner and to the Race Committee Chairman the owner and number of any boat which, if sailed in such event, would violate the Rules and be subject to protest and submit a written summary report of each event to the ILCA Chief Measurer within 2 weeks of the championship ending;
 - (ii) assist the Race Committee at such event, upon request, with any protests to which the Measurement By-Law applies;
 - (iii) issue interim rulings respecting the Rules, not previously the subject of an Interpretation of the Chief Measurer, provided that such interpretation shall be committed to writing following such event and submitted to the Chief Measurer for confirmation or variation as he shall see fit. Any such interim interpretation shall be binding and valid for the event for which it shall have been issued.
 - (c) carry out such additional responsibilities (as a member of the Executive of the District Association) as may be assigned to him.
 - (d) to make an annual report to the ILCA Chief Measurer on the measurement and inspection that has taken place in the year.
2. No person shall be nominated for the position of District Measurer unless he has displayed, to the satisfaction of the District Chairman and Sailing Secretary:
 - (a) a thorough appreciation of the Constitution of the Laser Class;
 - (b) an appreciation of the principles as set forth in Part 1 of the Rules;
 - (c) a thorough knowledge of the Rules, the Interpretations issued thereunder and the Measurement By-Law of the Class, including the ability to carry out measurements in accordance with the Measurement By-Law; and
 - (d) that he is a person who maintains his Laser in a condition which does not violate any of the Rules of the Class and whose attitude towards the

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

3. The position of District Measurer is limited to a two year period, after which the existing Measurer can be re-proposed or an alternative proposed by the District Chairman as set out in point 4 below.
4. The District Chairman, upon satisfying himself in respect of the items set forth in paragraph 2 above, shall submit the recommendation for the appointment of the District Measurer to the Executive Secretary of the World Council or the Regional Council.
5. The Executive Secretary shall forthwith communicate the recommendation to the Chief Measurer and shall confirm the appointment, following certification, if the same is approved.
6. District Measurers, with the approval of the District Chairman, may appoint assistant District Measurers from time to time, who meet the requirements of paragraph 2, for the purpose of attending a sanctioned or other event designated as requiring the presence of the District Measurer. Such appointment shall be for one specific event.

ILCA By-Law 5: Sanctioned Events and Honour Awards

SANCTIONED EVENTS

1. The following events shall be deemed to be Sanctioned Events for the purposes of the Constitution, the Rules and the By-Laws of the Association:
 - (a) World Championship events;
 - (b) Regional Championship events approved by the World Council, including the North American, European, Central & South American 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")

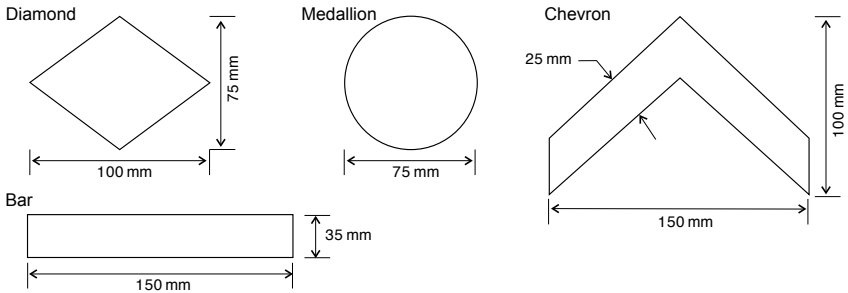
- Winner
Cube inscribed with 3 Medallions
- Series 2nd & 3rd place finishers
Cube inscribed with 2 Medallions
- Series 4th & 5th place finishers
Cube inscribed with 1 Medallion

District Events ("Diamond Events")

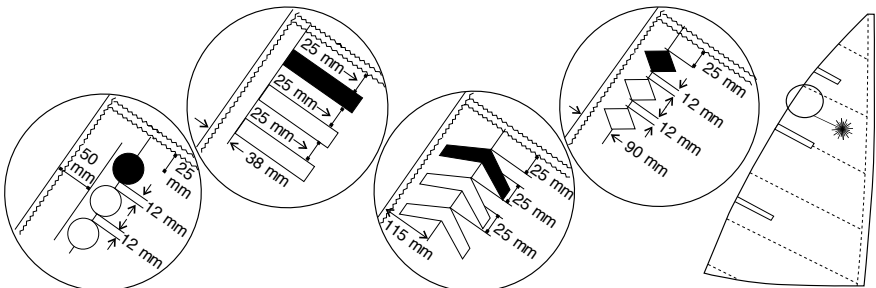
- Winner
Cube inscribed with 3 Diamonds
- Series 2nd & 3rd place finishers
Cube inscribed with 2 Diamonds
- Series 4th & 5th place finishers
Cube inscribed with 1 Diamond

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 Annaliese Murphy IRL	
5th Alison Young GBR	

2008 Beijing, CHN

Laser Standard	
Countries 43	
1st Paul Goodison GBR	
2nd Vasilij Zbogar 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 Blau AUS	
5th Sarah Steyaert FRA	

2004 Athens, GRE

Laser Standard	
Countries 42	
1st Robert Scheidt BRA	

2nd Andreas Geritzer AUT	
3rd Vasilij Zbogar 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 Varkalla 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 Josefín 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 NED	
3rd Benjamin Wempe GER	
4th Nicol Villa ITA	
5th Jonatan Vadnai HUN	

Youth Women: Laser Radial

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

2014 Douarnenez, FRA

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	
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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 Iless ESP	
3rd Paolo Mavricic CRO	
4th Frederico Fomasari 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 Kisluikhina RUS	

2013 Al Musannah, OMN

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 Mihelic CRO	
2nd Tuula Tenkanen FIN	
3rd Paige Ralley 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 Tomagaard NOR
 3rd Francesco Marral ITA
 4th Lorenzo Chiavari GBR
 5th Giovanni Coccoluto 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 Pleitkos 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 Kwasa POL
 3rd Sofia Caparucci ITA
 4th Alba Elejabettia 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 Coccoluto ITA
 2nd Stig Steinhurth DEN
 3rd Aleksander Arian PUR
 4th Juan Ignacio Biava ARG
 5th Ignasi Lopez Carcare 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 Tomagaard NOR
 2nd Andrew Mackenzie NZL
 3rd Mitchie 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 Povall GBR
 4th Milly Bennett AUS
 5th Anna Philip AUS

2012 Buenos Aires, ARG

U18 Men: Laser 4.7
Entries 71 Countries 25
 1st Nahuel Rodriguez Perez ESP
 2nd Maximilian Kuester ITA
 3rd Jacopo Fanti ITA
 5th Raul Sanchez Lago ESP

U16 Men: Laser 4.7

Entries 20 Countries 12

1st Joel Rodriguez Perez ESP
 2nd Malone Chao Jie Pun SIN
 3rd Luka Totic SRB
 4th Liam McCarthy USA
 5th Francisco Guaraqna 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 Swila 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
 2nd 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 Greteluschen 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 Railey USA
 4th Veronika Fenclova CZE
 5th Gintare Volungeviciute LTU

2011 La Rochelle, FRA

U21: Laser Standard
Entries 151 Countries 40
 1st Sam Meech NZL
 2nd Alex Mills-Barton GBR
 3rd Martin Evans GBR
 4th Ki-Raphael Sulkowski USA
 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 Coccoluto 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 GBR
 3rd William de Smet BEL
 4th Keiju Okada JPN
 5th Mehmet Turkmen TUR

U16 Men: Laser 4.7

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

U18 Women: Laser 4.7

Entries 53 Countries 19
 1st Cecilia Zorzi ITA
 2nd Kim Pleitkos SLO
 3rd Lene Flem Hoist NOR
 4th Celine Theresa Herud NOR
 5th Maud Jayet SUI

U16 Women: Laser 4.7

Entries 12 Countries 8
 1st Maud Jayet SUI
 2nd Athanasia Fakiadi GRE
 3rd Vasilisa Karachaliou GRE
 4th Savannah Siew K. Hui SIN
 5th Marine V. Campenhout 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 Ziemiński 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 Railey USA
 4th Sarah Steyaert FRA
 5th Tatiana Drozdovskaya BLR

Men: Laser Radial

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

Youth Men: Laser Radial

Entries 228 Countries 41
 1st Giovanni Coccoluto ITA
 2nd Tadeusz Kubiak POL
 3rd Luka Antognoni ITA
 4th Andrea Bazzafiero BRA
 5th Mitchell Kiss USA

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 Antonella 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 Ashlee 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 Fiorentini GRE
 4th Panagiotis Stathis GRE
 5th Benjamin Whiteside NZL

2009 Halifax, CAN

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

2009 Karatsu, JPN

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

Men: Laser Radial

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

Youth Men: Laser Radial

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

5th Chris Barnard USA

Youth Women: Laser Radial

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

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

Entries 109 Countries 24
 1st Jonathan Martiniotti ECU
 2nd Hermann Tomagaard NOR
 3rd Juraj Divjakinja CRO
 4th Guillermo Arce PER
 5th Tom 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 Pleitkos SLO
 5th Guillemet Cor Leveque ESP

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

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

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

Entries 116 Countries 41
 1st Sarah Steyaert NZL
 2nd Patricia Cor Leveque ESP
 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 Tom Burton AUS

Youth Men: Laser Radial

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

Youth Women: Laser Radial

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

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

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

Youth Women: Laser 4.7

Entries 116 Countries 32
 1st Elizabeth Yin SIN
 2nd Matea Senkic CRO
 3rd Antea Kordic CRO
 4th Cora 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 Danes 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

1st Ben Paton	GBR
2nd Eduardo Vianen	NED
3rd Steven Krol	NED
4th Jon Emmett	GBR
5th James Burman	AUS

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

Youth Women: Laser Radial
Entries 68 Countries 10
 1st Tuula Tenkanen FIN
 2nd Susana Romero ESP
 3rd Sarah Gunn DEN
 4th Anne Haeger USA
 5th Mathilde de Kerangat FRA

2007 Hermanus, RSA
Youth Men: Laser 4.7
Entries 95 Countries 27
 1st Filip Matika CRO
 2nd Baepi Pinna BRA
 3rd Alexander Zimmermann BRA
 4th Boris Bignoli ITA

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

2006 Jeju Island, KOR
Open: Laser Standard
Entries 128 Countries 43
 1st Michael Blackburn AUS
 2nd Tom Slingsby AUS
 3rd Rasmus Myrgren SWE
 4th Michael Leigh CAN
 5th Gustavo Lima POR

2006 Los Angeles, USA
Men: Laser Radial
Entries 71 Countries 22
 1st Fabio Pillar BRA
 2nd Steven Le Fevre NED
 3rd Steven Krol NED
 4th Jon Emmett GBR
 5th Ryan Seaton IRL

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

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

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

2006 Hourtin, FRA
Youth Men: Laser 4.7
Entries 237 Countries 27
 1st Colin Xinn Cheng SIN
 2nd Victor Serzhukin CRO
 3rd Marko Peresca CRO
 4th Fran Perucic CRO
 5th Giuseppe Linares ITA

Youth Women: Laser 4.7
Entries 88 Countries 19
 1st Victoria Chan SIN
 2nd Agnieszka Skrzypulec POL
 3rd Julie Chehat FRA
 4th Susana Romero ESP
 5th Tuula Tenkanen FIN

2005 Fortaleza, BRA
Open: Laser Standard
Entries 136 Countries 36
 1st Robert Scheidt BRA
 2nd Diego Emilio Romero ARG
 3rd Andrew Murdoch NZL
 4th Vasilij Zbogor SLO

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

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

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

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

2005 Barrington, USA
Entries 92 Countries 16
Youth Men: Laser 4.7
 1st Joaquin Blanco ESP
 2nd Adam Sims GBR
 3rd Dany Stanisic SLO
 4th Gurney Kaplan USA
 5th Marco Teixidor PUR

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

2004 Bitez, TUR
Open: Laser Standard
Entries 145 Countries 60
 1st Robert Scheidt BRA
 2nd Jean Mendelblatt FRA
 3rd Michael Blackburn AUS
 4th Hamish Pepper NZL
 5th Karl Suneson SWE

2004 Brisbane, AUS
Men: Laser Radial
Entries 133 Countries 11
 1st Michael Blackburn AUS
 2nd Aron Loic CRO
 3rd Tom Slingsby AUS
 4th Alexander Lay NZL
 5th Marc Orams NZL

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

Youth: Laser Radial
Entries 108 Countries 18
 1st Jean Mendelblatt FRA
 2nd Nathan Outteridge AUS
 3rd Daniel Mihelic CRO
 4th Daniel Jakobszon BRA
 5th Javier Padron ESP

2004 Riva del Garda, ITA
Entries 276 Countries 23
Youth Men: Laser 4.7
 1st Justin Onlvie RSA
 2nd Mathieu Frei FRA
 3rd Ivo Kalebic CRO
 4th Alexander Dolan IRL
 5th Pierre Angelo Collura FIN

Youth Women: Laser 4.7
 1st Anita Di lasio ITA
 2nd Tina Mihelic CRO
 3rd Cansin Karga TUR
 4th Vanessa le Bouteiller FRA
 5th Clare Chadzic ESP

2003 Cadiz, ESP
Open: Laser Standard
Entries 174 Countries 61
 1st Gustavo Lima POR
 2nd Robert Scheidt BRA
 3rd Michael Blackburn AUS
 4th Luis Martinez ESP

5th Daniel Birgmark SWE
2003 Riva del Garda, ITA
Men: Laser Radial
Entries 231 Countries 31
 1st Aron Loic CRO
 2nd Jake Bartram NZL
 3rd Karl Krpeljivic CRO
 4th Max Bulley FRA
 5th Marc Xu CHI

Women: Laser Radial
Entries 50 Countries 16
 1st Katarzyna Szotylnski POL
 2nd Krystal Weir AUS
 3rd Jeannette Dagson SWE
 4th Corinne Meyer SWI
 5th Gea Juljens NED

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

2003 Cesme, TUR
Entries 98 Countries 18
Youth Men: Laser 4.7
 1st Onur Derebasi TUR
 2nd Ates Cinar TUR
 3rd Mustafa Cakir TUR
 4th Philip White GBR
 5th Milosz Landowski POL

Youth Women: Laser 4.7
 1st Ayda Unver TUR
 2nd Anita Di lasio ITA
 3rd Didem Sarman TUR
 4th Cansin Karga TUR
 5th Istem Oguzbayir TUR

2002 Hyannis, USA
Open: Laser Standard
Entries 131 Countries 44
 1st Robert Scheidt BRA
 2nd Karl Suneson SWE
 3rd Paul Goodison GBR
 4th Diego Negri ITA
 5th Brendan Casey AUS

2002 Ontario, CAN
Men: Laser Radial
Entries 101 Countries 19
 1st Karl Krpeljivic CRO
 2nd Chris Astley USA
 3rd Tiago Rodrigues BRA
 4th David Wright CAN
 5th Jake Bartram NZL

Women: Laser Radial
Entries 38 Countries 10
 1st Katarzyna Szotylnski POL
 2nd Miranda Powrie NZL
 3rd Carla Peelo IRL
 4th Nicky Souter AUS
 5th Alison Casey-Hall AUS

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

2002 Muiderzand, NED
Entries 124 Countries 16
Youth Men: Laser 4.7
 1st Tonci Stipanovic CRO
 2nd Daniel Michelic NED
 3rd Colin Robard NZL
 4th Stefano Meciani ITA
 5th Dennis Karpan EST

Youth Women: Laser 4.7
 1st Tugce Subasi TUR
 2nd Celine Olivier FRA
 3rd Mandy Mulder NED
 4th Samantha Chidgey AUS
 5th Lidia Noto ITA

2001 Cork, IRL
Open: Laser Standard
Entries 159 Countries 48
 1st Robert Scheidt BRA
 2nd Gustavo Lima POR
 3rd Peer Moberg NOR
 4th Paul Goodison GBR
 5th Gareth Blankenberg RSA

2001 Vilanova, ESP
Men: Laser Radial
Entries 230 Countries 35
 1st Michael Bullof NZL

2nd Andre Strappel BRA
 3rd Aron Loic CRO
 4th Alp Alpugut TUR
 5th Karlo Krpeljivic CRO

Women: Laser Radial
Entries 56 Countries 23
 1st Katarzyna Szotylnski POL
 2nd Larissa Nevierov ITA
 3rd Sara Lane Wright BER
 4th Tatiana Drozdovskaya BLR
 5th Jayne Simpson GBR

Youth: Laser Radial
Entries 260 Countries 33
 1st Michael Bullof NZL
 2nd Jason Georgaris GRE
 3rd Alexandre Monteau FRA
 4th Mathieu Murati FRA
 5th Guray Zimul TUR

2000 Cancun, MEX
Open: Laser Standard
Entries 141 Countries 50
 1st Robert Scheidt BRA
 2nd Michael Blackburn AUS
 3rd Arne Nieuwenhuys NED
 4th Karl Suneson SWE
 5th Serge Kals NED

2000 Ceme, TUR
Men: Laser Radial
Entries 124 Countries 25
 1st Fredrik Lassenius SWE
 2nd Alexandros Logothetis GRE
 3rd Vangelis Chimonas GRE
 4th Petar Cupac CRO
 5th Kemal Mustabas TUR

Women: Laser Radial
Entries 33 Countries 16
 1st Katarzyna Szotylnski POL
 2nd Nicola Muller GBR
 3rd Jayne Singleton GBR
 4th Jeannette Dagson SWE
 5th Denis Karacaoglu TUR

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

1999 Melbourne, AUS
Open: Laser Standard
Entries 141 Countries 46
 1st Ben Ainslie GBR
 2nd Robert Scheidt BRA
 3rd Karl Suneson SWE
 4th Michael Blackburn AUS
 5th Andrew Simpson GBR

1999 La Rochelle, FRA
Men: Laser Radial
Entries 167 Countries 27
 1st Adonis Bougiouris GRE
 2nd Gustavo Lima POR
 3rd Teddy Grestroy FRA
 4th Luka Radelic CRO
 5th Vagelis Chimonas GRE

Women: Laser Radial
Entries 42 Countries 20
 1st Kelly Hand CAN
 2nd Jeannette Dagson SWE
 3rd Helene Viazzo FRA
 4th Clementine Destailleur FRA
 5th Alison Casey AUS

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

1998 Medemblik, NED
Men: Laser Radial
Entries 209 Countries 25
 1st Gustavo Lima POR
 2nd Adonis Bougiouris GRE
 3rd Alexandros Logothetis GRE
 4th Raimondos Siugzdis LTU
 5th Luca Radelic CRO

Women: Laser Radial
Entries 87 Countries 19
 1st Larissa Nevierov ITA
 2nd Carolina Brower NED
 3rd Jeannette Dagson SWE
 4th Marceline de Koning NED
 5th Jo Dikkenberg AUS

Youth: Laser Radial

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

1997 Algarrobo, CHI

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

1997 Mohamedia, MAR

Men: Laser Radial
 Entries 122 Countries 25
 1st Raimondas Studzins 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 Blain AUS
 2nd Helen Watter GBR
 3rd Anja Sanlberg SWE
 4th Anje de Boer NED
 5th Larissa Nevierov ITA

Youth: Laser Radial

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

1996 Cape Town, RSA

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

Men: Laser Radial

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

Women: Laser Radial

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

1995 Tenerife, ESP

Open: Laser Standard
 Entries 137 Countries 39
 1st Robert Scheidt BRA
 2nd Nik Burfoot NZL
 3rd Elvind Melloye NOR
 4th Hamish Pepper NZL
 5th Michael Blackburn AUS

Men: Laser Radial

Entries 66 Countries 18
 1st Brendan Casey AUS
 2nd Tim Shuwalov AUS
 3rd Gustavo Lima POR
 4th Sean Kirjian AUS
 5th David Huert 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 Laposte 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 Tanschelt BRA
 3rd Robert Scheidt BRA
 4th Nikola Antonsson NZL
 5th Michael Hestbaek DEN

Men: Laser Radial

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

Women: Laser Radial

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

1991 Porto Carras, GRE

Open: Laser Standard
 Entries 105 Countries 31
 1st Peter Tanschelt 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 Ilias Katchorhis GRE

Women: Laser Radial

Entries 33 Countries 10
 1st Maria Vlachou GRE
 2nd Carolijn Brouwer NED
 3rd Marina Flabourou GRE
 4th Roberta Lucinetti ITA
 5th Uroslava Psychogietti GRE

1990 Newport, USA

Open: Laser Standard
 Entries 103 Countries 26
 1st Glenn Bourke AUS
 2nd Steven Bourdow USA
 3rd Peter Tanschelt 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
 2nd 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 Tanschelt BRA

Men: Laser Radial

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

Women: Laser Radial

Entries 39 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 SWE
 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 Setala FIN
 2nd Joakim Berg SWE
 3rd Jeroen Harderwijk NED
 4th Jon Lasenby GBR
 5th Peter Pappadous GRE

1987 Melbourne, AUS

Open: Laser Standard
 Entries 130 Countries 20
 1st Stuart Wallace AUS
 2nd Gunn Pedersen DEN
 3rd Peter Tanschelt BRA
 4th Nelson Alencastro BRA
 5th Simon Cole GBR

1985 Halmstad, SWE

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

Women: Laser Standard

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

1983 Gulport, USA

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

Women: Laser Standard

Entries 23 Countries 12
 1st Betsy Gelenitis USA
 2nd Lynne Jewell USA
 3rd Carole Spooner CAN
 4th Virginia Perry USA
 5th Susanne Madsen DEN

1982 Sardinia, ITA

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

Women: Laser Standard

Entries 23 Countries 12
 1st Marion Steenhuis NED
 2nd Vittoria Masotto ITA
 3rd Francesca Pavesti ITA
 4th Susanne Schmidt GER
 5th Barbara Champion GBR

1980 Kingston, CAN

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

Women: Laser Standard

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

1979 Perth, AUS

Open: Laser Standard
 Entries 93 Countries 25
 1st Lasse Hjortnaes DEN

2nd Peter Conde USA
 3rd Andrew Menkart USA
 4th Cor Ven 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 Cal Buchanan USA

MASTERS WORLD CHAMPIONSHIPS

2014 Hyeres, FRA

Entries 499 Countries 36
Laser Standard
 Apprentices
 1st Adonis Bougiouris GRE
 2nd Marciel Grabowski POL
 3rd Matt Blakley NZL
 4th Angelo Tabernerio ESP
 5th Urban Nyhammar SWE

Masters

1st Brett Beyer AUS
 2nd Arnold Hummel NED
 3rd Peter Shope 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 Blakley NZL
 3rd John Dawson Edwards CAN
 4th John Roberson AUS
 5th Christopher Fyans GBR

Laser Radial

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

Women Apprentices

1st Monica Azon ESP
 2nd Cecile Veron FRA
 3rd Caroline Muselet CAN
 4th Alexandra Weirhauch GER

Masters

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

Women Masters

1st Helene Viazzo FRA
 2nd Agneta Jonsson SWE
 3rd Dina Sissigh AUS
 4th Claudine Tatibouet FRA
 5th Giovanna Lenci ITA

Grand Masters

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

Women Grand Masters

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

Great Grand Masters

1st Keith Wilkins GBR

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 Grand 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 Bruehl	GER
1st Denise Webster	CAN	1st Scott Leith	NZL	5th Walt Spiveak	USA	Women Apprentices	
Laser 4.7		2nd Tracy Bott	AUS	Women Grand Masters		1st Alison Case	AUS
Masters		3rd Danny Fuller	AUS	1st Lesley Reichenfeld	CAN	2nd Yvonne Malmsten	SWE
1st Stephen Walsh	AUS	4th Matthias Bruehl	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	USA	3rd Joao Ramos	BRA
1st Akemi Nagaoka	JPN	3rd Ruth Mccance	AUS	3rd Jim Quinn	NZL	4th Michael Knowsley	NZL
2nd Waltraud Schmitt	FRA	4th Jane Moffat	AUS	4th Lindsay Hewitt	USA	5th Nigel Hewitt	CAN
2013 AI Mussanah, OMN		5th Christy Usher	USA	Women Grand Masters		Women Masters	
Entries 186	Countries 31	Masters		1st Hilary Thomas	GBR	1st Lyndall Patterson	AUS
Laser Standard		1st Mark Orams	NZL	2nd Ali Clark	USA	2nd Vanessa Dudley	AUS
Apprentices		2nd Greg Adams	AUS	3rd Agneta Jonsson	SWE	3rd Agneta Jonsson	SWE
1st Scott Leith	NZL	3rd Mark Kennedy	AUS	Great Grand Masters		Apprentices	
2nd Niklas Edler	SWE	4th David Early	AUS	1st Peter Heywood	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 Tamminen	FIN	3rd Ian Rawet	GBR
5th Alan Coutts	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 Ferguson	USA	1st Billy Sharp	USA
3rd Chris Dawson	AUS	5th Kirsteen Reid	RSA	2nd Arnohd Hummel	NED	2nd Hilary Thomas	GBR
4th Benoit Meesemaecker	FRA	Grand Masters		3rd Johan Bertrand	USA	3rd Gill Waiting	NZL
5th Torbjorn Jonsson	SWE	1st Michael Keeton	NZL	4th Chuan Gunn Pedersen	DEN	Great Grand Masters	
Grand Masters		2nd Adam French	AUS	5th Al Clark	CAN	1st Peter Seidenberg	USA
1st Greg Adams	AUS	3rd Pete Thomas	NZL	Grand Masters		2nd Kerry Waraker	AUS
2nd Terry Scutcher	GBR	4th Doug Peckover	USA	1st Wolfgang Gerz	GER	3rd Richard Kinmar	AUS
3rd Wolfgang Gerz	GER	5th Jeff Lossemore	AUS	2nd Peter Vessella	USA	4th Jim Quinn	NZL
4th Tim Law	GBR	Women Grand Masters		3rd Peter Sherwin	GBR	5th Lindsay Hewitt	USA
5th Robert Britten	CAN	1st Lyndall Patterson	AUS	4th Peter Sundelin	SWE	Women Great Grand Masters	
Great Grand Masters		2nd Lesley Reichenfeld	CAN	5th William Symes	USA	1st Deirdre Webster	CAN
1st Mark Bethwaite	AUS	Great Grand Masters		Laser Radial		2008 Terrigal, AUS	
2nd Robert Blay	NZL	1st Hilary Thomas	GBR	Apprentices		Entries 370	Countries 22
3rd John Roberson	AUS	2nd Keith Wilkins	GBR	1st Scott Leith	NZL	Laser Standard	
4th Sandy Grigg	NZL	3rd Peter Seidenberg	USA	2nd Jean-Christophe Leydet	FRA	Apprentices	
5th Stephen Wawn	AUS	4th Kevin Phillips	AUS	3rd Matthias Bruehl	GER	1st Brett Beyer	AUS
Laser Radial		5th Lew Verdon	AUS	4th Ian Jones	GBR	2nd Rohan Ford	NZL
Apprentices		Women Great Grand Masters		5th Yrki Tamminen	FIN	3rd Jyrki Tamminen	FIN
1st Jon Emmett	GBR	1st Hilary Thomas	GBR	4th Orlando Gledhill	GBR	4th Orlando Gledhill	GBR
2nd Peter Szymanski	POL	Laser 4.7		5th Christopher Gowers	GBR	5th Christopher Gowers	GBR
3rd Edmund Tam	NZL	Masters		Masters		Masters	
4th Ian Gregory	GBR	1st Claire Heenan	AUS	1st Jan Scholten	AUS	1st Jan Scholten	AUS
5th Niall Peelo	GBR	2nd Peter Charlton	AUS	2nd Bradley Taylor	AUS	2nd Bradley Taylor	AUS
Women Apprentices		3rd George Meikle	AUS	3rd Peter Corrie	AUS	3rd Peter Corrie	AUS
1st Kimberley Couranz	USA	4th Martin Brady	AUS	4th Andy Roy	CAN	4th Andy Roy	CAN
2nd Alexandra Wehrauch	GER	5th Bronwyn Mitchell	AUS	5th Colin Dibb	AUS	5th Colin Dibb	AUS
Masters		1st Claire Heenan	AUS	Grand Masters		Grand Masters	
1st Ian Jones	GBR	2nd Bronwyn Mitchell	AUS	1st Mark Bethwaite	AUS	1st Mark Bethwaite	AUS
2nd Joao Ramos	BRA	3rd Michelle Lefevre	RSA	2nd Wolfgang Gerz	GER	2nd Wolfgang Gerz	GER
3rd Martin Van Olfen	NED	4th Janet Kemp	AUS	3rd Jack Schlachter	AUS	3rd Jack Schlachter	AUS
4th Matthias Bruehl	GER	5th Jenny Walker	AUS	4th Robert Lowndes	AUS	4th Robert Lowndes	AUS
5th Robert Cage	GBR	2011 San Francisco, USA		5th Michael Nissen	GER	5th Michael Nissen	GER
Women Masters		Entries 236	Countries 27	Laser Radial		Laser Radial	
1st Agneta Jonsson	SWE	Laser Standard		Apprentices		Apprentices	
2nd Diane Sissingh	AUS	1st Benjamin Richardson	USA	1st James Liebl	AUS	1st James Liebl	AUS
3rd Martien Zeegers-Nouwen	NED	2nd Orlando Gledhill	GBR	2nd John Jagger	AUS	2nd John Jagger	AUS
4th Lindsay Whitton	AUS	3rd Ed Taylor	USA	3rd Richard Bott	AUS	3rd Richard Bott	AUS
Grand Masters		4th Gaspare Silvestri	ITA	4th Scott Leith	NZL	4th Scott Leith	NZL
1st Vanessa Dudley	AUS	5th David Armitage	USA	5th David Early	NZL	5th David Early	NZL
2nd Bruce Martinson	USA	Masters		Women Apprentices		Women Apprentices	
3rd Michael Pridham	GBR	1st Arnohd Hummel	NED	1st Alison Casey	AUS	1st Alison Casey	AUS
4th Doug Peckover	USA	2nd Brett Beyer	AUS	2nd Justine Ella	AUS	2nd Justine Ella	AUS
5th Bo Johannisson	SWE	3rd Scott Ferguson	USA	3rd Yvonne Malmsten	SWE	3rd Yvonne Malmsten	SWE
Women Grand Masters		4th Russ Silvestri	USA	Masters		Masters	
1st Vanessa Dudley	AUS	5th Otto Strandvig	DEN	1st Mark Orams	NZL	1st Mark Orams	NZL
Great Grand Masters		Grand Masters		2nd Stephen Cockerill	GBR	2nd Stephen Cockerill	GBR
1st Peter Seidenberg	USA	1st Colin Dibb	AUS	3rd Greg Adams	AUS	3rd Greg Adams	AUS
2nd Keith Wilkins	GBR	2nd Peter Vessella	USA	4th Al Clark	CAN	4th Al Clark	CAN
3rd Henk Wittenberg	NED	3rd Malcolm Courts	GBR	5th Yrki Taab	USA	5th Yrki Taab	USA
4th Michael Kinneear	GBR	4th Jos Hansen	USA	Women Masters		Women Masters	
5th Steve Avery	USA	5th Wolfgang Gerz	GER	1st Christine Bridge	AUS	1st Christine Bridge	AUS
Women Great Grand Masters		Laser Radial		2nd Lyndall Patterson	AUS	2nd Lyndall Patterson	AUS
1st Hilary Thomas	GBR	Apprentices		3rd Vanessa Dudley	AUS	3rd Vanessa Dudley	AUS
2nd Elaine Capps	AUS	1st Scott Leith	NZL	Grand Masters		Grand Masters	
2012 Brisbane, AUS		2nd Edmund Tam	NZL	1st Peter Heywood	AUS	1st Peter Heywood	AUS
Entries 232	Countries 19	3rd Ian Gregory	GBR	2nd Brian Tammen	AUS	2nd Brian Tammen	AUS
Laser Standard		4th Joe Surratt	GBR	3rd Peter Whipp	GBR	3rd Peter Whipp	GBR
Apprentices		5th Pablo Cervantes	MEX	4th Lew Verdon	AUS	4th Lew Verdon	AUS
1st Matias Del Solar	CHI	Women Apprentices		5th Ian Rawet	GBR	5th Ian Rawet	GBR
2nd Tony Baisden	AUS	1st Buff Wendt	USA	Women Great Grand Masters		Women Great Grand Masters	
3rd Brett Morris	AUS	2nd Michelle Davis	USA	1st Gill Waiting	NZL	1st Gill Waiting	NZL
4th Kent Copplestone	NZL	3rd Kate Easton	CAN	Great Grand Masters		Great Grand Masters	
5th Rob Woodward	NZL	Masters		1st Peter Seidenberg	USA	1st Peter Seidenberg	USA
Masters				2nd Kerry Waraker	AUS	2nd Kerry Waraker	AUS
				3rd Tom Speed	NZL	3rd Tom Speed	NZL
				4th Jim Quinn	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 César Sierhuis	NED
4th Scott Ferguson	USA
5th Peter Vessella	USA
Grand Masters	
1st Mark Bethwaite	AUS
2nd Michael Nissen	GER
3rd Anders Sorensson	SWE
4th Jack Schlachter	AUS
5th William Symes	USA
Laser Radial	
Apprentices	
1st Mark	NZL
2nd Freek Miranda	NED
3rd Wilmar Groenendijk	NED
4th Matthias Bruehl	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 Baltischefsky	FIN
4th John Reay	GBR
5th Richard Major	GBR
Women Masters	
1st Lyndal Patterson	AUS
2nd Janet Kemp	AUS
3rd Claudine Tatibout	FRA
Grand Masters	
1st Peter Heywood	AUS
2nd Peter Whipp	GBR
3rd Alden Shattuck	USA
4th Ian Rawet	GBR
5th Serge Raphaelen	FRA
Women Grand Masters	
1st Hilary Thomas	GBR
2nd Caroline Marage	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	NZL
Masters	
1st Brodie Cobb	USA
2nd Tracy Usher	USA
3rd Mark Bear	USA
4th Andre Mearns	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 Baltischefsky	FIN
4th Lyndal Patterson	AUS
5th Gregory Kemp	AUS
Grand Masters	
1st Alden Shattuck	AUS
2nd Peter Whipp	GBR
3rd Ian Rawet	GBR
4th Mark Miller	NZL
5th Hilary Thomas	GBR

Great Grand Masters	
1st Peter Seidenberg	USA
2nd Kerry Waraker	AUS
3rd Sandy Grigg	NZL
4th Tom Speed	NZL
5th Gregg Marshall	AUS
Women	
1st Christine Bridge	AUS
2nd Lyndal Patterson	AUS
3rd Janet Kemp	AUS
4th Hilary Thomas	GBR
5th Lesley Hotchin	GBR
2005 Fortaleza, BRA	
Entries 183	Countries 25
Laser Standard	
Apprentices	
1st Brett Beyer	AUS
2nd Scott Ferguson	USA
3rd Mark Page	NZL
4th 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 Ed 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	USA
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 Poppy Marcon	FRA
5th Peter Whipp	GBR
Great Grand Masters	
1st Kerry Waraker	AUS
2nd Peter Seidenberg	USA
3rd Denis O'Sullivan	IRL
4th Heini Wellmann	SUI
5th Sandy Grigg	NZL
2004 Bitez, TUR	
Entries 153	Countries 30
Standard Rig	
Apprentices	
1st Brett Beyer	AUS
2nd Stephen Cockerill	GBR
3rd Martin Lehner	AUT
4th Nick Walsh	IRL
5th Daniel 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 Sandy Grigg	NZL
Laser Radial	
Apprentices	
1st David Early	HKG
2nd Ardin Yurdum	TUR
3rd Martin Baltischefsky	FIN
4th Bulent Balha Akin	TUR
5th Claudio Gialozzi	ITA
Women Apprentices	
1st Yvonne Malmsten	SWE
Masters	
1st Goran Bonacic	CRO
2nd Lyndal Patterson	AUS
3rd Bruce Martinson	USA

4th Olivier Falque	FRA
5th Laurent Vigo	FRA
Women Masters	
1st Lyndal Patterson	AUS
Grand Masters	
1st Poppy 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 Kenneth	NZL
3rd Keith Holliday	RSA
4th O'Chuanain	GBR
5th David Flakelar	AUS
2003 Cadiz, ESP	
Entries 236	Countries 27
Laser Standard	
Apprentices	
1st Mark Littlejohn	GBR
2nd Stephen Cockerill	GBR
3rd Brett Beyer	AUS
4th Jock Williams	FIN
5th Huub Lambriex	NED
Masters	
1st Anders Sorensson	SWE
2nd Chris Raab	USA
3rd Malcolm Courts	GBR
4th Mark Harrison	GBR
5th Alexander Nikolaev	RUS
Grand Masters	
1st Mark Bethwaite	AUS
2nd Keith Wilkins	GBR
3rd Kevin Pearson	GBR
4th Kim Weber	USA
5th William Symes	USA
Laser Radial	
Apprentices	
1st Wilmar Groenendijk	NED
2nd Thomas Deimling	GER
3rd Roberta Hartley	GBR
4th Martin Baltischefsky	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	USA
3rd Okumura Hiroko	JPN
Grand Masters	
1st Alden Shattuck	USA
2nd Henk Wittenberg	NED
3rd Gary McCrohon	AUS
4th Roger Williams	GBR
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 Jari Taiminen	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 Littlejohn	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 Christopher	USA
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 Littlejohn	IRL
5th Marc Jacobi	USA
Masters	
1st Colin Dibb	AUS
2nd Ian Lineberger	USA
3rd Anders Sorensson	SWE
4th Mark Bethwaite	AUS
5th Keith Wilkins	GBR
Grand Masters	
1st Keith Wilkins	GBR
2nd Philip Pegler	AUS
3rd Jacky Nebrel	FRA
4th Bob Blakey	NZL
5th Barry Waller	AUS
Laser Radial	
Grand Masters	
1st Henry de Wolf Jr	USA
2nd Fradin Schoettle	USA
3rd Heinz Gebauer	CAN
4th Anthony Denham	AUS
5th James Christopher	USA
Laser Radial Women	
1st Stephen Cockerill	GBR
2nd Wilmar Groenendijk	NED
3rd Thomas Urban	SWE
4th John Reay	GBR
5th Jean Luc Michon	FRA
2nd Yvonne Malmsten	SWE
1st Robert 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 Soutcher	GBR
4th Bill O'Hara	IRL
5th Martin Hallsten	SWE
Masters	
1st Mark Bethwaite	AUS
2nd Rob Couets	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 Rawet	GBR
5th Tom Speed	NZL
Laser Radial	
Great Grand Masters	
1st Henry de Wolf Jr	USA
2nd Kurt Zieger	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	Kayn Voos	USA	1st	Adam French	AUS	5th	Had Brick	USA	3rd	Colin Lovelady	AUS	
4th	Alicon Knight	IVB	2nd	Alexandre Nikolaev	RUS	Masters	1st	Denis O'Sullivan	IRL	4th	Michael Heath	AUS
1999 Melbourne, AUS												
Entries 237 Countries 22												
Laser Standard												
Apprentices												
1st	Mark Littlejohn	GBR	1st	Nicholas Harrison	GBR	1st	Friedhelm Lixenfeld	GER	1st	Alex McClure	AUS	
2nd	Andreas John	GER	2nd	Lance Burger	RSA	2nd	Jim Christopher	USA	2nd	Doug Bates	NZL	
3rd	Alan Davis	GBR	3rd	Tomas Fraitzen	SWE	3rd	Tom Denham	AUS	3rd	Alan Clark	AUS	
4th	Bill O'Hara	IRL	4th	Peter Saxton	GBR	4th	Norman Freeman	USA	4th	Geoff Salthmarsh	USA	
5th	Brad Taylor	AUS	5th	Norio Akiyama	JPN	5th	Nick Payne	GBR	5th	Alf Johnson	USA	
Masters												
1st	Keith Wilkins	GBR	Masters	1st	Keith Wilkins	GBR	1989 Aarhus, DEN	1st	Tucker Bragdon	USA		
2nd	Peter Sundheim	SWE	1st	Keith Wilkins	GBR	1st	Keith Wilkins	GBR	2nd	Philip Peglar	AUS	
3rd	Doug Peckover	AUS	2nd	Barry Waller	AUS	2nd	Phil Graves	CAN	3rd	Peter Branning	USA	
4th	Jack Schlachter	USA	3rd	Ted Moore	USA	3rd	Jeff Loosemore	AUS	4th	Carolee Spooner	CAN	
5th	Timothy Alexander	AUS	4th	Peter Dekker	NED	4th	Had Brick	USA	5th	Roger Williams	QAT	
Grand Masters												
1st	Graham Oborn	AUS	5th	Jacky Nebrel	FRA	5th	Peter Griffiths	NZL	Masters			
2nd	Jack Hansen	NZL	1st	Colin Lovelady	AUS	Masters	1st	John Rigg	AUS	1st	Norman Freeman	USA
3rd	Keith Vann	NZL	2nd	Peter Seidenberg	USA	1st	John Rigg	AUS	2nd	Randall Swan	USA	
4th	Ben Pietke	AUS	3rd	Jack Hawthorn	USA	2nd	Curt Bidler	SWE	3rd	Dick Rose	USA	
5th	Kerry Waraker	AUS	4th	Joe Van Rossem	CAN	3rd	Christher Baath	SWE	4th	Heinz Gebauer	CAN	
Laser Radial												
Great Grand Masters												
1st	Graham Reed	AUS	5th	Michael Heath	AUS	4th	Denis O'Sullivan	IRL	5th	Peter Seidenberg	CAN	
2nd	Haruyoshi Kimura	JPN	1994 Wakayama, JPN			5th	Peter Seidenberg	CAN	Grand Masters			
3rd	Geoffrey Myburgh	RSA	Entries 113 Countries 20	1st	Norio Akiyama	JPN	1st	Friedhelm Lixenfeld	GER	1st	Alan Clark	AUS
4th	Kurt Zueger	SUI	Apprentices	2nd	Nicholas Harrison	GBR	2nd	Jack Swenson	USA	2nd	Alan Levinson	USA
5th	Peter O'Grady	AUS	1st	Norio Akiyama	JPN	3rd	Heinz Gebauer	CAN	3rd	Bob Salthmarsh	USA	
Laser Radial Open												
1st	Mark Orams	NZL	2nd	Nicholas Harrison	GBR	4th	Nick Payne	GBR	4th	Peter Milnes	USA	
2nd	Alexandre Nikolaev	RUS	3rd	Katsumi Hirano	JPN	5th	Robert Salthmarsh	USA	5th	Alf Johnson	RSA	
3rd	Frank Inmon	AUS	4th	Keiichi Naito	JPN	1982 Sardinia, ITA						
4th	Wilmar Groenendijk	NED	5th	Doug Peckover	USA	Entries 82	Apprentices					
5th	Adam French	AUS	Masters	1st	Keith Wilkins	GBR	1st	Paul Millsom	AUS			
Laser Radial Women												
1st	Lyndal Patterson	AUS	2nd	Hirokyu Uehara	JPN	2nd	Hirokyu Uehara	JPN	2nd	Jacky Nebrel	FRA	
2nd	Helen Cooksey	AUS	3rd	Mark Bethwaite	AUS	3rd	Mark Bethwaite	AUS	3rd	Michael Wallace	IRL	
3rd	Sally Sharp	USA	4th	Kerry Waynal	AUS	4th	John Waynal	AUS	4th	Michael Heath	AUS	
4th	Susan Fielding	AUS	5th	Ian Rawet	GBR	5th	Ian Rawet	GBR	5th	Tony Manning	AUS	
5th	Lesley Hotchin	GBR	Grand Masters			1st	Colin Lovelady	AUS	Masters			
1997 Algarrobo, CHI												
Entries 128 Countries 21												
Laser Standard												
Apprentices												
1st	Herman Cristian	CHI	1st	Paul Page	NZL	1st	Friedhelm Lixenfeld	GER	1st	Hans-Luther Striewe	GER	
2nd	Alan Davis	GBR	2nd	Neville Witley	AUS	2nd	Warwick Phillips	AUS	2nd	Geoff Myburgh	RSA	
3rd	Marcelo Fuschs	BRA	3rd	Murray Thom	NZL	3rd	Heinz Gebauer	CAN	3rd	Nick Paine	GBR	
4th	Terry Scutcher	GBR	4th	Andrew Hark	AUS	4th	Peter Milnes	USA	4th	Jack Swenson	USA	
5th	Bill O'Hara	IRL	5th	Lance Burger	USA	5th	Jan Nouwen	NED	5th	Hugo Kroth	GER	
Masters												
1st	Doug Peckover	USA	Masters	1st	Keith Wilkins	GBR	Grand Masters	1st	John Rigg	AUS		
2nd	Mark Bethwaite	AUS	1st	Keith Wilkins	GBR	1st	Friedhelm Lixenfeld	GER	2nd	John Rigg	AUS	
3rd	Keith Wilkins	GBR	2nd	John Rigg	AUS	2nd	Warwick Phillips	AUS	3rd	John Maynard	GBR	
4th	Jack Schlachter	AUS	3rd	Mark Bethwaite	AUS	3rd	Heinz Gebauer	CAN	4th	John Rigg	AUS	
5th	Barry Waller	AUS	4th	Barry Waller	AUS	4th	Geoff Gae	AUS	5th	Nils Andersson	USA	
Grand Masters												
1st	Colin Lovelady	AUS	5th	John Waynal	NZL	5th	Willi Gerlinger	GER	Masters			
2nd	Peter Seidenberg	USA	1st	Colin Lovelady	AUS	1st	John Rigg	AUS	1st	Nick Payne	GBR	
3rd	Wilhelm Gerlinger	GER	2nd	Denis O'Sullivan	USA	2nd	Keith Heath	AUS	2nd	Maudiez de Cozannet	FRA	
4th	Joe Van Rossem	CAN	3rd	Barry Pownall	AUS	3rd	Graham Gilbert	AUS	3rd	Lucent Bouche	FRA	
5th	Jack Hansen	NZL	4th	Ralph Ellis	AUS	4th	Colin Lovelady	CAN	4th	Horst Kimm	GER	
Laser Radial												
Great Grand Masters												
1st	Heinz Gebauer	CAN	5th	John Waynal	GBR	5th	Greg Marshall	AUS	5th	Michael Tuson	QAT	
2nd	Doug Bates	NZL	Great Grand Masters			1st	Alan Clark	AUS	Grand Masters			
3rd	Graham Reed	AUS	1st	Doug Bates	NZL	2nd	Alec McClure	AUS	1st	Alan Clark	AUS	
4th	Peter Raymer	GBR	2nd	Robert Salthmarsh	USA	3rd	Graham Gilbert	AUS	2nd	Cecil Walker	GBR	
5th	Robert Salthmarsh	USA	Women			4th	Doug Bates	NZL	3rd	Piero Marchetti	ITA	
Laser Radial Open												
1st	Wilmar Groenendijk	NED	1st	Jill Robertson	CAN	5th	Victorio Baldoni	ITA	4th	John Nouwen	NED	
2nd	Aydin Yurdum	TUR	2nd	Sally Sharp	USA	1980 Bendor, FRA						
3rd	Alexandre Nikolaev	RUS	3rd	Porto Carras, GRE	GRE	Entries 67	Countries 15					
4th	Gary McCrohon	AUS	4th	Porto Carras, GRE	GRE	Apprentices						
5th	Heinz Gebauer	CAN	Laser Standard			1st	Jacky Nebrel	FRA	1st	Nick Payne	GBR	
1996 Cape Town, RSA												
Entries 155 Countries 21												
Laser Standard												
Apprentices												
1st	Peter Wilson	RSA	1st	Keith Wilkins	GBR	1st	David Olsen	USA	2nd	Alf Johnson	RSA	
2nd	Robert Douglass	AUS	2nd	Peter Seidenberg	CAN	2nd	Ben Lashaway	USA	3rd	Peter Fordham	GBR	
3rd	Regis Berthouier	FRA	3rd	Barry Waller	AUS	3rd	Richard Gronblom	FIN	Grand Masters			
4th	Terry Scutcher	GBR	4th	Geoffrey McGillivray	AUS	1st	Peter Seidenberg	CAN	1st	Sam Small	USA	
5th	Chris Rodowicz	AUS	5th	Peter Wolfe	IRL	2nd	Colin Lovelady	AUS	2nd	Cecil Walker	GBR	
Masters												
1st	Keith Wilkins	GBR	1st	Keith Wilkins	GBR	3rd	Peter Lundt	USA	3rd	Vittorio Baldoni	ITA	
2nd	Mark Bethwaite	AUS	2nd	Peter Seidenberg	CAN	Grand Masters						
3rd	Alan Keen	AUS	3rd	Barry Waller	AUS	1st	Alec McClure	AUS	1st	Alexander Nimick	USA	
4th	Barry Waller	AUS	4th	Willi Gerlinger	GER	2nd	Colin Lovelady	USA	2nd	Alister Taig	USA	
5th	Doug Peckover	AUS	5th	Ilkka Schroderus	FIN	3rd	Alister Taig	USA	Grand Masters			
Grand Masters												
1st	Ben Pietke	AUS	1st	Colin Lovelady	AUS	1st	Richard Verco	AUS	1st	Richard Verco	AUS	
2nd	Denis O'Sullivan	IRL	2nd	Friedhelm Lixenfeld	GER	2nd	Paul Millsom	AUS	2nd	Paul Millsom	AUS	
3rd	Colin Lovelady	USA	3rd	Heinz Gebauer	CAN	3rd	Kim Weber	FIN	3rd	Kim Weber	FIN	
4th	Peter Seidenberg	USA	4th	Nick Payne	GBR	4th	Roger Williams	USA	4th	Roger Williams	USA	
5th	Ken Holday	RSA	5th	Tony Denham	AUS	5th	Ilkka Schroderus	FIN	5th	Ilkka Schroderus	FIN	
Laser Radial												
Laser Radial Open												

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